



GOVERNMENT OF INDIA
MINISTRY OF
ROAD TRANSPORT & HIGHWAYS
NEW DELHI

ANNUAL REPORT **2023 - 2024**





“ Today the country is advancing towards modernity. Be it Highway, Railway, Airway, I-Ways or Information Ways, Water Ways, there is no such area in which the country is not progressing today. In the last 9 years, we have given a lot of emphasis on development in the coastal areas, tribal areas as well as our hilly areas. We have given strength to these sections of the society by introducing schemes like Parvat Mala, Bharat Mala. ”

-15th August 2023



BHARATMALA
ROAD TO PROSPERITY

ANNUAL REPORT

2023-24



सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
NEW DELHI



रुकिए
Stop

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



10th Meeting of Group of Infrastructure



Review Meeting of Hon'ble Minister (RT&H) with ROs and PDs of NHAI



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

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



प्रवेश निषेध
No Entry

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Ministry of Road Transport & Highways, Government of India



Inauguration of Dibrugarh-Tinsukia-Ledo Project by Hon'ble Minister (RT&H)



Hon'ble Minister (RT&H) Interaction on 9 Years Achievements of Government of India

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.



CHAPTER - I

INTRODUCTION

1.1 Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries, i.e., Ministry of Road Transport and Highways and Ministry of Shipping.

1.2 HISTORICAL BACKGROUND

- ❖ The Department of War Transport was formed in July, 1942 by the bifurcation of the then Department of Communications into two Department viz., (i) the Department of Posts and (ii) the Department of War Transport.
- ❖ In the year 1957, the Department of War Transport was re-named as Ministry of Transport Communications and the Department of Transport was placed under it.
- ❖ The Ministry of Transport was renamed as the Department of Transport, Shipping and Tourism in the Ministry of Transport and Aviation on the 25th January, 1966.
- ❖ The Ministry of Transport and Aviation was bifurcated into the Ministry of Shipping and Transport and the Ministry of Tourism and Civil Aviation w.e.f. 13th March, 1967.
- ❖ On re-organization of Ministries/Departments, the erstwhile Ministry of Transport and Shipping became the Department of Surface Transport under the Ministry of Transport w.e.f. 25th September, 1985.
- ❖ On further re-organization of Ministries/Department, the Department of Surface Transport under the Ministry of Transport was renamed as Ministry of Surface Transport w.e.f. 22nd October, 1986.
- ❖ The Ministry of Surface Transport was subsequently re-organized into departments, namely the Department of Shipping and the Department of Road Transport and Highways w.e.f. 15th October, 1999.
- ❖ The Ministry of Surface Transport was bifurcated into two Ministries viz. Ministry of Shipping and Ministry of Road Transport & Highways w.e.f. 17th November, 2000.
- ❖ The Ministry of Road Transport & Highways and the Ministry of Shipping were merged on 2nd September, 2004 into a single Ministry of Shipping, Road Transport & Highways, with two Departments i.e. Department of Shipping and Department of Road Transport & Highways.
- ❖ The Ministry of Shipping, Road Transport & Highways was again bifurcated into two independent Ministries by converting the Department of Shipping and Department of Road Transport &

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

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



बैलगाड़ियों का
आना मना है
Bullock Cart
Prohibited

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Ministry of Road Transport & Highways, Government of India



Highways into separate independent Ministries viz. Ministry of Shipping and Ministry of Road Transport & Highways in 2009.

- 1.3 Road Transport is a critical infrastructure for the economic development of a country. It impacts the pace, structure and pattern of development. The tasks and responsibilities of the Ministry of Road Transport and Highways encompass, *inter alia*, construction and maintenance of National Highways (NHs); administration of the National Highways Act, 1956; National Highways Authority of India Act, 1988; National Highways Fee (Determination of Rates and Collection) Rules, 2008; Motor Vehicles Act, 1988; and Central Motor Vehicles Rules 1989, as also formulation of broad policies relating to road transport and automotive norms, besides making arrangements for movement of vehicular traffic with neighbouring countries.
- 1.4 The capacity of National Highways in term of handling traffic (passenger and goods) needs to keep pace with economic growth. India has the second largest road network in the World of about 63.45 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways	1,46,145 km
State Highways	1,79,535 km*
Other Roads	60,19,723 km*
Total	63,45,403 km
* Source “Basic Road Statistics of India (2018-19)”	

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

Functions

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

Organisation

- 1.7 Associated Offices

- 1.7.1 **National Highways Authority of India (NHAI)**

The National Highways Authority of India (NHAI) was set up through an Act of Parliament, namely the National Highways Authority of India Act, 1988. The NHAI is responsible for the



development, maintenance and management of the National Highways entrusted to it and for matters related or incidental 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 13th March, 2014, approved the setting up and operationalization of a new corporate entity, the NHIDCL, under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/up-grading/widening of National Highways in parts of the country which share international boundaries with neighbouring countries in order to promote regional connectivity on a sustainable basis.

1.7.3 Indian Academy of Highway Engineers (IAHE)

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

1.7.4 Indian Roads Congress (IRC)

The IRC was formally registered as a Society on 24th September, 1937 under the Societies Registration Act of 1860 for periodical holding of road conferences to discuss issues related to road construction, maintenance & development. IRC has over 18,669 registered members comprising engineers & professionals of all stakeholders of the road sector, from Central and State Governments; Public Sector; Research Institutions; Academic Institutions; Local bodies; Private sector; Concessionaires; Contractors; Consultants; Equipment manufacturers; Machinery manufacturers; Material producers & suppliers; Industrial Associations; and Multilateral & Institutional organizations like World Bank, ADB, JICA, JRA, IRF etc.

The main objective of IRC is to set up/formulate Standards, Codes, Specifications, Guidelines, Manuals etc. for adoption by Central/State government road agencies to construct and maintain sustainable road infrastructure for overall development of the country. In addition, IRC also organizes various events viz, Annual Sessions, Mid-Term council meetings, International Seminars, Regional Workshops etc in order to disseminate and propagate technical knowledge and make highway professionals aware about current state of art practices and cutting-edge environment friendly technology.

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 वहाँ नदी पार करने के लिए नौका सेवा उपलब्ध है।

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



Review Meeting by Hon'ble Minister (RT&H) with Regional Officers of MoRTH, NHAI & NHIDCL



Review of NH Projects in the State of Assam by Hon'ble Minister(RT&H) at Guwahati



CHAPTER - II

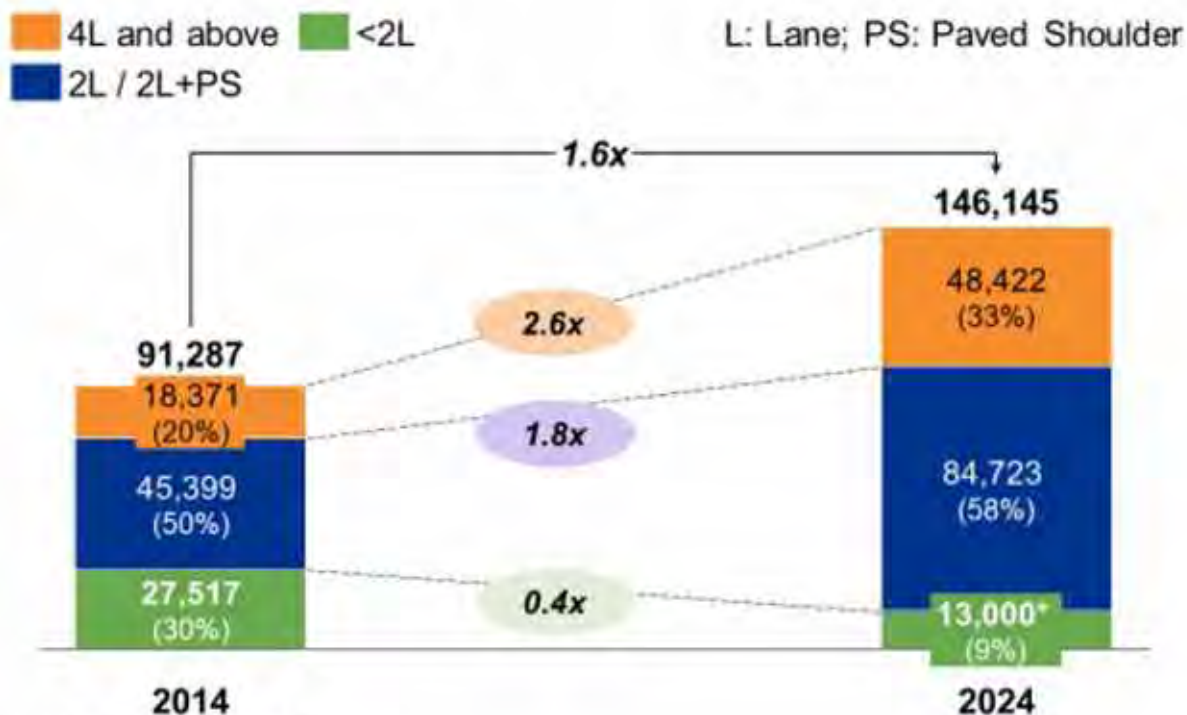
YEAR 2023-24 AT A GLANCE

2.1 The National Highways have a total length of 1,46,145 km, which in totality serve as the arterial network of the country. The development of National Highways is the responsibility of the Government of India. The Government of India had launched major initiatives to upgrade and strengthen National Highways through various phases of the National Highways Development Project (NHDP) and is taking the initiative forward through the umbrella program of Bharatmala Pariyojana Phase-I and other schemes and projects.

2.2 Expansion of National Highway Network

- National Highway (NH) network increased by 60% from 91,287 km in 2014 to 1,46,145 km in year 2024.
- Length of 4 lanes and above NH increased by 2.6 times from 18,371 km (2014) to 48,422 km.
- Length of operational High-Speed Corridors of NHs network has increased from 93 km in 2014 to about 2,138 km in 2024.

National Highway Network (km): NH lane configuration in 2024



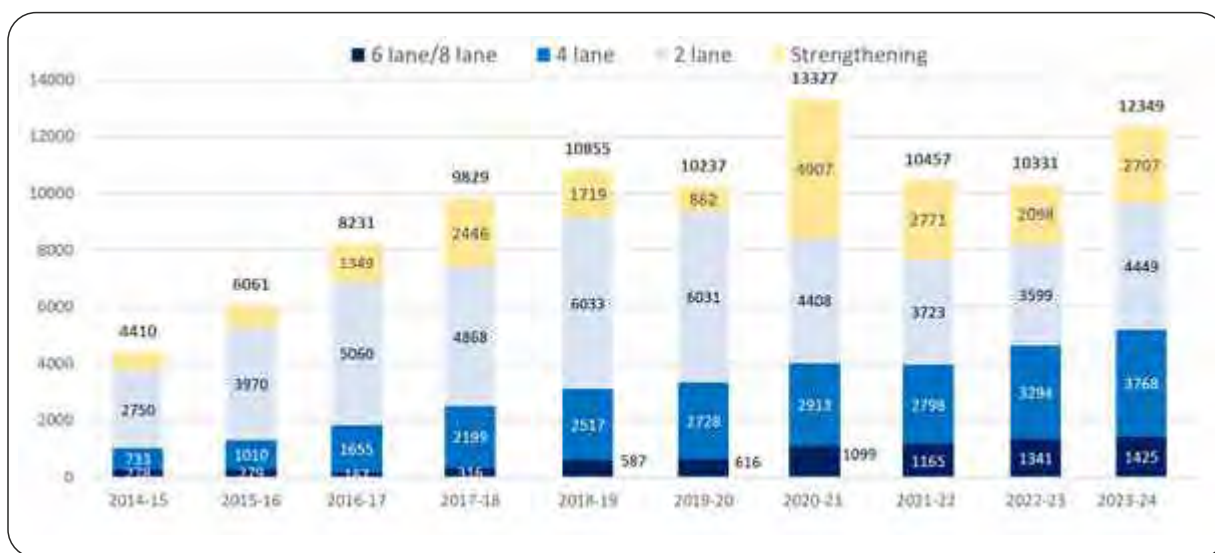
यह चिन्ह दर्शाता है कि निर्धारित सड़क पर हाथ ठेले चलाने पर रोक है क्योंकि ये यातायात के तेज प्रवाह में बाधक बनते हैं।

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

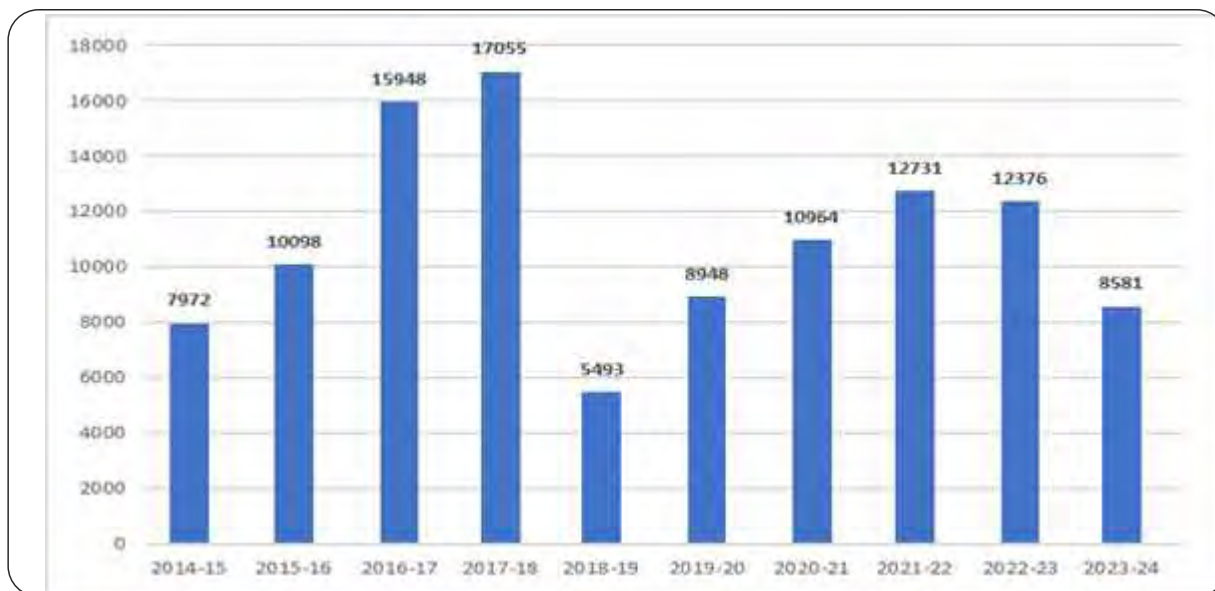


2.3 Sustained Pace of Award & Construction of National Highway

- The pace of National Highways (NH) construction has increased consistently due to the systematic push through corridor-based National Highway development approach.
- Construction during 2023-24 reached 12,349 km which is the 2nd highest and 20% more than previous year. Highest achievement was 13,327 km in 2020-21.
- Lane augmentation is at all time highest (9,642 km) during 2023-24 and 17% more than previous year (8,233 km in 2022-23).
- 4L+ km of roads including Expressways/ Access Controlled Highways is at all time highest at 5,193 km and at 12% more than previous year (4,635 km in 2022-23).
- Pace of NH construction increased 2.8 times to 33.8 km/day (2023-24) from 12.1 km/day (2014-15).
- Award during 2023-24 is 8,581 km as compared to 7,972 km during 2014-15.
- The average pace of award during the period from 2014-24 is 11,017 km.



Year wise Construction



Year wise Award

2.4 Increase in Capital Expenditure

- ❖ Capital expenditure of the Ministry (including private investment) increased 5.7 times from around ₹ 53,000 crore in 2013-14 to roughly ₹ 3.01 lakh crore in 2023-24 (highest ever).
- ❖ Out of the total budgetary capital outlay of ₹ 2,64,526 crore, MoRTH has utilized ₹ 2,64,361 crore (99.94% utilization).

2.5 The status of Bharatmala Pariyojana Phase 1 entails a total length of 34,800 km in 31 States and UTs, 550+ Districts. The length awarded is 26,425 km and the length constructed is 17,411 km so far. The program is expected to be completed by 2027-28.

2.6 With an aim to ensure last-mile connectivity, the Government of India has initiated for development of ropeways under the 'Parvatmala Pariyojna' to improve accessibility and convenience for passengers and to promote tourism. Apart from hilly areas, ropeways are also being developed as an alternate mode of transportation in congested urban areas. National Highways Logistics Management Ltd. (NHLML) has planned to award Ropeway projects with 60 km length in total in FY 2023-24. In March 2023, foundation stone of India's first urban Ropeway Project was laid by the Hon'ble Prime Minister in Varanasi which is under construction. Additionally, 5 ropeway projects of 8.23 km length are awarded viz. Bijli Mahadev (Himachal Pradesh), Dhosi Hill (Haryana), Mahakaleshwar Temple (Madhya Pradesh), Sangam (Uttar Pradesh) and Shankaracharya Temple (Jammu and Kashmir). Bids for 6 projects of 27.80 km length have been invited viz. Brahmagiri to Anjaneri (Maharashtra), Kamakhya Temple (Assam), Tawang Monastery – P T Tso Lake (Arunachal Pradesh), Kathgodam – Hanuman Garhi Temple,



बाएं मुड़ना मना है
Left Turn Prohibited

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Nainital (Uttarakhand), Tikitoriya Mata Temple (Madhya Pradesh) and Ramtek Gad Temple (Maharashtra).

2.7 Multi Modal Logistics Parks (MMLP)

Of the 35 MMLPs Projects identified for development under Bharatmala Pariyojana, 15 sites have been prioritized for award by FY25. So far 6 MMLPs have been awarded for Jogighopa, Chennai, Indore, Bengaluru, Nagpur and Jalna. MMLP in Jogighopa, Assam is under construction by NHIDCL. 7 MMLPs are planned for award during 2024-25 (Anantapur, Pune, Patna, Coimbatore, Hyderabad, Jammu and Nashik) out of which Bids have been invited for MMLPs at Anantapur, Pune and Nashik.

2.8 Wayside Amenities

A total of 400 WSA sites are planned for development in FY 2024-25 and further 200+ WSA sites are planned for development in FY 2025-26. 160 WSA sites (along 113 brownfield and 47 greenfield NH) were awarded till FY 2022-23. Further, 162 WSA sites (along 37 brownfield and 125 greenfield NH) have been awarded in the financial year (FY 2023-24). Hence, total 322 WSA sites (along 150 brownfield and 172 greenfield NH) have already been awarded out of which 50 sites are operational.

2.9 Optical Fibre Cables (OFC)

Ministry has awarded 2 pilot projects for development of Optical Fibre Cables (OFC) infrastructure along one brownfield and one greenfield pilot project, namely, Hyderabad-Bangalore National Corridor & Delhi-Mumbai Expressway, having a total length of ~1900 kms. The work of laying of OFC is in progress in these corridors.

2.10 Public Transport Terminal Infrastructure (PTI)

Ministry has also planned the development of dedicated infrastructure like Public Transport Terminal Infrastructure (PTI) to improve the efficiency of freight and passenger movement respectively in the country which shall act as a one-stop solution for interfacing and interconnecting a variety of interstate, intercity, regional & local public transport systems. MoRTH is well placed to develop PTI facilities as currently 87% of passenger traffic moves through roads in India and these facilities shall complement the National Highway infrastructure of MoRTH. PTIs will have a **Transport zone**, which would be a state-of-the-art public transport bus terminal catering to interstate, intercity, regional & local public transport buses with provisions to connect other transport mode terminals such as metro station, ropeway terminal and railway station which are in the vicinity. Mandatory facilities in transport zone will include bus bays, car parking facility, taxi stand, toilets, baby care room, passenger lounges/ waiting rooms, retail shops, EV charging stations etc. PTIs will also have a **commercial zone** with facilities like



hotels, commercial complex, restaurants, recreational facilities etc. Development of PTIs shall have multiple socio-economic benefits and help in improving passenger experience, reducing urban congestion, and improving economic activity through creation of city centres. As pilot projects, MoRTH is planning to undertake the development of 02 PTIs / WSAs in Katra and Tirupati.

- 2.11 Asset Monetization:** Over the last 7 years, MoRTH has raised ₹ 1,10,441 crore till 31st March, 2024 through various modes of Asset Monetization:
- ₹ 42,334 crore has been raised through monetization via Toll Operate Transfer mode (TOT), out of which ₹ 15,968 crore has been raised during 2023-24.
 - ₹ 25,900 crore has been raised till 31st March, 2024 through InvIT listings of NHAI with length of 1,524 km in 3 Bundles, out of which ₹ 15,700 crore has been raised during 2023-24.
 - ₹ 42,207 crore has been raised via Project-based financing of Delhi Mumbai Expressway, out of which ₹ 8,646 crore has been raised during 2023-24.
 - Ministry has raised ₹ 40,314 crore under Asset Monetization mode during 2023-24 (highest ever) against the target of ₹ 43,979 crore.
- 2.12** The Government had mandated fitment of FASTag in M&N Categories motor vehicles sold on and after the 1st December, 2017 vide Notification G.S.R 1361(E) dated 2nd November, 2017 and subsequently mandated fitment of FASTag in Categories M&N motor vehicles sold before 1st December, 2017, on or before the 1st January, 2021 vide G.S.R. 690(E) dated 6th November, 2020. For National Permit Vehicles, the fitment of FASTag has been mandated since 1st October, 2019 vide G.S.R. 1081(E) dated 2nd November, 2018. In order to further promote fee payment through digital mode, reduce waiting time and fuel consumption, and provide for seamless passage through fee plazas, Government has declared all lanes of the fee plazas on National Highways to be “FASTag lane of the fee plaza” w.e.f. the midnight of 15th/16th February, 2021. As on 31st March, 2024, collectively banks have issued over 8.81 crore FASTags; the average daily collection through ETC has increased to ₹ 190.68 crore with penetration of 98.5% in total fee collection. There are 1365 National Highways and State Highways fee plazas live with ETC infrastructure in all lanes. The constant growth and adoption of FASTag by highway users is very encouraging and has helped increase efficiency in toll operations.
- 2.13** The Ministry has launched BhoomiRashi Portal to digitize the land acquisition notification process to accelerate highways infrastructure development projects and payment to compensation for land acquisition. The portal has been made mandatory for processing all the land acquisition proposals w.e.f. 01st April, 2018. A total of 15,431 notifications under section 3 of National Highways Act, 1956 have been published and around 1,41,409.68 hectare of land has been

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

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



आगे चलना या
बाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Left

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



acquired under Section 3-D of the Act through BhoomiRashi Portal from 01st April, 2018 to 31st March, 2024.

- 2.14 Blackspot Rectification:** The Ministry has identified 9,733 accident prone blackspots for rectification by 2024-25. Out of these, 4,621 black spots have been rectified through permanent measures till March'24.
- 2.15 Vehicle Scrapping Policy:** 37 Registered Vehicle Scrapping Facility (RVSFs) operationalized, taking the cumulative to 52 RVSFs across 16 States/ UTs. 45 Automatic Testing Systems (ATs) operationalized taking cumulative to 52 ATs across 11 States / UTs 56,000 vehicles scrapped at RVSFs (17,908 privately owned and 38,124 Government owned).
- 2.16 Bharat New Car Assessment Program (BNCAP):** MoRTH, vide G.S.R. 698(E) dated 27th September, 2023, has inserted a new rule 126E in Central Motor Vehicles Rules (CMVR), 1989 regarding the Bharat New Car Assessment Program (BNCAP). It introduces the concept of safety rating of passenger cars and empowers consumers to take informed decisions. It will promote export worthiness of the cars produced by Original Equipment Manufacturer (OEMs) in the country and increase the domestic customers' confidence in these vehicles. Additionally, the program will encourage manufacturers to provide advanced safety technologies to earn higher ratings.
- 2.17 Cashless Treatment to Road Accident Victims:** Pilot program launched in Chandigarh to provide cashless treatment to the victims of accident caused by use of motor vehicles on all categories of roads.
- 2.18** Hon'ble Minister for Road Transport & Highways chaired the 10th Meeting for the Shanghai Cooperation Organization (SCO) Transport Ministers at New Delhi on 28th April, 2023. He called upon SCO Member States to collaborate for research and development for effective solutions to contemporary challenges in the road transport sector. All Member States supported “Concept of cooperation of the SCO Member States to decarbonize transport, promote digital transformation and innovative technologies to achieve greater efficiency and sustainability”. A Special Working Group has been established to promote collaboration among Member States of the SCO in the field of transportation.
- 2.19** The 10th Meeting of the Group of Infrastructure was held on 24th January, 2023 under the chairmanship of Hon'ble Minister for Road Transport & Highways with all the Infrastructure Ministries / Departments and Ministry of Environment, Forest & Climate Change to address existing inter-ministerial issues with regard to implementation of various infrastructure projects.
- 2.20** The Ministry observed the Road Safety Month from 15th January to 14th February, 2024 to sensitize citizens and road users about the severity of the challenges of road safety.



- 2.21** Meeting under the chairmanship of Hon'ble Minister for Road Transport & Highways was held with all ROs/PDs/EDs of MoRTH, NHAI & NHIDCL on 4th September, 2023 to review the project-pipeline for the Annual Plan FY 2023-24.
- 2.22 Inauguration of Two Mobile Applications:** Hon'ble Minister for Road Transport & Highways, Shri Nitin Gadkari, inaugurated two mobile Apps namely (a) 'RajmargYatra' – a citizen centric Mobile Application with in-built complaint redressal system and (b) 'NHAI One' – a mobile app to facilitate most of the crucial onsite requirements in execution of National Highway Projects. Both these Apps focus on enhancing efficiency and providing Ease of Commuting on the National Highways.
- 2.23 Workshop on Implementation of Electronic Bank Guarantee & Insurance Surety Bonds:** MoRTH conducted a workshop on implementation of Electronic Bank Guarantee & Insurance Surety Bonds on 24th May, 2023 at New Delhi in which various stakeholders including industry experts, banks, insurance companies etc. participated. The objective of this workshop was to highlight the benefits of e-BGs and Insurance Surety Bonds among various stakeholders and expedite adoption of these instruments.
- 2.24** National Highways Logistics Management Ltd. signed an agreement for the development of Multi Model Logistics Park at Bengaluru proposed to be developed under the Public Private Partnership (DBFOT) model at an estimated cost of ₹ 1,770 crore. The MMLP is being developed in an area of 400 acre at Muddelinganahalli in Bengaluru rural district in Karnataka. The project is poised to become the first and largest MMLP ever implemented in the country under the PM Gati Shakti National Master Plan.
- 2.25 Silkyara Rescue Operation:** The rescue operation to bring out entrapped forty-one workers within the Silkyara - Barkot tunnel on NH - 134 (Uttarakhand) was successfully completed on 28th November, 2023 after intense operations for more than 16 days. The whole operation was supervised by the Hon'ble Minister of State for Road Transport & Highways [Gen (Retd.) Dr. V.K. Singh] and the Secretary (MoRTH), camping at the site for the last one week of the operation apart from the initial visit. It was closely monitored from the highest level of the Government of India, including Hon'ble Prime Minister himself. Principal Secretary to Prime Minister, Cabinet Secretary and the Home Secretary visited the site on 27th November, 2023.
- 2.26 All India Tourist Permit Rules, 2023:** MoRTH has notified the All-India Tourist Vehicles (Permit) Rules, 2023, superseding the All-India Tourist Vehicle (Authorisation or Permit) Rules, 2021. With the All-India Tourist Vehicles (Permit) Rules, 2023, the All-India Tourist Permit (AITP) regime has been further streamlined and strengthened to provide greater ease of movement of tourist vehicles across the country.
- 2.27** Relief granted to Contractors/Developers of the Road Sector in view of the COVID-19 pandemic

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.

relating to relaxation in Schedule H/G, arrangement regarding direct payment to approved Sub-Contractor through Escrow Account, reduction of Performance Security/release of Retention Money etc. have been extended upto 31st March, 2024.

- 2.28** Changes have been made in the Model Concession Agreement (MCA) for Hybrid Annuity Model (HAM) projects to allow for flexible pavement including structures. Amendments have been made in the Request For Proposal (RFP) and MCA of HAM project to allow Lowest Quoted Bid Project Cost (BPC) as the basis for awarding HAM Project and O&M cost to be fixed as in Engineering Procurement and Construction (EPC) projects. Changes have also been made for inclusions of provisions regarding accepting Insurance Surety Bonds and e-bank guarantee as “Bid Security and Performance Security” in standard documents of EPC, HAM and Build Operate and Transfer (BOT) (Toll). Further changes have been approved in the clauses relating to capacity Augmentation of MCA of BOT (Toll) for efficient implementation of NH Projects.
- 2.29 Electronic Detailed Accident Report (e-DAR)/ Integrated Road Accident Database (iRAD):** eDAR/ iRAD system is a central repository for reporting, management, claim processing and analysis of road accidents data to enhance road safety in the Country. The application is being developed and implemented by NIC/ NICSI and the required analytics on the data is being carried out by Indian Institute of Technology (IIT) Madras under the aegis of Ministry of Road Transport and Highways. It is being integrated with national databases such as CCTNS, VAHAN, SAARTHI etc. The application has been rolled out in 36 States/UTs for live data entry of road accidents.
- 2.30 Special Campaign 3.0 for Disposal of Pending Matters:** MoRTH has successfully implemented the Special Campaign 3.0 from 2nd October to 31st October, 2023. Identified targets under various parameters of the campaign were achieved.
- 2.31** Ministry observed Swachhatta Pakhwara (15-30 September, 2023) with involvement of all its organisations. During the campaign, MoRTH and its agencies identified more than 13,000 sites for cleanliness activities, which included Regional Offices, PD/PIU Offices, Construction Camps, Toll Plazas, Way Side Amenities, Bus Stops, Dhabas, NH Stretches. Besides, all the agencies have been directed to make NH potholes free, remove encroachment and unclog the drainage along NH, take care of street lighting and encourage use of plastic waste in road construction.
- 2.32 National Highways Excellence Awards, 2022**
National Highways Excellence Awards, 2022 ceremony with the theme of “Excellence in Project Management and Road Safety” was conducted on 6th February, 2024 at Yashobhoomi, Dwarka in the presence of Hon'ble Minister for Road Transport & Highways. During the ceremony, awards were presented to the concessionaire/contractors who displayed exceptional work in project management, operation and maintenance, highway safety, green highways and outstanding work in challenging condition and innovation.

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.



National Highways Excellence Awards, 2022



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

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



ट्रकों का आना मना है
Truck Prohibited

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



Beyt Dwarka -Sudarshan Setu



Ramban Viaduct



CHAPTER - III

ROAD DEVELOPMENT

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

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

3.2 Vision 2047

MoRTH has defined a Vision 2047 for the National Highways sector which serves as the guiding principle for the Master Plan of National Highways and allied infrastructure. Vision 2047 for the National Highways aims to provide equity, efficiency and strategic connectivity to meet 5 key objectives:

- (i) Access to high-speed corridor within 100 - 150 km to all citizens
- (ii) India to rank amongst top 10 countries in G20 for high-speed corridor density
- (iii) Equitable access to National Highways in under-developed regions
- (iv) Improve passenger convenience with world class Passenger Amenities
- (v) Reduction in logistics cost as a share of GDP

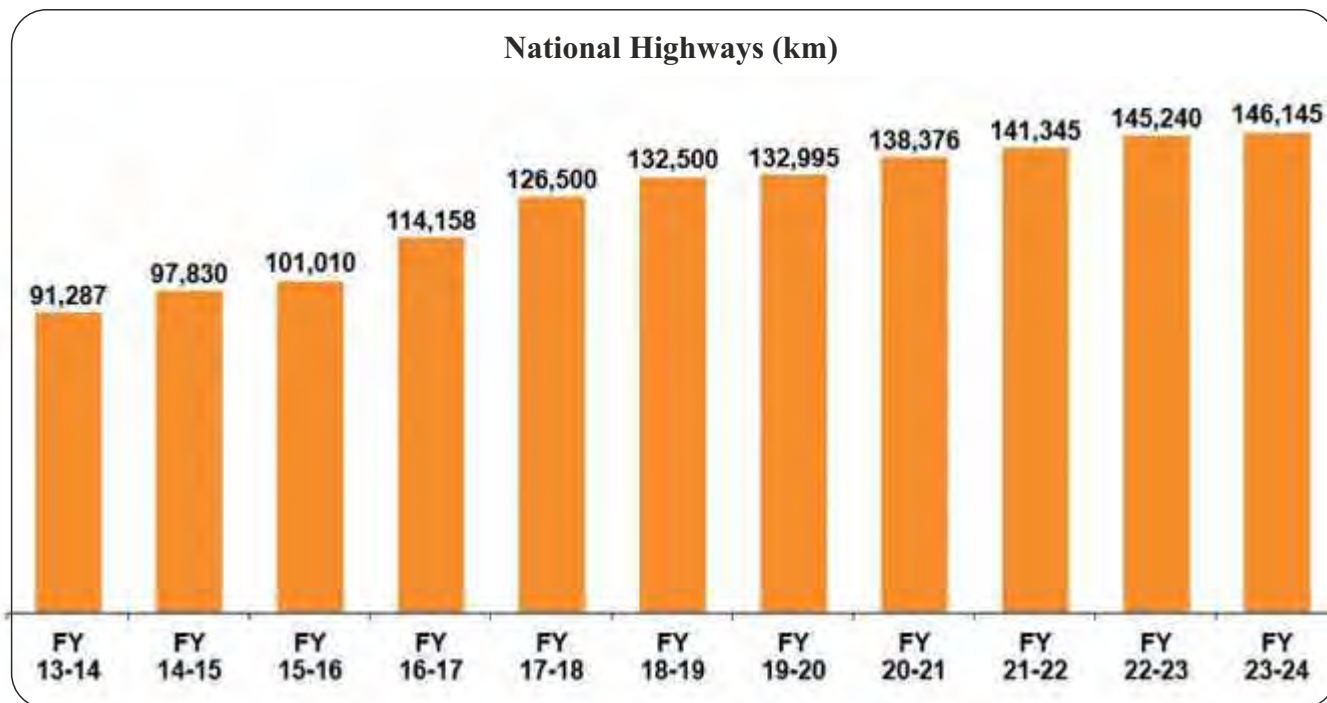
The Master plan for the National Highways is being developed in line with the aforementioned vision.

3.3 The length of National Highways is 1,46,145 km. A list of State-wise National Highways is at **Appendix-2**.



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

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



3.4 Development and Maintenance of National Highways

3.4.1 Bharatmala Phase-I (including Subsumed National Highways Development Project (NHDP))

The Public Investment Board (PIB) recommended the proposal during its meeting held on 16th June, 2017. Cabinet Committee on Economic Affairs (CCEA) approved the Bharatmala Phase-I. The minutes of the meeting were circulated vide Cabinet Secretariat's letter dated 26th October, 2017.

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



identified for improving effectiveness of Economic Corridors, GQ and NS-EW Corridors. The programme envisages development of Ring Roads / bypasses and elevated corridors to decongest the traffic passing through cities and enhance logistic efficiency; 28 cities have been identified for Ring Roads; 125 choke points and 66 congestion points have been identified for their improvements. Further, in order to reduce congestion on proposed Corridors, enhance logistic efficiency and reduce logistics costs of freight movements, 35 locations have been identified for development of Multimodal Logistics Parks. The status of various components of Bharatmala Pariyojana Phase-I and other schemes up to 31st March, 2024 are as under:

Components / Scheme	Total Length in km	Length Completed up to 31.03.2023 in km	Length Completed during 01.04.2023 to 31.03.2024 in km	Total Length Completed up to 31.03.2024 in km
A. Bharatmala Pariyojana Phase-I				
Economic Corridors	9,000	3,807	1,625	5,432
Inter Corridors & Feeder Roads	6,000	1,614	631	2,245
National Corridor Efficiency Improvement	5,000	1,638	365	2,003
Border & International Road Connectivity	2,000	1,256	89	1,345
Coastal & Port Connectivity Roads	2,000	104	74	178
Expressways	800	958	607	1,565
Subtotal	24,800	9,377	3,392	12,769
Balance Road Works under NHDP	10,000	4,122	519	4,641
Grand Total	34,800	13,499	3,912	17,411
B. Other Schemes				
SARDP-NE (Phase A+ Arunachal Pradesh)	5,998 (Original: 6,418)	5,274	387	5,661
LWE (including Vijayawada Ranchi Route)	6,014	5,710 (based on reconciled data)	47	5,757
EAP (WB+JICA+ADB)	2,910	1,963	487	2,450

The status of completion of various phases of NHDP, which have been subsumed under the

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.



umbrella programme of Bharatmala Pariyojana Phase-I, are as under:

NHDP Phases	Length Completed up to 31.12.2020 in km
I+II+III+IV: GQ, Port Connection & Upgradation with 2/4/6-laning / North-South & East West Corridor	38,685
V: 6-laning of GQ and High Density Corridor	4,088
VI: Expressways	219
VII: Ring Roads, Bypasses and Flyovers and Other Structures	181

3.4.2 Sources of Funding for Bharatmala Phase-I

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

3.4.3 Expenditure / Release during the Last Six Years and Current Year for NHDP/ Bharatmala Phase-I (Amount in ₹ crore)

Expenditure / Release for NHDP / Bharatmala Pariyojana

Year	NHAI Investment	Toll Remittances	TOT Remittances	BMP	Total (Budgetary support)	IEBR Raised	Total Budgetary	Others*	Total	Pvt. Sector Investment Actual	Grand Total
2014-15	9,565	5,448			15,013	3,343	18,356		18,356	19,232	37,588
2015-16	21,018	6,500			27,518	23,281	50,799		50,799	29,770	80,569
2016-17	7,410	7,500			14,910	33,118	48,028		48,028	16,029	64,057
2017-18	15,429	8,462			23,892	50,533	74,425		74,425	16,501	90,926
2018-19	16,567	9,570	9,682		35,819	61,217	97,036		97,036	20,618	1,17,654
2019-20	15,733	10,600	5,000		31,333	74,988	1,06,321		1,06,321	21,926	1,28,247
2020-21	27,249	11,500	7,262	50	46,061	65,036	1,11,097	9,731	1,20,828	12,476	1,33,304
2021-22	39,210	12,650	5,000	940	57,800	65,150	1,22,950	21,356	1,44,306	19,206	1,63,512
2022-23	1,13,387	18,006	10,000	2,703	1,44,096	798	1,44,894	12,674	1,57,568	21,897	1,79,465
2023-24	1,29,997	25,000	10,000	16,279	1,81,276	0	1,81,276	24,346	2,05,622	34,805	2,40,427

IEBR - Internal & Extra Budgetary Resources

* - Others includes funds from monetisation of NHs (including InvIT & Project based Financing)



3.4.4 Status of Appraisal and Award – Mode of Implementation-wise

Bharatmala Pariyojana envisages 60% projects on Hybrid Annuity Mode, 10% projects on BOT(Toll) Mode and 30% projects on EPC mode respectively. Total aggregate length of 27,391 km with a total capital cost of ₹ 8,75,774 crore have been approved and awarded till date under Bharatmala Pariyojana (including 7,234 km length of residual NHDP with a total capital cost of ₹ 1,86,477 crore). Out of the total approved 27,391 km, an aggregate length of 15,447 km have been approved on EPC mode, an aggregate length of 11,537 km on HAM mode and an aggregate length of 408 km on BOT (Toll) mode [EPC: HAM: BOT: 56%:42%:2%].

(a) Details are as follows (31.03.2024): Overall

Corridor Type	Awarded		Approved - Yet to be Awarded		Total (Awarded + Approved)	
	Length (km)	Total Capital Cost (₹ in Cr.)	Length (km)	Total Capital Cost (₹ in Cr.)	Length (km)	Total Capital Cost (₹ in Cr.)
EPC	14,748	4,06,024	699	13,167	15,447	4,19,191
HAM	11,269	4,36,522	267	8,950	11,537	4,45,471
BOT Toll	408	11,111	0	0	408	11,111
Grand Total	26,425	8,53,656	966	22,117	27,391	8,75,774

(b) Status of Appraisal and Award (as on 31.03.2024)

Out of the 24,800 km approved under Bharatmala Pariyojana Phase-I, total length of 19,667 km has been awarded till date. Similarly, out of the residual NHDP component to be completed under Bharatmala Phase-I, a total length of 6,758 km has been awarded till date. The details are as under:

Corridor Type	Awarded		Approved - Yet to be Awarded		Total (Awarded + Approved)		Completed Length (km)
	Length (km)	Total Capital Cost (in ₹ Cr.)	Length (km)	Total Capital Cost (in ₹ Cr.)	Length (km)	Total Capital Cost (in ₹ Cr.)	
Economic Corridors	8,737	2,88,871	478	11,306	9,216	3,00,177	5,432
Inter Corridor Roads	2,889	70,563	0	0	2,889	70,563	1,803
Feeder Roads	973	31,187	0	0	973	31,187	442
National Corridor	1,777	61,548	0	0	1,777	61,548	1,295
National Corridor Efficiency Program	824	43,462	0	0	824	43,462	708
Peripheral Connectivity Roads	2,044	23,965	0	0	2,044	23,965	1,524
Expressways	2,422	1,58,103	12	291	2,435	1,58,394	1,565
Bharatmala Total	19,667	6,77,699	491	11,597	20,157	6,89,296	12,769
Residual NHDP	6,758	1,75,958	476	10,520	7,234	1,86,477	4,641
Bharatmala Pariyojana Total (ongoing)	26,425	8,53,656	966	22,117	27,391	8,75,774	17,411

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

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

3.5 Financial Performance

Progress during FY 2023-24

Total budgetary allocation for the year 2023-24 has been increased by 27.33% from ₹ 2,17,027 crore in FY 2022-23 to ₹ 2,76,351 crore in FY 2023-24.

The funds allocated and expenditure incurred during 2023-24 are summarized below.

Sr. No.	Scheme	2023-24 (₹ in crore)	
		Allocation	Expenditure*
1	Capital	2,63,895	2,63,738
2	Revenue	2,656	2,589
3	Total (Central Sector Road)	2,66,552	2,66,327
4	CRF(State Roads)	8,836	8,646
5	EI&ISC for State roads – Capital	260	259
6	Ropeway	250	250
7	Road Transport	279	276
8	Secretariat Expenditure	175	157
9	Total (Budget)	2,76,351	2,75,915
	Other Resources		
10	Project Based Financing		8,646**
11	InvIT		15,700**
12	Pvt. Sector Investment		34,805

* Provisional

** - Actual raised

3.6 Progress Made in Innovative Financing like Monetization of NHs

Toll, Operate and Transfer (TOT): Cabinet Committee on Economic Affairs (CCEA) approved TOT Model in August, 2016 for monetisation of developed National Highway (NH) stretches. An amount of ₹ 15,968 crore has been raised under TOT mode during 2023-24.

Infrastructure Investment Trust (InvIT): An amount of ₹ 15,700 crore has been raised under InvIT mode during 2023-24.

Project Based Financing: NHAI has also successfully raised funds through Project based financing. During 2023-24, an amount of ₹ 8,646 crore has been raised under Project based financing.



Details of the amount realised so far through monetisation of NHs, including project-based financing, are as under:

(Amount in ₹ crore)				
Year	TOT	InvIT	Project Based Financing	Total
2018-19	9,682			9,682
2019-20				0
2020-21	5,011		9,731	14,742
2021-22	1,011	7,350	14,006	22,367
2022-23	10,662	2,850	9,824	23,336
2023-24	15,968	15,700	8,646	40,314
Total	42,334	25,900	42,207	1,10,441

3.7 Allocation to NHAI

An amount of about ₹ 2.05 lakh crore has been allocated and released to NHAI during 2023-24 through budgetary resources. NHAI has incurred actual expenditure of ₹ 2.07 lakh crore during 2023-24. Additionally, expenditure of ₹ 34,805 crore through private investment has also been incurred during 2023-24.

3.8 Allocation to NHIDCL

An amount of about ₹ 20,250 crore has been allocated to NHIDCL during 2023-24 through budgetary resources which has been entirely spent by NHIDCL.

3.9 State PWD and Border Roads Organization (BRO)

An amount of about ₹ 40,800 crore has been allocated during 2023-24 for the development and maintenance of NHs entrusted to State PWDs / BRO, out of which expenditure of around ₹ 40,500 crore has been incurred.

3.10 Tribal Sub Plan (TSP) for NH Works

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



पशु
Cattle

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



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

Financial Year	(Amount in ₹ crore)	
	Outlay under TSP	Expenditure incurred
2023-24	18,548	18,495

3.11.1 State Road Sector

The Ministry allocates funds for State Governments / Union Territories (UTs) for development and maintenance of State Roads under the Central Road & Infrastructure Fund (CRIF) Scheme as per the provisions of the amended CRIF Act, 2000. During 2023-24, the Ministry has released ₹ 8,646.23 crore under CRIF (State Roads) Scheme against corresponding accrual of ₹ 8,835.80 crore.

The summary of the accrual / allocation and release in respect of States/UT roads since the year 2000-01 to 2023-24 is at **Appendix-3**.

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

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

However, as per the CRIF Act, 2000 amended by the Finance Act, 2019, the Central Government is no longer responsible for sanction of projects and monitoring of specific projects and expenditure incurred thereon. Further, MoRTH finalized the “Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000” with the approval of Hon'ble Minister for Road Transport & Highways and Hon'ble Finance Minister and circulated the same to all the States/ UTs on 31st January, 2020, with amendments issued in April, 2022.

Although EI&ISC Scheme has been discontinued since 2021-22 and no new proposal is being considered under this Scheme, allocations are still being made under EI&ISC Scheme to clear pending liabilities of previously sanctioned works under the Scheme. During 2023-24, expenditure of ₹ 258.57 crore has been incurred under EI&ISC Scheme against corresponding outlay of ₹ 260 crore.

3.12 Development of Expressways and Access Controlled Corridors

MoRTH is developing 27 Greenfield corridors of 9,860 km length at a total capital cost of ₹ 4,19,130 crore. Ambala - Kotputli corridor has been opened to public traffic. Sections of Delhi -



Mumbai Expressway (Delhi - Lalsot, Jhalawar (Rajasthan) – MP/Gujarat Border), Amritsar – Jamnagar Corridor (Rajasthan Section), Hyderabad – Vishakhapatnam Corridor (Suryapet – Khammam Section) and Indore – Hyderabad Corridor (Maharashtra Section) have been dedicated to the nation.

Further, until March, 2024, sections of Delhi - Mumbai Expressway (Lalsot-Jhalawar, Vadodara-Ankleshwar), Amritsar-Bhatinda-Jamnagar (Remaining Section in Rajasthan & Gujarat), UER-II and Delhi-Amritsar-Katra (Haryana Section) are to be opened for traffic.

A. Summary of Greenfield Corridors being Developed by MoRTH

Sr. No.	Type	Number of Corridors	Length (Km)	Total Capital Cost (₹ crore)
1	Expressways	5	2,489	1,68,488
2	Access-Controlled	22	7,371	2,50,642
Total		27	9,860	4,19,130

B. List of Greenfield Expressways being Developed by MoRTH

Sr. No.	Corridor Name	Length (km)	Total Capital Cost (₹ crore)	Target Completion Year
1	Delhi – Mumbai Expressway	1,386	1,03,636	FY 24-25
2	Ahmedabad - Dholera	109	4,372	FY 24-25
3	Bengaluru – Chennai	262	17,356	FY 24-25
4	Delhi – Amritsar - Katra	669	38,905	FY 25 -26
5	Kanpur – Lucknow Expressway	63	4,219	FY 25-26
Expressways Total		2,489	1,68,488	

C. List of Access Controlled Corridors being Developed by MoRTH

Sr. No.	Corridor Name	Length (km)	Total Capital Cost (₹ crore)	Target Completion Year
1	Ambala – Kotputli	313	11,375	Completed
2	Amritsar - Bhatinda - Jamnagar	917	23,203	FY 25-26
3	Raipur - Vishakhapatnam	465	17,273	FY 24-25
4	Hyderabad Vishakhapatnam	222	6,104	FY 24-25
5	UER II	75	7,234	FY 23-24

table contd...

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

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



उभार या ऊबड़-खाबड़
सड़क

Hump or Rough
Road

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



Sr. No.	Corridor Name	Length (km)	Total Capital Cost (₹ crore)	Target Completion Year
6	Chennai - Salem	277	7,549	FY 26-27
7	Chittor Thatchur	116	4,966	FY 25-26
8	Bangalore Ring Road	280	11,367	FY 26-27
9	Delhi - Saharanpur - Dehradun	239	13,101	FY 24-25
10	Durg Raipur Arang	92	3,454	FY 25-26
11	Hyderabad - Raipur	335	10,118	FY 26-27
12	Surat - Nashik - Ahmednagar - Solapur	730	24,812	FY 26-27
13	Solapur - Kurnool - Chennai	329	11,237	FY 25-26
14	Indore - Hyderabad	525	14,007	FY 24-25
15	Kharagpur - Siliguri	235	8,950	FY 26-27
16	Kota Indore (Garoth to Ujjain)	135	2,695	FY 24-25
17	Nagpur - Vijayawada	401	12,745	FY 25-26
18	Sanchoe - Deesa - Mehsana - Ahmedabad	212	8,110	FY 26-27
19	Bengaluru - Kadappa - Vijayawada EXP	342	14,195	FY 25-26
20	Varanasi - Ranchi - Kolkata	612	23,200	FY 26-27
21	Kota - Etawah Expressway	412	12,733	FY 26-27
22	Mohali - Sirhind - Khanna Bypass - Malerkotla - Barnala	108	2,214	FY 26-27

3.13 Asset Monetization

- (i) **TOT Model** - Under this model, the right of collection of user fee (toll) in respect of selected operational highways constructed through public funding are assigned through a concession agreement as a result of bidding. For a specific period of 15-30 years to the Concessionaire against upfront payment of lump-sum amount quoted to the Government/NHAI. During the concession period, the responsibility for operations and maintenance of the road assets rests with the Concessionaire.

Under this model, NHAI has monetized ₹ 15,968 crore during the financial year 2023-24 totalling ₹ 42,334 crore so far.



- (ii) **InvIT Model** - NHAI has set up an InvIT under the SEBI InvIT Regulations, 2014, in which NHAI is having 16% stake apart from main investors (CPPIB, OTPP etc.). InvIT is a pooled investment vehicle that issues units to investors, while having three entities for management of the Trust - Trustee, Investment Manager and Project Manager. The three entities have defined roles and responsibilities under the SEBI Regulations. Under this model, concession fee of ₹ 15,700 crore in 2023-24 totalling ₹ 25,900 crore so far has been realized.
- (iii) **Securitization through SPV Model:** A SPV/DME (100% owned by NHAI) has been created by bundling road assets under consideration and securitizing the future user fee from the road assets. NHAI will collect toll, maintain the road assets and periodically transfer payments to the SPV sufficient for servicing debt obligations at the SPV level. About ₹ 8,646 crore in 2023-24 have been raised totaling ₹ 42,207 crore so far through this method (DME- Delhi Mumbai Expressway) by NHAI.

3.14 Relief for Contractors/Developers of the Road Sector in view of the COVID-19 pandemic

The Ministry provided/extended the relief measures in view of the Covid-19 pandemic vide letter No. COVID-19/RoadMap/JS(H)/2020 dated 04.05.2023, as under:

- (i) **Extension of relaxation in Schedule H/G till 31st March, 2024** to improve the liquidity of funds available with the Contractors and Concessionaire.
- (ii) **Arrangement regarding direct payment to approved Sub-Contractor** through Escrow Account was continued till 31st March, 2024 or the completion of the work by the Sub-Contractor, whichever is earlier.
- (iii) **Reduction of Performance Security/Release of Retention Money:** This Ministry has already decided to reduce Performance Security from existing 5 - 10 % to 3% of the value of the contract for all existing contracts (excluding the contracts under dispute wherein arbitration/court proceedings have already been started or are completed). All tenders /contracts issued/ concluded till 31st March, 2024 should also have the provision of reduced performance security. However, in order to ensure the quality of work being executed, the Ministry will advise all project executing agencies to ensure that in case of abnormally low bids (ALBs), additional performance security is realized as per the latest guidelines provided by the Department of Expenditure, Ministry of Finance.

Retention money is a part of the Performance Security till the construction period. Hence, the release of retention money is continued in proportion to the work already executed and no reduction of retention money made from the Bills raised by the Contractor till 31st March, 2024.

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



3.15 Changes in the Model Concessionaire Agreement (MCA) for Capacity Augmentation on BOT (Toll) of the Road Construction Models: The Ministry vide circular no. NH-24028/14/2014-H (Vol. II) dated 15th March, 2024 has approved numerous changes in the existing clauses of the MCA for Capacity Augmentation on BOT (Toll) for better and efficient implementation for NH projects.

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

(i) **Change in MCA for HAM Projects to Allow for Flexible Pavement including Structures:** Changes have been made in the RFP and MCA of HAM project to allow Lowest Quoted Bid Project Cost (BPC) as the basis for awarding HAM Project and O&M cost to be fixed as in EPC projects. The changes in Clause 23.7 of MCA of HAM project issued by MoRTH included following three categories:

- (a) For flexible perpetual pavement including structures
- (b) For rigid pavement with 10-year maintenance period including structures
- (c) For stand-alone Bridges/Tunnel works

(ii) **Inclusions of Provisions regarding Accepting Insurance Surety Bonds and e-Bank Guarantee as “Bid Security and Performance Security” in Standard Documents of EPC, HAM and BOT (Toll)**

Department of Expenditure, vide Office Memorandum No.F.1/4/2022-PPD dated 05th August 2022, made amendments in the Rule 170(i) and Rule 171(i) of General Financial Rules (GFR), 2017 to include e-bank guarantee as a means to accept Bid Security and Performance Security. Further, Department of Expenditure had amended Rule 170(i) and Rule 171(i) of GFR, 2017 to accept provision of Insurance Surety Bond as a means of 'Bid Security' and 'Performance Security' vide OM dated 02nd February, 2022. The latest Circular issued by Department of Expenditure, O.M No. F. 1/2/2023- PPD dated 03rd April, 2023, also provides for Insurance Surety Bonds and e-bank guarantee as possible means of furnishing Performance Security. In view of this, necessary amendments were made in the standard documents of EPC, HAM and BOT (Toll) by the Ministry.



Delhi Mumbai Expressway



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

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



Yedshi-Aurangabad Section of NH-5



Ranchi Jamshedpur Expressway

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



CHAPTER - IV

LOGISTICS & ALLIED HIGHWAY INFRASTRUCTURE

4.1 MULTIMODAL LOGISTICS PARKS (MMLPs)

The Ministry finalized the Model Concessionaire Agreement (MCA) for the Multi-Modal Logistics Parks (MMLPs) to be developed under the Bharatmala Pariyojana in October 2021 through an elaborate process of Inter-Ministerial consultations. The document serves as the Developer Agreements/Concession Agreements for the individual MMLP projects under the Pariyojana. In addition to the MCA, the Ministry, in November 2021, also finalized and approved the Model RFP document of selection of Concessionaire for development of MMLPs.

A network of 35 Multimodal Logistics Parks is planned to be developed as part of Bharatmala Pariyojana, with a total investment of about ₹ 46,000 crore, which once operational, shall be able to handle around 700 million metric tonnes of cargo. Of this, MMLPs at 15 prioritized locations will be developed with a total investment of about ₹ 22,000 crore.

These MMLPs shall serve as regional cargo aggregation and distribution hubs for various industrial and agricultural nodes, consumer hubs and EXIM gateways such as seaports with multi-modal connectivity. In certain cases, the MMLPs are also being developed in tandem with the Inland Waterway Terminals under the Sagarmala Pariyojana to further reduce the cost of inland cargo movement at a much larger scale as compared to conventional road-based movement.

4.1.1 MMLP Jogighopa (Assam) in Advanced Stage: Execution of enabling development work including road, rail & water connectivity, area development such as site leveling, boundary work, internal road, administrative building, Sewage Treatment Plant, Waste Treatment Plant etc. is in advance stage.

Procurement of developer on PPP basis (Concession Period: 45 years) for construction of logistics facilities such as business center, container yard, warehouses, cold storage, etc. and operations thereof subsequently is in process.

The estimated cost of the first phase of the project is ₹ 693.97 crore. The foundation stone of the project was laid in October 2020 by Hon'ble Minister for Road Transport & Highways Shri Nitin Gadkari. This MMLP will serve as the distribution center for all North-Eastern States and facilitate cross-border trade with Bangladesh, Bhutan and Nepal.



4.1.2 Status of Awarded MMLPs

Sr. No.	MMLP	State	Location	Land (Acres)	Investment (₹ cr)	Mode
1	Jogighopa	Assam	Jogighopa	190	694	EPC
2	Chennai	Tamil Nadu	Mappedu	184	1,424	PPP
3	Indore	Madhya Pradesh	Pithampur	255	1,111	PPP
4	Bangalore	Karnataka	Dabbaspete	400	1,770	PPP
5	Nagpur	Maharashtra	Sindi	231	920	PPP
6	Jalna	Maharashtra	Jalna	63	91	EPC

These projects, when completed, will contribute significantly to the growth of India's logistics sector with reduction in carbon emission and strengthen the country's infrastructure.

4.1.3 The work of preparation of Feasibility Study Reports is in progress for MMLP at Patna, Jammu, Coimbatore & Hyderabad.

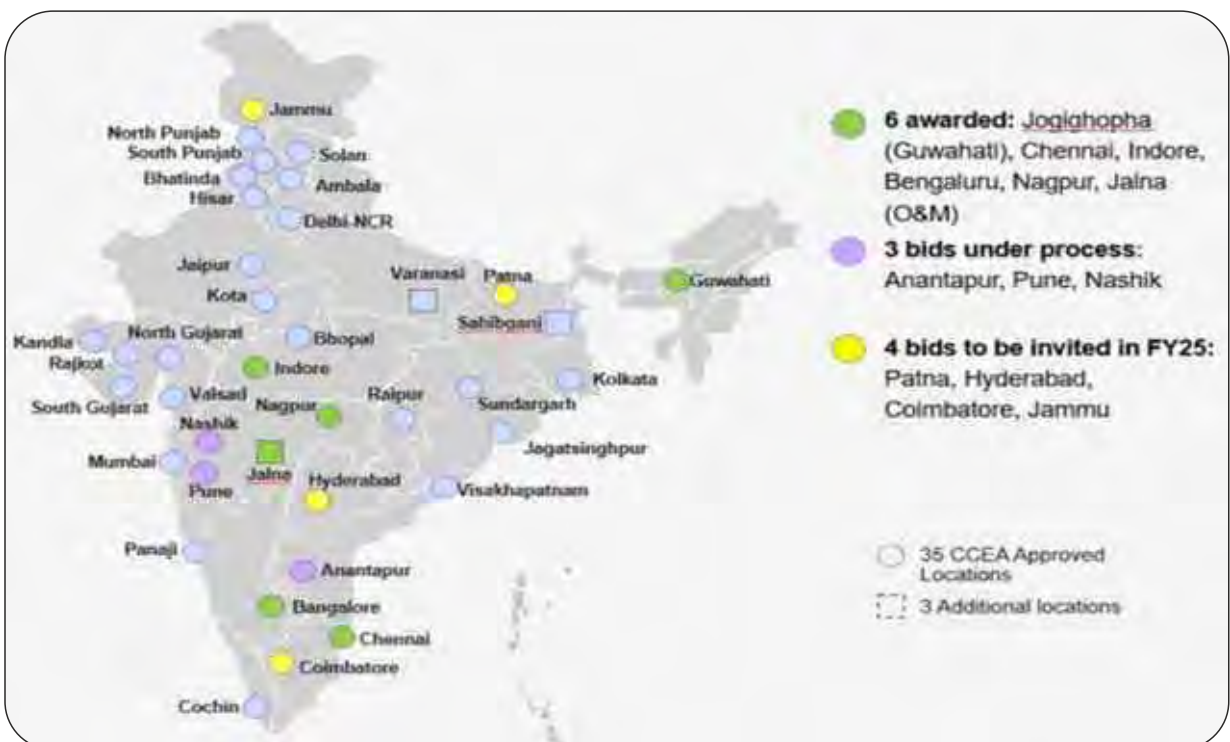


Figure: Status of MMLPs



4.2 Port Connectivity Road (PCR) Project

India has a total coastline of ~7,500 km across 13 States / Union Territories. There are 226 Ports (13 Major, 213 Non-Major) along the coastline of which 78 ports are operational (12 Major, 66 Non-Major), 9 ports (1 Major, 8 Non-Major) are under implementation and other 139 ports are currently non-operational. Out of 87 operational/under-implementation ports, 64 have sufficient connectivity. MoRTH has planned the development of 108 PCR projects of length 3,700 km.

To ensure adequate last-mile connectivity to all the operational/under implementation ports in the country, a comprehensive Port Connectivity Masterplan was developed by MoRTH in consultation with Ministry of Ports, Shipping and Waterways (MoPSW) and Department for Promotion of Industry and Internal Trade (DPIIT). As part of the Masterplan, connectivity requirements of all the operational and under implementation ports were assessed and connectivity projects were identified. 59 additional critical infrastructure projects of length ~1,300 km was finally selected for implementation.

These projects will help in improving last-mile required road connectivity to all the operational/under-implementation ports in India providing a boost to economic activities via seamless movement of goods. Post the completion of all the Port Connectivity Projects, all the 87 operational and under-implementation ports in the country shall have sufficient connectivity. Currently 10 projects having about 313 km length has been completed, 24 projects having about 1725 km length are under implementation and DPR is in progress for remaining 63 projects (1465 km).

4.3 Way Side Amenities

To improve the comfort and convenience of the Highway users, the Ministry has planned the development of state-of-the-art Wayside Amenities (WSA) at about every 40-60 kms along the National Highways on PPP mode. These facilities are aimed to provide multiple options of rest and refreshment for the highway commuters during their journey. Some of the mandatory facilities being developed at each WSA are fuel stations, EV charging stations, food court/restaurants, dhabas, convenience stores, clean and hygienic toilet facilities, drinking water, first aid/medical room including childcare room, dedicated area for promoting local artisans, car/bus/truck parking, Trucker facilities likes Dhaba's, dormitories, drone landing facilities / helipad etc.

A total of 700+ WSAs were planned to be developed along the National Highways by FY 2024-25, of which 322 WSAs have already been awarded out of which 162 WSAs are awarded in FY 2023-24. Out of 322 WSAs, 50 sites are operational. These WSAs will offer huge opportunities for investors, developers, operators and retailers. All upcoming Greenfield Access-controlled Highway projects are provisioned to have Wayside Amenities essentially, which will also promote local economy by generating employment opportunities and help local people to market their unique produces/handicrafts etc. at village haats developed at these places.

4.4 Ropeways

As announced by the Hon'ble Finance Minister in the Union Budget 2022, the Ministry has

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.



undertaken development of Cable Propelled Transit, i.e., Ropeways under the National Ropeways Development Programme – Parvatmala Pariyojana across the country to improve connectivity & convenience for commuters in hilly regions and to decongest urban areas where conventional mode of transport is saturated or not feasible. Under this program, the Ministry envisages provision of safe, economical, convenient, efficient, self-sustainable & world-class ropeway infrastructure providing first & last mile connectivity to improve logistics efficiency in India.

Under Parvatmala Pariyojana, ropeway projects of ~60 kms length are planned for award by FY 2023-24. Out of these, Ropeway at Varanasi (Uttar Pradesh) of 3.5 km is under construction. Additionally, 5 ropeway projects of 8.23 km length are awarded viz. Bijli Mahadev (Himachal Pradesh), Dhosi Hill (Haryana), Mahakaleshwar Temple (Madhya Pradesh), Sangam (Uttar Pradesh) and Shankaracharya Temple (Jammu and Kashmir). Bids for 6 projects of 27.80 km length have been invited viz. Brahmagiri to Anjaneri (Maharashtra), Kamakhya Temple (Assam), Tawang Monastery – P T Tso Lake (Arunachal Pradesh), Kathgodam – Hanuman Garhi Temple, Nainital (Uttarakhand), Tikitoriya Mata Temple (Madhya Pradesh) and Ramtek Gad Temple (Maharashtra). Further, EOI is being invited for 2 projects of length 22.1 km viz. Gaurikund – Kedarnath and Govindghat – Ghangaria – Hemkund Sahib Ji. Detailed Feasibility Study is in progress for additional 16 projects of 54 km length for further assessment. In addition, Memorandum of Understanding (MoU) have been signed with 13 States/UTs, viz. Uttar Pradesh, Andhra Pradesh, Jammu and Kashmir, Himachal Pradesh, Uttarakhand, Assam, Tripura, Nagaland, Arunachal Pradesh, Madhya Pradesh, Haryana, Karnataka and Maharashtra for implementation of ropeway projects under Parvatmala Pariyojana in coordination with State Government/UT Administration.

4.5 Optical Fibre Cables (OFCs)

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

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

In this regard, the Ministry has awarded 2 pilot projects for development of OFC infrastructure along one brownfield and one greenfield pilot projects, namely, Hyderabad-Bangalore and Delhi-Mumbai Expressways, having a total length of ~1900 kms. The work of laying of OFC is in progress in these corridors.



4.6 Public Transport Terminal Infrastructure (PTI)

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

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

Policy for PTI is being finalized in consultation with Ministry of Finance. After declaration of Policy, pilot projects will be undertaken.

4.7 E-initiatives

4.7.1 BhoomiRashi Portal: The Ministry of Road Transport and Highways has launched BhoomiRashi Portal to digitize the land acquisition notification process to accelerate highways infrastructure development projects and payment to compensation for land acquisition. The portal has been made mandatory for processing all the land acquisition proposals w.e.f. 01st April, 2018.

The Portal has made land acquisition process faster and error-free. It has greatly reduced the time period for publication of notifications and brought in efficiency as well as transparency in the whole process.

Salient features of the BhoomiRashi Portal are:

- Separate Workflow processing for MoRTH, NHAI & NHIDCL.
- Template based Notification generation & generation of word file for uploading on e-Gazette portal.
- One Time Password (OTP) based security and data encryption.
- Digital Signature Certificate (DSC) based Approval.
- Upload of file received from e-gazette portal.
- Auto creation of Login Credentials for Competent Authority for Land Acquisition (CALA) & land parties.

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.



खतरनाक गहराई
Dangerous Dip

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



- Provision for Legacy Data.
- To create a notification, user only needs to select Villages/Survey Numbers/Land Parties. All other data would be generated by the system.
- Online payment to beneficiary.
- Generation of reports.

The key objectives of avoiding parking of funds in bank accounts and ensuring transparent real time deposit of funds in the account of the individuals whose land/property were acquired have successfully been achieved by integrating the payment of compensation with the BhoomiRashi Portal via Public Finance Management System (PFMS). This initiative of MoRTH has resulted in a more robust and efficient land acquisition for road construction in the country.

The Ministry has also organized workshops and training programmes across the country to make the field offices familiar to the latest updates in BhoomiRashi Portal and new development in LA process. A total of 15,431 notifications under section 3 of National Highways Act, 1956 have been published and around 1,41,409.68 hectare of land has been acquired under section 3-D of the Act through BhoomiRashi Portal from 01st April, 2018 to 31st March, 2024.

4.7.2 PM GatiShakti National Master Plan (NMP) Portal

In order for different Ministries/Departments/States to bring in their synergies for coordinated planning, the PM GatiShakti National Master Plan (NMP) was launched in 2021. PM GatiShakti is the GIS data-based, 'whole of Government' approach to integrate infrastructure master planning. The Ministry of Road Transport & Highways is using the PM GatiShakti Framework for planning of NH network in the country.

MoRTH has taken significant steps to develop and enhance the NMP Portal, such as:

- NH network and other infrastructure components, such as MMLPs, Ropeways, and Wayside Amenities etc. have been validated and uploaded on the portal.
- The data hierarchy and visual outlook has been defined.
- API integration with PMIS and DataLake has been established for project tracking, including the incorporation of over 500 other Ministry layers.
- Multiple tools have been developed for project planning and optimization, with a functional DPR module and the ability to optimize alignments using geo-referenced data.

The Ministry has issued SOPs for enforcement of the usage of the NMP portal for preparation of detailed reports for Highway development projects. More than 1,000 login credentials have been



created for providing access of the NMP Portal to the officers of the Ministry and the project executing agencies.

MoRTH has achieved multifold benefits from the adoption of PM GatiShakti National Master Plan for the planning and development of National Highway corridors such as Optimized alignment with lesser and expedited clearance requirements, minimized ecological impact through interference with Forest, Wildlife etc. and enhanced Multimodal connectivity with economic/social nodes. Till 31st March 2024, 67 NPG meetings have been conducted where 69 NH development projects involving an investment of 2.35 lakh crore have been consulted using GatiShakti principles and recommended for appraisal and approval of the competent authority.

4.7.3 E-tolling

In order to ensure seamless movement of traffic through fee plazas and increase transparency in collection of user fee using FASTag, the National Electronic Toll Collection (NETC) programme, the flagship initiative of Ministry of Road Transport and Highways, has been implemented on Pan-India basis. The National Payment Corporation of India (NPCI) is the Central Clearing House (CCH). There are forty (40) banks (including Public and Private sector banks) engaged as Issuer banks for FASTag issuance to road users and fourteen (14) Acquirer banks to process the transactions at fee plazas.

The Government had mandated fitment of FASTag in M&N Categories motor vehicles sold on and after the 1st December, 2017 vide Notification G.S.R. 1361(E) dated 2nd November, 2017 and subsequently mandated fitment of FASTag in Categories M&N motor vehicles sold before 1st December, 2017, on or before the 1st January, 2021 vide G.S.R. 690(E) dated 6th November, 2020. For National Permit Vehicles, the fitment of FASTag has been mandated since 1st October, 2019 vide G.S.R. 1081(E) dated 2nd November, 2018. Category 'M' stands for a motor vehicle with at least four wheels used for carrying passengers. Category 'N' stands for a motor vehicle with at least four wheels used for carrying goods, which may also carry persons in addition to goods. In order to further promote fee payment through digital mode, reduce waiting time and fuel consumption, and provide for seamless passage through fee plazas, Government has declared all lanes of the fee plazas on National Highways to be “FASTag lane of the fee plaza” w.e.f. the midnight of 15th/16th February, 2021.

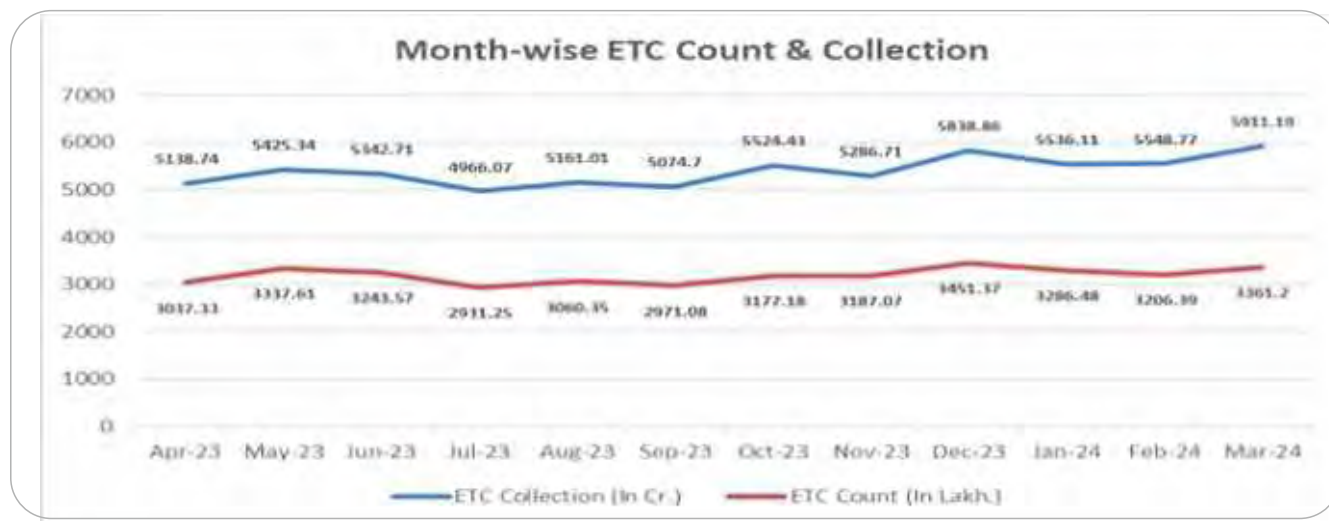
As on 31st March, 2024, collectively banks have issued over 8.81 crore FASTags. The average daily collection through ETC has increased to ₹ 190.68 crore with penetration of 98.5% in total fee collection. There are 1365 National Highways (NH) and State Highways fee plazas live with ETC infrastructure in all lanes.

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।

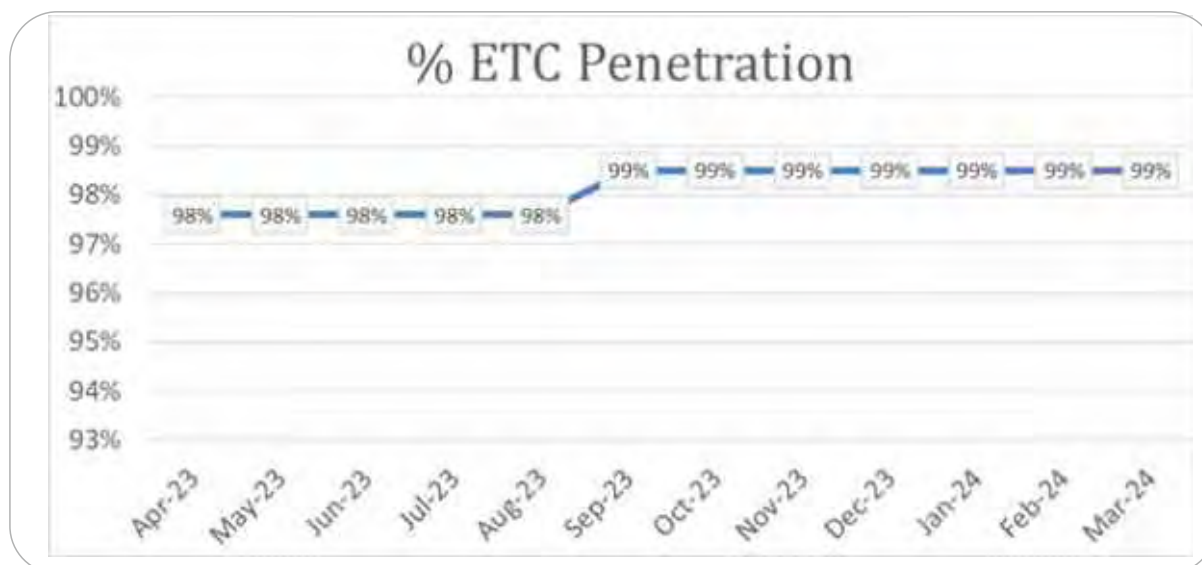
Sometimes there is a hump on road intentionally created for slowing the traffic. This sign cautions the driver that he should reduce the speed to cross the hump comfortably.



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



Figure(a): Monthly ETC Transaction Count & Collection



Figure(b): ETC Penetration



Way Side Amenities on Delhi Mumbai Expressway



Changtongya to Longleng, Pkg-I (Nagaland)

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



Handing Over a Dividend Cheque by NHIDCL to Hon'ble Minister (RT&H)



Construction of Khellani Bypass Tunnel in Jammu & Kashmir



CHAPTER - V

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

- 5.1** The Ministry has been paying special attention to the development of National Highways in the North-Eastern (NE) 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 16,125 km and these are being developed and maintained by four agencies - the State PWDs, BRO, NHAI and NHIDCL. Of the total length of 16,125 km, about 6,934 km is with NHIDCL, 6,972 km with respective State Governments, 778 km with NHAI, and 1,225 km with BRO and 471 km is yet to be entrusted.
- 5.2** The National Highways & Infrastructure Development Corporation Limited (NHIDCL), a Public Sector Undertaking under the Ministry of Road Transport and Highways, was incorporated on 18th July, 2014 with the objective of developing National Highways and other infrastructure rapidly in the North East and Strategic areas of the country that share International Borders and started operation from September, 2014.
- 5.3** 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	4,099
	(ii) Phase B (approved for DPR preparation only)	3,723
c.	Arunachal Pradesh Package of Roads and Highways	2,319

- 5.4** A length of 110 km of National Highway No. 44 in the State of Meghalaya (Jowai-Meghalaya/Assam border {Ratachhera} stretch) falls under NHDP Phase-III, work on which has been completed.
- 5.5** Under the EI & ISC scheme, 16 projects amounting to ₹ 844.76 crore are in progress.
- 5.6** Under the CRIF, 151 works amounting to ₹ 3,122.59 crore are in progress for the improvement of State roads.
- 5.7** For State PWD, 38 works costing ₹ 3,123 crore under NH(O) & 5 works costing ₹ 3,123 crore under SARDP(NE) and 2 externally aided works costing ₹ 1,241 crore are in progress. For NHAI, 4 works costing ₹ 2,459 crore under Bharatmala Pariyojana are in progress. For NHIDCL, 216 works costing ₹ 1,06,945 crore under various schemes are under progress.

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

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



5.8 Status of Projects under Implementation/Construction by MoRTH in North-East

Sr. No.	State	Total Ongoing Projects		
		No of Projects	Length in km	Total Project Cost (in ₹ crore)
1	Assam	65	1,210	44,008
2	Arunachal Pradesh	30	363	9,383
3	Manipur	46	900	14,126
4	Meghalaya	23	505	8,881
5	Mizoram	32	798	17,999
6	Nagaland	36	722	11,353
7	Sikkim	16	231	4,961
8	Tripura	17	326	7,883
Total		265	5,055	1,18,594

5.9 State-wise details of Works in the North-East are given below

5.9.1 Arunachal Pradesh

State PWD:

- As on 31st March, 2024, 10 development works costing ₹ 1,929 crore are in progress under NH(O).
- 4 improvement works costing ₹ 1,902 crore are in progress under SARDP-NE.
- Under CRIF, 64 works costing ₹ 1,308.90 crore are in progress for the improvement of State roads.
- 4 works costing ₹ 132.90 crore are in progress under EI & ISC scheme.

NHIDCL:

NHIDCL has successfully completed 21 projects, covering a total length of 445 km incurring a cost of ₹ 5,135 crore in the State of Arunachal Pradesh. Additionally, 16 projects of aggregate length of 363 km, with a total sanctioned cost of ₹ 5,552 crore are under implementation by NHIDCL in the State of Arunachal Pradesh. Thus, total 37 projects of aggregate length of 808 km with cumulative project cost of ₹ 10,687 crore have been sanctioned in the State of Arunachal Pradesh under NHIDCL as on 31st March, 2024.

5.9.2 Assam

State PWD:

- As on 31st March, 2024, 10 development works costing ₹ 1,878 crore are in progress under NH(O).
- Under CRIF, 15 works costing ₹ 703.66 crore are in progress for the improvement of State roads.

NHIDCL:

NHIDCL has completed 15 projects of aggregate length of 240 km and costing ₹ 4,851 crore in the State of Assam. Additionally, 51 projects of aggregate length of 1,062 km, with a total



sanctioned cost of ₹ 39,672 crore are under implementation by NHIDCL in the State of Assam. Thus, total 66 projects of aggregate length of 1,302 km with cumulative project cost of ₹ 44,523 crore have been sanctioned in the State of Assam under NHIDCL as on 31st March, 2024.

NHAI:

4 works with length of 81 km costing ₹ 2,459 crore are under implementation by NHAI under Bharatmala Pariyojana.

5.9.3 Manipur

State PWD:

- (i) As on 31st March, 2024, 2 development works costing ₹ 48.2 crore are in progress under NH(O).
- (ii) Under CRIF, 17 works costing ₹ 165.66 crore are in progress for the improvement of State roads.

NHIDCL:

NHIDCL has completed 5 projects of length of 117 km, costing ₹ 1,678 crore in the State of Manipur. Additionally, 44 projects of aggregate length of 891 km, with a total sanctioned cost of ₹14,077 crore are under implementation by NHIDCL in the State of Manipur. Thus, total 49 projects of aggregate length of 1008 km with cumulative project cost of ₹ 15,755 crore have been sanctioned in the State of Manipur under NHIDCL as on 31st March, 2024.

5.9.4 Meghalaya

State PWD:

- (i) As on 31st March, 2024, 3 development work costing ₹ 117.82 crore are in progress under NH(O).
- (ii) 1 improvement work costing ₹ 302.88 crore is in progress under SARDP-NE.
- (iii) 2 improvement works costing ₹ 1,241 crore have been sanctioned through funds provided by multilateral agencies (JICA) under MoRTH.
- (iv) Under CRIF, 31 works costing ₹ 409.64 crore are in progress for the improvement of State roads.

NHIDCL:

17 projects are in progress by NHIDCL, covering a length of 393 km and sanctioned at a cost of ₹ 7,219 crore.

5.9.5 Mizoram

State PWD:

- (i) As on 31st March, 2024, 2 development works costing ₹ 129.25 crore are in progress under NH(O).



- (ii) Under CRIF, 5 works costing ₹ 243.22 crore are in progress for the improvement of State roads.
- (iii) 1 work costing ₹ 58 crore is in progress under EI & ISC scheme.

NHIDCL:

NHIDCL has completed 1 project of length of 14 km at a cost of ₹ 216 crore in the State of Mizoram. Additionally, 30 projects of aggregate length of 782 km, with a total sanctioned cost of ₹ 17,870 crore are under implementation by NHIDCL in the State of Mizoram. Thus, total 31 projects of aggregate length of 796 km with cumulative project cost of ₹ 18,086 crore have been sanctioned in the State of Mizoram under NHIDCL as on 31st March, 2024.

5.9.6 Nagaland

State PWD:

- (i) As on 31st March, 2024, 08 development works costing ₹ 1,175 crore are in progress under NH(O).
- (ii) Under CRIF, 6 works costing ₹ 204.34 crore are in progress for the improvement of State roads.
- (iii) 11 works costing ₹ 653.86 crore are in progress under EI & ISC scheme.

NHIDCL:

NHIDCL has successfully completed 10 projects, with a total length of 204 km at a cost of ₹ 2,894 crore in the State of Nagaland. Additionally, 28 projects of aggregate length of 572 km, with a total sanctioned cost of ₹ 10,178 crore are under implementation by NHIDCL in the State of Nagaland. Thus, total 38 projects of aggregate length of 776 km with cumulative project cost of ₹ 13,072 crore have been sanctioned in the State of Nagaland under NHIDCL as on 31st March, 2024.

5.9.7 Sikkim

State PWD:

- (i) As on 31st March, 2024, 3 improvement works costing ₹ 467 crore are in progress under NH(O).
- (ii) Under CRIF, 12 works costing ₹ 70.94 crore are in progress for the improvement of State roads.

NHIDCL:

NHIDCL has completed 4 projects, covering 29 km and costing ₹ 709 crore in the State of Sikkim. Additionally, 13 projects of aggregate length of 181 km, with a total sanctioned cost of ₹ 4,494 crore are under implementation by NHIDCL in the State of Sikkim. Thus, total 17 projects of aggregate length of 209 km with cumulative project cost of ₹ 5,203 crore have been sanctioned in the State of Sikkim under NHIDCL as on 31st March, 2024.



5.9.8 Tripura

State PWD:

- (i) As on 31st March, 2024, 1 work costing ₹ 16.20 crore is in progress under CRIF for the improvement of State Roads.

NHIDCL:

NHIDCL has successfully completed 13 projects, covering a total length of 346 km and sanctioned at a cost of ₹ 4,099 crore in Tripura. Additionally, 17 projects of aggregate length of 326 km, with a total sanctioned cost of ₹ 7,883 crore are under implementation by NHIDCL in the State of Tripura. Thus, total 30 projects of aggregate length of 672 km with cumulative project cost of ₹ 11,982 crore have been sanctioned in the State of Tripura under NHIDCL as on 31st March, 2024.

5.9.9 Andaman & Nicobar

NHIDCL has completed 6 projects in Andaman & Nicobar Islands, covering 153 km at a cost of ₹ 671 crore. NHIDCL is currently engaged in 7 ongoing projects of length 178 km with a total project cost of ₹ 1,459 crore. In total, Andaman & Nicobar Islands has been sanctioned 13 projects, with combined length of 331 km and a project cost of ₹ 2,130 crore.

5.10 Bharatmala Projects Entrusted to NHIDCL

NHIDCL was assigned to develop 5,070 km of stretches under Bharatmala Pariyojana Phase-I. As of 31st March, 2024, NHIDCL has awarded 2,882 km at the cost of ₹ 65,631 crore under Bharatmala Pariyojana Phase-I in NER. Out of this, NHIDCL has completed 1,358 km so far. No projects under Bharatmala Pariyojana were sanctioned in FY 2023-24.

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

5.11 Frontier Highway in Arunachal Pradesh

Ministry has sanctioned 1,199 km of Frontier Highway (NH-913) for development in Arunachal Pradesh during 2023-24 at cost of ₹ 26,675 crore for strategic purpose.

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.



प्रवेश निषेध
No Entry

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



5.12 Establishing International Connectivity by the NHIDCL

The NHIDCL is an important player in the creation and enhancement of cross border connectivity to Nepal, Bangladesh and Myanmar. It has undertaken several projects with the aim of improving regional trade and connectivity.

5.12.1 Bangladesh Connectivity

Tripura: Connectivity through Sabroom

NHIDCL has completed the Agartala Sabroom stretch including the Feni Bridge. The route has the potential of connecting the NER with Chittagong port in Bangladesh.

Meghalaya: Connectivity through Dalu and Dawki

Another connectivity between India and Bangladesh is being improved along the existing NH-51 in the State of Meghalaya from Tura to Dalu under JICA ODA loan.

Construction of Shillong-Dawki Road to provide connectivity of Meghalaya to Bangladesh.

Mizoram: Connectivity through Lunglei

Construction of Tlabung-Lunglei road to provide connectivity of Mizoram to Bangladesh.

5.12.2 Myanmar Connectivity

Manipur: Connectivity through Moreh

NHIDCL has been developing 2/4 laning of Imphal Moreh road as a part of Asian Highway 02 (AH02) which will provide connectivity to IMT Trilateral Highway.

Mizoram: Connectivity through Lawngtlai

The improvement of Aizawl Lawngtlai section to 2-lane with paved shoulders is being taken up under JICA ODA loan by NHIDCL to provide connectivity to the Kalandan Multi Modal Transit project of which Lawngtlai - Myanmar Border Section has already been completed.

5.12.3 Nepal Connectivity

West Bengal

A new feather in NHIDCL's cap is the completion of the construction of Mechi Bridge and its approaches on India-Nepal border linking Kakarbita in Nepal, and Panitanki on NH-327B (Asian Highway-02) in the State of West Bengal which was included as part of ADB-SASEC connectivity. The new 6 Lane Major Bridge (675 m) across river Mechi with approach road of 825m has been taken up on the upstream of the existing 586 m Mechi Bridge to match with capacity of AH 02 section and keeping in view the future requirements as the existing bridge has exhibited minor distress and is insufficient to take care of the present fast moving/commercial traffic in addition to the slow-moving vehicles & pedestrian traffic.

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.



5.13 Projects Awarded to NHIDCL during Year 2023-24

Total Projects Awarded from 01.01.2023 till 31.03.2024				
Sr. No.	State/UT	No. of Projects	Length in km	Total Project Cost (in ₹ crore)
1	Arunachal Pradesh	6	86	1,039
2	Assam	16	245	11,150
3	Manipur	3	20	273
4	Meghalaya	5	64	1,616
5	Mizoram	2	21	1,400
6	Nagaland	11	167	2,887
7	Sikkim	1	0	36.2
8	Tripura	7	177	3,723
9	Andaman & Nicobar	3	57	510
10	Uttarakhand	3	5	727
Total		57	842	23,361

5.14 A statement indicating the fund spent for the financial year 2023-24 for the projects entrusted to NHIDCL is at **Appendix-4**.

5.15 Jogighopa Logistics Park Limited (JLPL)

The MoRTH and Government of Assam entered into a Memorandum of Understanding for development of Multi Model Logistics Park at Jogighopa, Assam. Under this arrangement, a logistic park is being developed on the land provided by the Government of Assam in two phases (112 acres in Phase-I and 88 acres in Phase-II). For execution of this MMLP, Jogighopa Logistics Park Limited, a Special Purpose Vehicle (SPV) was incorporated on 26th February, 2021 as a public limited company with authorised share capital of ₹ 50,000.

5.16 Parvatmala Pariyojana

Under Parvatmala Pariyojana, the Ministry envisages provision of safe, economical, convenient, efficient, self-sustainable & world-class ropeway infrastructure providing first & last mile connectivity to improve logistics efficiency in India.

Detailed Feasibility Study is underway for projects at Kamakhya Temple (Assam) and Tawang (Arunachal Pradesh). Memorandum of Understanding (MoU) have been signed with State Governments of Assam, Tripura, Nagaland and Arunachal Pradesh for implementation of ropeway projects under Parvatmala Pariyojana in coordination with State Governments.

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.



पत्थर लुढ़कने की संभावना
Falling Rocks

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



Imphal-Moreh, Pkg-II, Manipur



Gohpur to Holongi, Assam



CHAPTER - VI

ROAD TRANSPORT

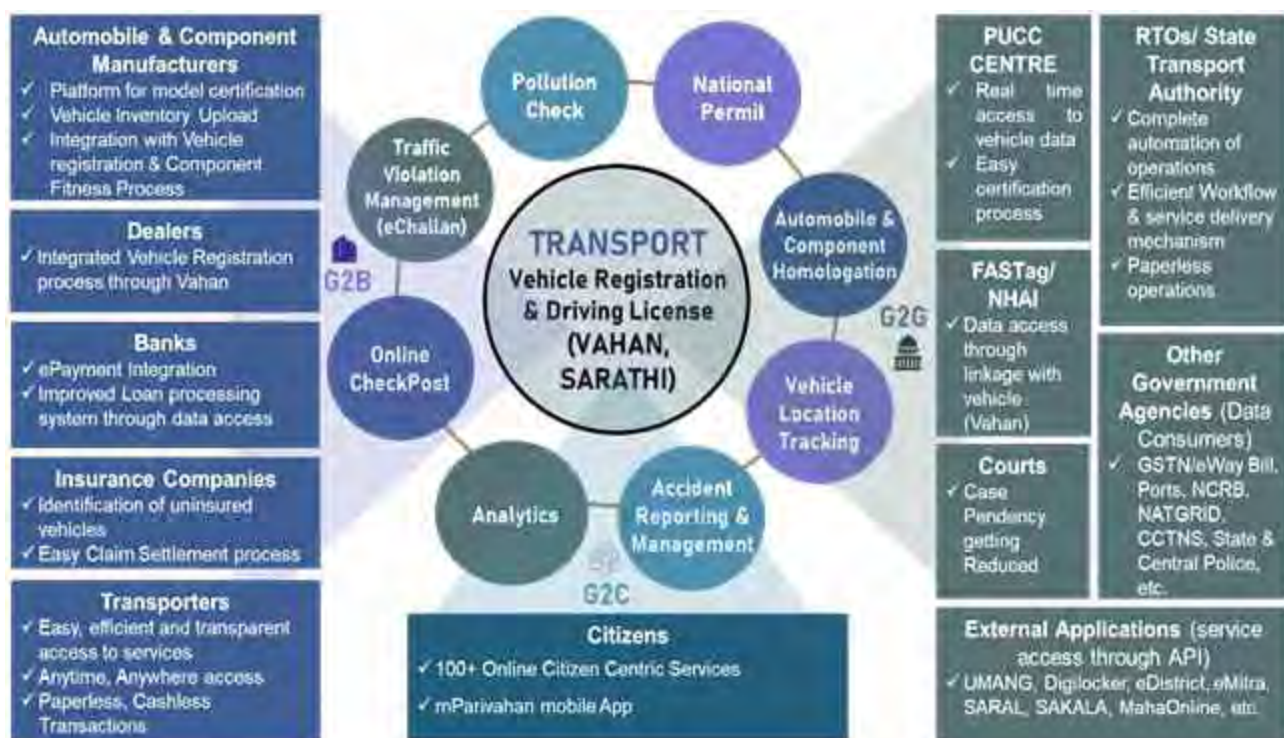
- 6.1** Road transport is the dominant mode of transport in India, both in terms of traffic share and contribution to the national economy. Apart from facilitating the movement of goods and passengers, road transport plays a key role in promoting equitable socio-economic development across regions of the country. It also plays a vital role in social and economic integration and development of the country. Easy accessibility, flexibility of operations, door-to-door service and reliability have earned road transport a greater significance in both passenger and freight traffic vis-à-vis other modes of transport.
- 6.2** The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from neighboring countries.
- 6.3** The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC's), are being administered in the Road Transport Division of the Ministry:
- Motor Vehicles Act, 1988
 - Central Motor Vehicles Rules, 1989
 - Road Transport Corporations Act, 1950
 - Carriage by Road Act, 2007
 - Carriage by Road Rules, 2011
- 6.4 e-Transport**
- e-Transport Mission Mode Project (MMP) is an umbrella platform for facilitation of various transport services in a user friendly manner. It has transformed the service delivery mechanism for vehicle registration, driving license, enforcement, taxation, permit, fitness and related activities through a multitude of applications. More than 100+ online services complement the solution by facilitating document upload, ePayment, online appointment etc., some of which are completely contactless/faceless.
- 6.4.1 Growth as a Public Digital Platform**
- The e-Transport MMP has steadily evolved from primarily a medium for online RC and DL related



services, to a comprehensive public digital platform. A multitude of upstream and downstream integrations with a large number of internal/external stakeholders, along with an array of solutions around the entire life-cycle of vehicle and license services, have propelled this growth, enhancing service delivery mechanism and user experience to a great extent, for citizens, business and governments alike.

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

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



"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.

6.4.2 mVahan

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

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



The facility has been currently rolled out in RTOs of 16 States - Assam, Tamil Nadu, Odisha, Karnataka, Gujarat, Maharashtra, Uttar Pradesh, Uttarakhand, Rajasthan, Chhattisgarh, Madhya Pradesh, Punjab, Andhra Pradesh, Bihar, Jharkhand and West Bengal. The implementation in Himachal Pradesh is currently in the testing phase.

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

A number of States and smart cities have implemented Intelligent Traffic Management System

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.



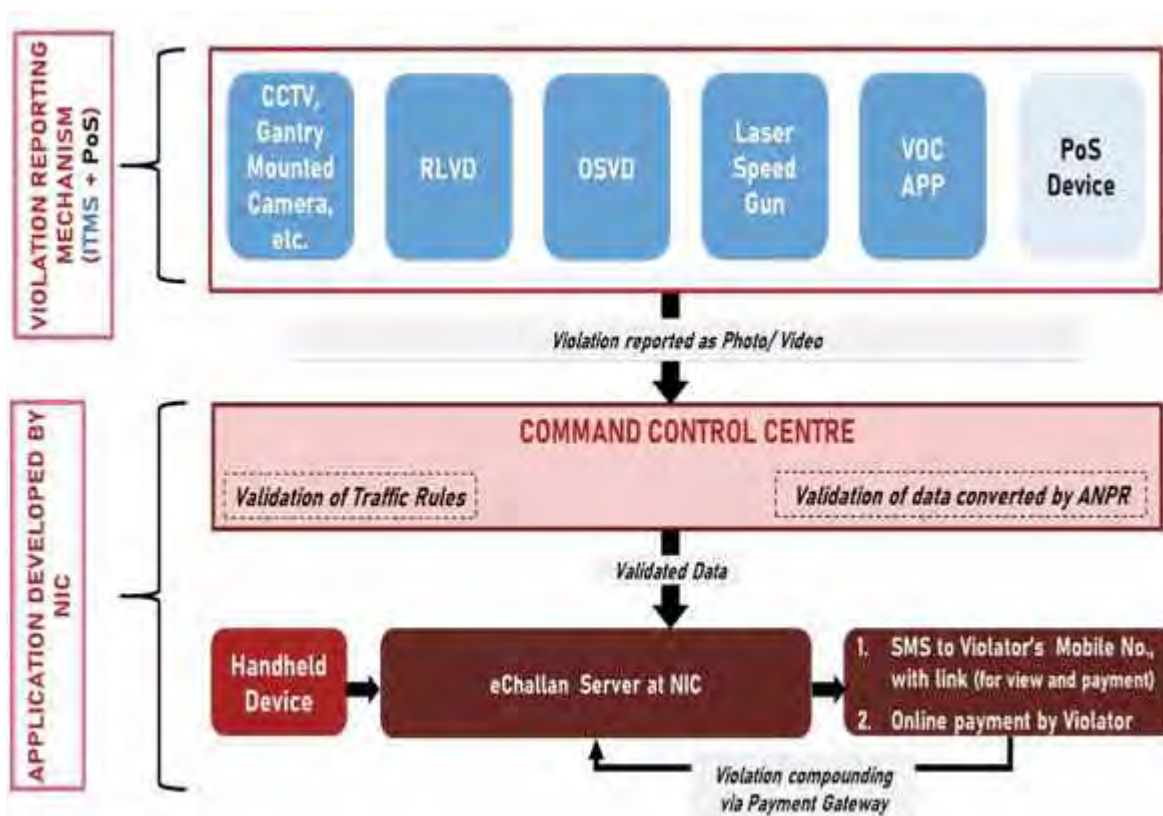
खतरनाक गहराई
Dangerous Dip

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



(ITMS) to modernize the traffic management system. As part of this, advanced technologies/components like Closed-Circuit Television /Automatic Number Plate Recognition cameras, Speed Guns, Over Speed Violation Detection (OSVD) / Red Light Violation Detection (RLVD) devices etc. have been installed to effectively monitor the traffic violations. The data captured by these systems have been integrated with the eChallan Traffic Enforcement Solution for issuance of challan notices to violators in a non-invasive manner.

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



Such integrated system has been implemented in 22 States, more than 6.73 crore traffic violation notices have been issued through the system.



6.4.4 VLTS Command & Control Centre Solution

Vehicle Location Tracking & Emergency Alerts System (VLTEAS) has been conceived by MoRTH for implementation across the country.

The complete system is based on AIS-140 specification as notified by the Ministry - defining the process for fitment of approved tracking devices in public service vehicles and setting up of VLTS Command and Control Centre (C&CC) at State level. Scheme guidelines for the same were issued on 15th January, 2020 under Nirbhaya Framework.

NIC has developed the complete solution, which includes the device homologation and fitment system through VLTD Maker application and also the software for creating and operating the Command & Control Centre to track all the vehicles fitted with the devices. NIC is also providing the dedicated cloud infrastructure for the implementation of the system for all States. The VLTD Maker application is operational in 25 States/UTs (Andaman & Nicobar Island, Arunachal Pradesh, Bihar, Chandigarh, Chhattisgarh, Delhi, Goa, Haryana, Himachal Pradesh, Jammu & Kashmir, Kerala, Maharashtra, Meghalaya, Puducherry, Punjab, Sikkim, Rajasthan, Tamil Nadu, Uttarakhand, Uttar Pradesh, West Bengal, Odisha, Madhya Pradesh, Mizoram, Gujrat) and the Command & Control Centre is operational in - Uttarakhand, Goa, Bihar, Chandigarh, Mizoram, Andaman & Nicobar Islands, Rajasthan and under progress in State of Haryana, Gujarat and Delhi.

Salient Features



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.



6.4.5 Bharat Series Vehicle Registration

Ministry of Road Transport and Highways, in order to facilitate seamless transfer of vehicles all over the country, has issued G.S.R. 594(E) dated 26th August, 2021 wherein a new registration mark namely "Bharat (BH) series" has been incorporated in the Central Motor Vehicles Rules (CMVR), 1989. NIC has incorporated the needful changes in the Dealer point module and facility has been provided to all States for Central issuance of BH series registration number from the portal. The same has been activated and brought into force from 15th September, 2021. MoRTH, vide G.S.R 879(E) dated 14th December, 2022, has amended BH Series rules to further improve as well as widen the scope of BH series implementation.

This facility is provided only for new registration of vehicle through Dealer point registration. This vehicle registration facility under "Bharat series (BH-series)" is available on voluntary basis to Defence personnel, employees of Central Government/ State Government/ Central/ State Public Sector Undertakings and private sector companies/organizations, which have their offices in four or more States/Union Territories. Currently, BH series registration is active in 27 States /UTs - Andaman & Nicobar Islands, Arunachal Pradesh, Assam, Bihar, Chandigarh, Delhi, Goa, Gujarat, Himachal Pradesh, Jammu & Kashmir, Karnataka, Madhya Pradesh, Meghalaya, Maharashtra, Manipur, Mizoram, Nagaland, Odisha, Puducherry, Rajasthan, Sikkim, Tripura, UT of DNH and DD, Uttarakhand, Chhattisgarh, Uttar Pradesh and West Bengal.

6.4.6 Vehicle Recall Management System

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

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

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

6.4.7 All India Tourist Permit (AITP) Module

The module has been updated for providing online service to all stakeholders as per the All India Tourist Vehicles (Permit) Rules, 2023, <https://vahan.parivahan.gov.in/aitp/>. In this module, there is a provision to all States for central issuance of AITP from the common portal.



6.4.8 Faceless, Contactless, Aadhar - eKYC Based Services

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

Most of the online services under Vahan and Sarathi platform have been converted to faceless mode with state-specific customization and in conformity of the provisions of CMVR. Currently, this facility is provided on 80+ services and implemented in 34 States. This initiative has benefited all stakeholders like Citizen and RTOs by reducing RTO footfall and faster, hassle free delivery of services. A highlight of the system is the integration of the Artificial Intelligence based face recognition feature facilitated by NIC for authenticating the Learner License Test applicants.

Salient Features:

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



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।

This road sign 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.



6.4.9 Automatic Fitness Management System/ Automated Testing System

The Automatic Fitness Management System (AFMS) provides the motor vehicle owners ability to book vehicle fitness tests, view fitness test results and fitness certificate and apply for re-tests. Automated Testing System (ATS) operators will be able to generate available test slots, manage bookings, update vehicle fitness status and upload fitness test results and fitness certificate. The application provides end-to-end visibility into vehicle testing process and its result, thus improving transparency. It also helps in maintaining digital recordings of visual tests. The AFMS portal is linked with other Vahan applications such that latest fitness status is updated across Vahan and may be used by the authorities for enforcement purposes.

6.4.10 Registered Vehicle Scrapping Facility (RVSF)

The Voluntary Vehicle Scrapping application or vscrap portal allows motor vehicle owners to submit online applications for scrapping their old vehicles at any Registered Vehicle Scrapping Facility (RVSF) in the country. The RVSF can accept the application form, transfer the scrap value for old vehicle directly in owner's bank account and generate a Certificate of Deposit (CD). Certificate of Deposit (CD) is issued to vehicle owner as proof of submitting the vehicle for scrapping. It can be utilized to avail financial benefits on purchase of new vehicles, such as waiver of registration fee and concession on motor vehicle tax up to 25% for non-transport vehicles and up to 15% for transport vehicles. The CD can also be traded.

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

6.4.11 Next Gen mParivahan Mobile App

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

The services through app have been released in phased manner. Till now, 32 online services and utilities in Phase I and 5 online services and utilities in Phase 2 have been developed and released as well. The app is available on both Android and iOS.



Following are the services and utilities incorporated in the app and released as on 31st March, 2024:

Phase - I: List of 32 Services

Vehicle Related Services	Driving License Related Services	Challan Related Services	PUCC Related Services
1. Search RC	1. Search DL	1. Challan Status	1. Search PUCC
2. Virtual RC	2. Virtual DL	2. Challan Payment	
3. Issue of Duplicate RC	3. Issue of Duplicate DL	3. Verify Payment Status	
4. Change of Address in RC	4. Renewal of DL	4. Download Challan	
5. Hypothecation Addition	5. Change of Address in DL	5. Download Receipt	
6. Hypothecation Termination	6. Replacement of DL		
7. Hypothecation Continuation	7. DL Extract		
8. Issue of NOC	8. IDP		
9. RC Particulars against Fee	9. Update Mobile Number		
10. Application Status	10. Application Status		
11. Download Fee Receipt	11. View Uploaded Docs		
12. Verify Payment Status	12. View Forms		
13. Dispose Application			
14. Update Mobile Number			

Phase - II : List of 5 Services

Vehicle Related Services	PUCC Related Services
1. NOC Download	1. Download PUCC Certificate
2. Tax Assessment	
3. Duplicate Fitness Certificate	
4. Online Tax Payment	

6.4.12 National Registry of Vehicles and License Records

As on 31st March, 2024, Vehicle Registration record and Driving License record are 36.71 + crore and 20.26 + crore respectively.

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.



6.5 Major Initiatives Taken in the Year 2023 to Amend CMVR, 1989

6.5.1 Real Driving Emission (RDE) Regulations

There is a gap in the emission performance when the same vehicle is tested in laboratory conditions and in real driving conditions. To reduce this gap, Real Driving Emission (RDE) regulations were introduced in Europe. In line with this, India also introduced RDE regulations along with the introduction of Bharat Stage VI (BS VI), making RDE measurement mandatory during type approval and Conformity of Production (COP). The said regulations are applicable from 1st April, 2020 for data collection and from 1st April, 2023 for meeting Conformity Factor (CF). CF defines the emission limits of the RDE regulations.

MoRTH has mandated that the CF may be applicable, in respect of vehicles manufactured on and after 1st April, 2023, for all vehicles on real world driving cycle emission.

6.5.2 All India Tourist Permit Rules, 2023

MoRTH has notified the All India Tourist Vehicles (Permit) Rules, 2023, superseding the All India Tourist Vehicle (Authorisation or Permit) Rules, 2021.

The rules notified in 2021 had provided a significant boost to the tourism sector in India by streamlining and simplifying the permit regime for tourist vehicles.

Now, with the All India Tourist Vehicles (Permit) Rules, 2023, the All India Tourist Permit (AITP) regime has been further streamlined and strengthened to provide greater ease of movement of tourist vehicles across the country.

The key features of the new rules are as follows:

- (a) To simplify the application procedure and to reduce compliance burden, the provision of authorization and AITP has been made independent of each other.
- (b) To promote deployment of electric vehicles and vehicles driven on methanol or ethanol fuel in large numbers, a streamlined regulatory ecosystem at no cost to the operator(s) has been introduced.
- (c) More categories of tourist vehicles, with lesser permit fees for lesser capacity vehicles (less than ten) have been introduced. This is expected to provide considerable financial relief to smaller tourist vehicle operators, having smaller vehicles with lower seating capacity, as they will now be required to pay lower fees commensurate with the seating capacity of their vehicle(s).

6.5.3 Fire Alarm System (FAS) and Fire Protection System (FPS) in Buses

For incorporating provision for fire protection of the passenger compartment of the buses, the Ministry had extended the scope of AIS 135 from the engine compartment to include the passenger



compartment of school buses and buses of Type III category by amending the Central Motor Vehicles Rules (CMVR). The aim of this amendment is to provide an additional evacuation time to the occupants and thus to enhance the safety in fire incidents in buses through FPS and FAS. The standard was framed in consultation with various stakeholders including the experts of DRDO which had undertaken the design and had also tested the concept on a bus.

The implementation timeline was twelve months from the date of commencement of the Central Motor Vehicles (First Amendment) Rules, i.e. from 27th January, 2023. However, after receiving representations from automotive stakeholders, the date was deferred and the provisions came into effect from 1st October, 2023.

6.5.4 Conversion of Fully Built Vehicles into Adapted Vehicles for Divyangjan

The Ministry has facilitated Divyangjan in the conversion of fully built vehicles into adapted vehicles through temporary registration. Adaptation of motor vehicles, as per the specific needs of Divyangjan, is often required to facilitate their mobility. Currently, such adaptation could either be carried out prior to registration of vehicle by the manufacturer or his authorized dealer, or after the registration of vehicle in as-is form on the basis of permission received from registering authority.

To simplify this process, MoRTH has amended Rules 53A and 53B of Central Motor Vehicles Rules (CMVR), 1989, to extend the facility of Temporary Registration for adaptation of motor vehicles. These amendments will further facilitate the driving of motor vehicles by Divyangjan and promote their inclusion in socio-cultural and economic activities.

6.5.5 Bharat New Car Assessment Programme

Ministry of Road Transport and Highways has inserted a new Rule 126E in Central Motor Vehicles Rules (CMVR), 1989 regarding the Bharat New Car Assessment Program (BNCAP). The following has been mandated:

- (1) The car assessment programme under this rule shall be applicable on the type approved vehicles of category M1, manufactured or imported in the country on or after the 1st day of October, 2023. Further, BNCAP shall be a voluntary program monitored by the Agency.
- (2) On and from the 1st day of October 2023, the manufacturer or importer of motor vehicles shall submit an application in FORM 70A, to the designated agency, designated by the Central Government to get their motor vehicle examined and assessed for star rating in accordance with AIS:197.
- (3) The cost of the motor vehicle for the purpose of assessment for star rating and the cost of such assessment shall be borne by the respective manufacturer or importer.



- (4) The motor vehicles for the purpose of assessment shall be randomly selected by the designated agency, from the premises of the manufacturer, importer, or authorised dealer of the manufacturer or importer, in accordance with AIS-197.
- (5) The designated agency shall select any of the testing agency, referred to in Rule 126, for the assessment of the vehicles selected in sub-rule (2).
- (6) The manufacturer or importer shall send the selected vehicles to the testing agency selected under sub-rule (4).
- (7) The testing agency shall evaluate the vehicles in accordance with AIS-197 and submit the assessment report to the designated agency in FORM 70B.
- (8) On examination and approval of the assessment report, the star rating of the vehicle shall be uploaded on the designated portal by the designated agency.
- (9) Nothing in this rule shall apply to a vehicle exempted under Rule 126.

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

6.5.6 Amendment in Various Forms of Central Motor Vehicles Rules, 1989

Ministry of Road Transport and Highways has amended various Forms of Central Motor vehicles Rules, 1989 to capture information w.r.t. permitted Sleeping capacity, Standing capacity and Seating capacity (including Driver).

6.5.7 Type Approval of Compressed Gaseous Hydrogen Internal Combustion Engine Vehicles

Ministry of Road Transport and Highways has inserted new Rule 125M in CMVR, 1989 to provide norms for type approval of liquid or compressed gaseous hydrogen internal combustion engine vehicles. It has been prescribed that the safety and procedural requirements for type approval of internal combustion engine vehicles of M and N categories powered by liquid or compressed gaseous hydrogen shall be in accordance with AIS 195:2023, till corresponding BIS specification is notified under the Bureau of Indian Standard Act, 1986 (63 of 1986) provided that the hydrogen fuel specifications for internal combustion engine vehicles shall be in accordance with IS 16061: 2021.

6.5.8 Type Approval of Electric Power Train Vehicles and Hybrid Electric Vehicle

Ministry of Road Transport and Highways has inserted a new Rule 125N in CMVR, 1989



regarding Type approval of electric power train vehicles and hybrid electric vehicle. The definition of Hybrid vehicles is available in various Automotive Industry Standards (AIS); but, till date, a standard definition has not been incorporated in CMVR, 1989. It was, therefore, necessary to incorporate a standard definition of pure electric and hybrid vehicles and its various types in CMVR 1989. It may also be pertinent to point out that various State governments are providing incentives to electric and hybrid vehicles through their respective State EV policies. Hence, by virtue of the notification it has brought more clarity in the definition and categorization of pure electric and hybrid vehicles.

6.5.9 Air Conditioning System in Truck Cabin

Ministry of Road Transport and Highways, vide G.S.R. 886(E) dated 8th December, 2023, has prescribed that the vehicles manufactured on or after eighteen months from the date of publication of Central Motor Vehicles (Tenth Amendment) Rules, 2023 shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category. The testing of the cabin fitted with air conditioning system shall be as per IS14618:2022, as amended from time to time.

Further, it has also been mandated that for any vehicle of N2 and N3 category, manufactured in the form of drive-away chassis, on or after eighteen months from the date of publication of Central Motor Vehicles (Tenth Amendment) Rules, 2023, the chassis manufacturer shall supply a type approved kit of air-conditioning system as per IS 14618:2022 to facilitate the body builder in installing the kit.

6.5.10 Ethanol 20 as Monofuel

Ministry of Road Transport and Highways, vide G.S.R. 27(E) dated 5th January, 2024, has notified norms for using Ethanol 20 as Monofuel to facilitate Ethanol Blended Petrol (EBP) Programme. As per GSR 156 (E) dated 8th March, 2021, Ethanol (E20) is in the category of Flex-Fuel from E10 to E20. As such, the testing of vehicles for compliance to BS-VI norms is being undertaken at both the extreme E10 and E20. With the increasing percentage of blending, Ministry of Petroleum and Natural Gas (MoPNG) has proposed to undertake compliance to emission norms at E-20. Accordingly, MoRTH has notified for change for E20 from Flex Fuel to mono fuel Category in Table (2) of sub-rule (18), (19), (20) & (22) of Rule 115 of CMVR, 1989.

6.5.11 Motor Vehicles (Third Party Insurance Base Premium and Liability) Amendment Rules, 2024

Ministry of Road Transport and Highways has issued GSR 32(E) dated 5th January, 2024 to further amend Motor Vehicles (Third Party Insurance Base Premium and Liability) Rules, 2022 after consultation with Insurance Regulatory and Development Authority. Ministry has revised the base



premium and liability for vehicle category C1b (i.e. three wheeled vehicles used for carrying passengers for hire or reward with carrying capacity not exceeding 6 passengers).

6.5.12 Level Playing Field for Bus Body Builders

Ministry of Road Transport and Highways, vide GSR 159(E) dated 6th March, 2024, has prescribed level playing field in the area of manufacturing of buses by OEMs and Bus Body Builders. The said regulation will come into effect from 1st September, 2025.

It has been notified that the Bus Body Builders in the unorganized sector be also subjected to the type approval process (at par with the OEMs) instead of through the self-certification method, currently in vogue. In addition to the proposed applicability of such uniform test procedures, the bus body builders will also have to meet the applicable safety and performance requirements.

6.5.13 Deferment of the Date of Implementation for Various Norms for Construction Equipment Vehicles

This Ministry, vide GSR 163(E) dated 7th March, 2024, has notified to defer the date of implementation of Emission Norms (CEV V) and safety standards (part 2 of AIS -160) for Construction Equipment Vehicles, from 1st April, 2024 to 1st January, 2025.

6.5.14 Inclusion of FERACRYLUM (First Aid Kit in Vehicles) in Clause (d) of Sub-rule 4 of Rule 138 of the CMVR, 1989

This Ministry has notified GSR 174(E) dated 11th March, 2024, for inclusion of Feracrylum as first aid kit by bringing amendment in Clause (d) of Sub-rule 4 of Rule 138 of the CMVR, 1989.

6.5.15 Allotment of Group of Letters “TG” to Telangana State in place of “TS” for Use as Registration Mark to the Vehicles.

In exercise of the powers conferred by sub-section (6) of section 41 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government, vide S.O. 1306(E) dated 12th March, 2024, has allotted Group of letters “TG” to Telangana State in place of “TS” for use as Registration Mark to the vehicles.

6.5.16 Pilot Program to Provide Cashless Treatment to the Victims of Road Accidents

The Government of India, in line with its commitment to reduce fatalities due to road accidents and the legal mandate under section 162 of Motor Vehicles Act, 1988, has launched a pilot program to provide cashless treatment to the victims of road accidents caused by the use of motor vehicles.

The pilot program, which has been developed under the aegis of the Ministry of Road Transport and Highways, is being initiated in Chandigarh and is aimed at establishing an ecosystem for providing timely medical care to the victims of road accidents, including during the golden hour.



The National Health Authority (NHA) shall be the implementing agency for the pilot program, in coordination with police, hospitals, State Health Agency (SHA), etc. The broad contours of the pilot program are as follows:

- Victims entitled to cashless treatment upto a maximum of ₹ 1.5 lakh per accident per person for a maximum period of 7 days from date of accident
- Applicable to all road accidents caused by use of motor vehicle on any category of road
- AB PM-JAY packages for trauma and polytrauma cases being co-opted
- Claims raised by hospitals for providing treatment to be reimbursed from the Motor Vehicle Accident Fund

The program will be implemented through an IT platform combining the functionalities of eDAR application of MoRTH and Transaction Management System (TMS) of NHA

6.6 Strengthening ITS in Public Transport System

- The Ministry has appraised the existing scheme namely “Strengthening ITS in Public Transport System” to provide financial assistance to State/UT 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. The Scheme includes cost of capital expenditure of ITS hardware, software, application development, operation, planning, management, administrative work and appointment of Project Management Unit (PMU).
- The Transport Bodies such as State Transport Undertakings, State Transport Corporations, Public Private Partnerships and State Government Bodies (including hilly regions and North-east States) are eligible to avail the financial assistance under the Scheme.
- The duration of the scheme is for 4 years (FY 2022-23, 2023-24, 2024-25 and 2025-26 i.e., during remaining period of 15th Finance Commission Cycle). The total outlay of the Scheme is estimated to be ₹ 175 crore from Ministry. Previous Scheme had fund of share of 50% by Ministry, but the revamped scheme has fund share of 70% by Ministry and remaining 30% will be contributed by respective Transport Bodies.
- So far 8 projects costing ₹ 166.23 crore have been sanctioned in the Scheme, out of which 5 projects costing ₹ 65.79 crore in respect of Bhopal BCLL, Sikkim SNT, Assam ASTC, Mira Bhainder MBMC and Puducherry PRTC have been sanctioned in financial year 2023-24.

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

The Government of India has set up a dedicated fund under the Nirbhaya Framework being administered by the Department of Economic Affairs, M/o Finance. MoRTH sanctions financial assistance from the Nirbhaya fund to States/ UTs for projects specifically designed to improve safety



and security of women in public transport, after appraisal and recommendation by the Empowered Committee of the Ministry of Women and Child Development. Standalone projects from the Government of Andhra Pradesh, Uttar Pradesh State Road Transport Corporation, Bangalore Metropolitan Transport Corporation and Telangana State Road Transport Corporation have been approved under the Nirbhaya Fund Scheme to augment safety and security of women in public road transport, which are under different stages of execution.

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

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

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

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

So far, an amount of ₹ 220.107 crore has been released for the Scheme, out of which ₹ 15.41 crore has been released during financial year 2023-24. MoRTH has been closely monitoring the implementation of this scheme. Periodic reviews are being done with the State representatives and other stakeholders. So far, thirty-three States/UTs have received the funds and out of which eleven States/UTs, namely Bihar, Himachal Pradesh, Puducherry, Uttarakhand, Chhattisgarh, Mizoram, Sikkim, West-Bengal, Andaman, Odisha and Chandigarh have already set up the monitoring

centers. More States/UTs are in advanced stages of commissioning the Monitoring Centers.

6.9 Voluntary Vehicle-Fleet Modernization Program (VVMP) (Vehicle Scrapping Policy)

The Voluntary Vehicle-Fleet Modernization Program (VVMP) or “Vehicle Scrapping Policy” was launched by Hon'ble Prime Minister on 13th August, 2021. It is aimed at creating an eco-system for phasing out of unfit and polluting vehicles in an eco-friendly manner. The policy targets voluntary scrapping of unfit commercial and personal vehicles strictly based on their fitness, irrespective of vehicle age.

The key objectives of the policy are to:

- Reduce population of unfit vehicles
- Achieve reduction in vehicular air pollution to help fulfill India's climate commitments
- Improve road and vehicular safety
- Achieve better fuel efficiency
- Formalize the currently informal vehicle scrapping industry.
- Boost availability of low-cost raw materials (such as steel, rare earth metals like Neodymium, Praseodymium etc.) for automotive, steel and electronics industry

6.9.1 MoRTH has issued following notifications to implement the provisions of the Policy:

- (a) GSR Notification 653 (E) dated 23rd September, 2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.
- (b) GSR Notification 652 (E) dated 23rd September, 2021 provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th September, 2021.
- (c) GSR Notification 714 (E) dated 04th October, 2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. The notification has come into force with effect from 1st April, 2022.
- (d) GSR Notification 720 (E) dated 05th October, 2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification has come into force with effect from 1st April, 2022.
- (e) GSR notification 272(E) dated 05th April, 2022 provides for mandatory fitness of motor vehicles only through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989, as under:
 - (i) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April, 2023 onwards, and

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.

(ii) For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June, 2024 onwards.

- (f) GSR Notification 695(E) dated 13th September, 2022 provides for amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 earlier published vide GSR 653(E) dated 23rd September, 2021.
- (g) GSR notification 797(E) dated 31st October, 2022 provides for amendments in the rules for “recognition, regulation and control of automated testing stations” earlier published vide G.S.R. 652(E) dated 23rd September, 2021.
- (h) GSR Notification 29(E) dated 16th January, 2023 provides that certificate of registration for vehicles owned by Central, States and UT governments and their Departments, Local governments (Municipal Corporations or Municipalities or Panchayats), State Transport Undertakings, PSUs and other Autonomous bodies with the Central Government and State Governments, shall not be renewed after the lapse of fifteen years.
- (i) GSR 663(E) dated 12th September, 2023 provides for extension of date for mandatory testing of Transport Vehicles through an Automated Testing Station, registered in accordance with Rule 175 of the Central Motor Vehicle Rules, 1989 to 01st October, 2024.
- (j) GSR 195(E) dated 14th March, 2024 provides for amendments in the rules for “recognition, regulation and control of automated testing stations” earlier published vide G.S.R. 652(E) dated 23rd September, 2021 and last amended vide GSR 797(E) dated 31st October, 2023.
- (k) GSR 212(E) dated 15th March, 2024 provides for amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 published vide GSR 653(E) dated 23rd September, 2021 and lastly amended vide GSR 695(E) dated 13th September, 2022

6.9.2 IT Infrastructure for RVSF and ATS: For smooth operations amongst various stakeholders of the policy ecosystem, two key IT infrastructure portals have been enabled for State Government, Investors and End Users

- (a) **National Single Window System:** Application for grant of registration certificate to set up ATS and RVSF has been facilitated through National Single Window System (NSWS).
- (b) **IT Modules on Vahan**
 - (i) **ATS portal:** National Informatics Centre (NIC) has developed a module on Vahan for end-to-end lifecycle management of ATS. Vehicle owners can book slot for fitness testing, view test results and appeal against it. Similarly, ATS operators can manage test slots and update test results on Vahan.
 - (ii) **RVSF portal:** NIC has developed another module on Vahan through which vehicle owners can

submit application to scrap end-of-life vehicles (ELV). RVSFs can also use this portal to generate 'Certificate of Deposit' upon receipt of vehicle for scrapping. This 'Certificate of Deposit' is linked with benefits on purchase of new vehicles like waiver of registration fees, concession on MV Tax, etc.

6.9.3 Scheme for Special Assistance to States for Capital Investment

The Scheme for Special Assistance to States for Capital Investment has been extended for the financial year 2023-24 by the Government and the incentive amount to the States has been increased to ₹ 3000 crore, to incentivise scrapping of State Government vehicles which are older than 15 years, waiver of liabilities on old vehicles, providing tax concessions to individuals for scrapping of old vehicles and setting up of automated vehicle testing facilities.

Under the Scheme for special assistance to States for capital investment, total incentives of ₹ 1,291 crore across 19 States were approved by Department of Expenditure for disbursement. The details are as follows:

- During January-March 2023 period, ₹ 351 crore were approved by D/o Expenditure to Uttar Pradesh (₹ 150 crore), Assam (₹ 12.6 crore), Maharashtra (₹ 38.5 crore), Madhya Pradesh (₹ 75 crore) and Odisha (₹ 75 crore) for completion of Milestone-I of the scheme for special assistance for Capital Expenditure 2022-23.
- Further, in April 2023 – March 2024 period, ₹ 940 crore were approved for 19 States as follows: Andhra Pradesh (₹ 11.50 crore), Assam (₹ 52.40 crore), Bihar (₹ 60.7 crore), Chhattisgarh (₹ 68.6 crore), Goa (₹ 3.5 crore), Gujarat (₹ 152.5 crore), Haryana (₹ 50 crore), Himachal Pradesh (₹ 25 crore), Jharkhand (₹ 6.7 crore), Karnataka (₹ 116.82 crore), Kerala (₹ 80.4 crore), Madhya Pradesh (₹ 25 crore), Maharashtra (₹ 32.3 crore), Mizoram (₹ 3.5 crore), Odisha (₹ 13.5 crore), Punjab (₹ 62.6 crore), Rajasthan (₹ 70.8 crore), Uttar Pradesh (₹ 71.1 crore) and Uttarakhand (₹ 33.3 crore).

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

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, namely Engineering Staff College of India (ESCI), Hyderabad; Asian Institute of Transport Development (AITD), Delhi; Central Institute of Road Transport (CIRT), Pune; Institute of Road Traffic Education (IRTE), Faridabad; IIT-Delhi; Automotive Research Association of India (ARAI), Pune; CSIR - Indian Institute of Petroleum (IIP), Dehradun and Indian Institute for Human Settlements (IIHS), Bangaluru.

For conducting training from 2022-23 onwards, MoRTH has prepared new Guidelines for administering the “Workshop cum Training Programme for development of Human Resources in States'/UTs' Transport Departments and MoRTH”. These guidelines provide detailed instructions to the training institutes to organize programs, timelines for submission of proposals, expenditure to be



incurred on training etc. The training of the officials is being conducted as per these guidelines for the current year. For the year 2022-23, training was imparted to more than 4,000 participants (2,455 – offline mode, 1,619 – online mode) with an expenditure of ₹ 6.5 crore. In the Financial Year 2023-24, this Ministry has sanctioned 142 programmes (111 – offline, 31 - online) for a maximum cost of (approx.) ₹ 8.66 crore.

6.11 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.

Under the campaign, all the STUs to achieve targets of Accessible India Campaign as under:

- 25% of Government owned public transport vehicles should be made fully accessible by March, 2019.
- All bus stops/ terminals/ ports should be made accessible.
- Facilities for speedy licensing and registration may be provided to differently abled persons.

Accessibility of STUs Buses: Data relating to accessibility of STU buses has been compiled in respect of 61 STUs/SRTCs/SRTUs/CTUs by Association of State Road Transport Undertakings (ASRTU). It was brought out that total number of operational buses are 1,45,408, the number of buses involved in intercity operations are 97,626 and in urban operations are 47,782. The accessibility percentage of these buses is tabulated as under:

Sr. No.	Number of Buses held by STUs	Total Number of Buses	Number of Accessible Buses	Number of Fully Accessible Buses	Total	Percentage of Accessibility
1	Intercity operations	97,626	21,419*	316**	21,735	22%
2	Urban operations	47,782	15,842*	8,923**	24,765	57%
	Total	1,45,408	37,261	9,239	46,500	31.98%

*Note: * Accessible without wheel chair accessibility*

*** Fully accessible having wheel chair accessibility*



Launch of Bharat New Car Assessment Programme (Bharat NCAP)



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.



पत्थर लुढ़कने की संभावना
Falling Rocks

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



Flagging of Road Safety Walk by Hon'ble Minister (RT&H)

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

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

CHAPTER - VII

ROAD SAFETY

7.1 Safety in Road Transport Sector

India is committed to bring down fatalities from road accidents. It is clear from the report that road accidents are multi-causal which requires multi-pronged measures to mitigate the problems through concerted efforts of all agencies both in the Central and State Governments. Road Accident measures which are within the purview of the MoRTH include road engineering design for safety; proper road marking and signages; safety standards for vehicles like use of seat belts etc., education and awareness campaign and programmes. The Ministry has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

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

(A) EDUCATION MEASURES

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

(B) ENGINEERING (BOTH ROAD & VEHICLES) MEASURES

I. Road Engineering

- (i) **Identification and Rectification of Accident Blackspots:** High priority has been accorded for identification and rectification of blackspots (accidents prone spots) on National Highways. Concerted efforts towards improvement of road safety through engineering measures on National Highways have been made. MoRTH has identified 5,352 blackspots on National Highways based on accident and fatality data of year 2016-2018. 4,005 out of 5,352 blackspots are permanently rectified. Rectification on remaining blackspot is in progress. 2,483 blackspots on National Highways have been identified for the series 2017-2019 and 1,898 blackspots have been identified for the series 2018-2020. Rectification on the identified blackspots is in progress.

यह चिन्ह इस पर लिखे गए गंतव्य/स्थान की दिशा और दूरी दर्शाता है। यह चिन्ह बोर्ड ड्राइवरों द्वारा स्थान को ढूँढने 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.

The Ministry is taking following steps to rectify the blackspots:

- ❖ The blackspots are being rectified by providing immediate short-term measures such as cautionary road signs and markings, transverse bar markings, rumble strips and solar blinkers etc.
 - ❖ For long term rectification, measures such as Flyover, Underpasses, Foot over Bridges, Service roads etc. are being provided wherever required.
 - ❖ Traffic calming measures such as traffic warning signs, delineators, road studs, bar markings, humps at approach roads, etc. are taken at vulnerable sections of National Highways to reduce road accident fatalities.
 - ❖ Emergency/medical facilities for the road accident victims are provided as per the respective contract/concession agreements signed between NHAI and the contractor/concessionaire.
- (ii) **Road Safety Audits:** It is mandatory to carry out the Road Safety Audit of all highway projects at all stages i.e. design, construction and operation & maintenance stages. The Road Safety Audit is being carried out as per the applicable standards IRC:SP:88 laid down by the Indian Road Congress.
- (iii) **Pedestrian Facilities:** Financial power of up to ₹ 25 crore for construction of Pedestrian Underpasses (PUP) and Pedestrian Subways (PSW) and up to ₹ 1.25 crore for construction of Foot Over Bridges (FOBs) is delegated to Regional Officers of NHAI to speed up the process. To make roads safer for pedestrians, MoRTH notified AIS 100, which contains the requirements for the protection of pedestrian and other vulnerable road users in the event of a collision with a motor vehicle. These norms were applicable from 01st October, 2018 for new models and from 01st October, 2020 for all models.
- (iv) **Guidelines for Provision of Signages on Expressways and National Highways:** Necessary guidelines have been circulated to all road-owning agencies under the jurisdiction of the MoRTH in July 2023 for implementation on all road categories of NH and Expressways on priority basis to have uniformity. The salient features of the guidelines include enhanced visibility and legibility, pictorial depictions for intuitive communication, multilingual approach on road signages, and focused lane discipline. The ROs have been directed to implement signages as per the guidelines with focus on all new upcoming highways, expressways and greenfield corridors along with highways having PCU more than 20,000.

II. Vehicle Engineering

- (i) **Crash Safety Norms:** To ensure the safety of the occupants of the vehicles in an event of a crash, following standards have been notified:
- a. **AIS 098:** Requirements for the Protection of the Occupants in the event of an Offset Frontal Collision

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.



- b. **AIS 099:** Requirements for the Protection of the Occupants in the event of a Lateral Collision
 The applicability of these standards started from 01st October, 2017 for new models and from 01st October, 2019 for all existing models.
- (ii) **Mandatory Fitment of Safety Technologies:** To enhance the safety aspect of the vehicle, from time to time, MoRTH notifies mandatory fitment of safety technologies in various vehicle categories.
 - (iii) **Airbags:** Fitment of front airbag for driver was mandated from 01st July, 2019. From 01st April, 2021 for new models and 31st December, 2021 for all models, fitment of co-driver airbag was also made mandatory.
 - (vi) **Anti-lock Braking System (ABS) and Combined Braking System (CBS):** Mandatory fitment of ABS, applicable for 4-wheelers and for 2-wheelers with engine capacity greater than 125 cc, got implemented from 01st April, 2018 for new models and 01st April, 2019 for all models. For 2-wheelers with engine capacity less than or equal to 125 cc, ABS or CBS must be fitted.
 - (v) **Safety Technologies:** Some other safety technologies made mandatory from 01st July, 2019 are seat belt reminder for driver and co-driver, over speed warning system, reverse parking sensors, and manual override for central locking door.
 - (vi) **Bharat New Car Assessment Program:** The Ministry of Road Transport and Highways issued a draft notification dated 27th September, 2023 for the introduction of Bharat New Car Assessment Program (BNCAP). Under this program motor vehicles of category M1 (motor vehicles used for carriage of passengers comprising not more than eight seats in addition to the driver's seat) and gross vehicle weight not more than 3.5 tonnes, cars will be tested as per Standard AIS -197, and star rating will be assigned based on its performance in respect of adult occupant protection, child occupant protection and safety assist technology. The customers can refer to this star rating to evaluate the safety aspect of the vehicle before purchasing it. The program has been implemented from 01st October, 2023.
 - (vii) The Ministry has mandated that all transport vehicles shall be equipped with speed limiting function/ device, except for two wheeler, three wheeler, quadricycle, fire tenders, ambulances, police vehicles.
 - (viii) The Ministry has mandated that the fully built buses (with a seating capacity of 22 passengers or above, excluding driver) manufactured on and after 1st April, 2019 by Original Equipment Manufacturers shall comply with the requirements of Fire Detection, Alarm and Suppression system. Further, type III buses of category M3 and school buses shall also comply with fire alarm and protection system in occupant compartment.
 - (ix) The Ministry has prescribed norms related to safety measures for children below four years of age, riding or being carried on a motorcycle. Further, it specifies use of a safety harness, crash helmet and restricts speed to 40 kmph.

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.



रुकिए
Stop

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



- (x) MoRTH mandated the application of reflective tapes on the front, rear and side of buses, trucks and trailers to ensure better visibility of these vehicles during night time.

(C) TRAINING AND CAPACITY BUILDING

- (i) **Accredited Driver Training Centre:** Shortage of skilled drivers is one of the major issues in the Indian Roadways Sector. The Ministry of Road Transport and Highways has published a notification on 7th June, 2021, wherein the requirements to be fulfilled by accredited driver training centers have been mandated. The Centre shall be equipped with simulators and dedicated driving test track to provide high quality training to candidates. The candidates who successfully pass the test at these centers will be exempted from the driving test requirement at the time of applying for driving license, which is currently being taken at the RTO. These centres are allowed to provide industry- specific specialized training as well.
- (ii) To ensure good driving skills and knowledge of rules of road regulations among the drivers and to strengthen the system of driver licensing and training to improve the competence and capability of drivers, Ministry is setting up model Institutes of Driving Training and Research (IDTR) Centres, Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTC) in the States/UTs. As on 31st March, 2024, a total 31 IDTRs, 14 RDTCs and 35 DTCs were sanctioned. Out of 31 IDTRs, 21 IDTRs are functional and remaining are at different stage of completion.
- (iii) Poor maintenance and use of old vehicles which are not roadworthy (not fit) cause accidents and deaths. To strengthen the fitness check regime in the country, Ministry of Road Transport and Highways is setting up Model Inspection and Certification Centres in States/UTs. As on 31st March, 2024, 28 States/UTs have been covered under the scheme.
- (iv) Ministry of Road Transport and Highways has tied up with Indian Institute of Technology (IIT), Madras to set up a Center of Excellence for Road Safety, to work on development of new products, capacity building, knowledge sharing, collaborations, research and strategic initiatives focused towards improving road safety and reducing road fatalities in the country.

(D) ENFORCEMENT MEASURES

- (i) The Motor Vehicles Act, 1988 is the principal instrument through which road transport is regulated in the country. The same has been amended first time in a comprehensive way by the Motor Vehicles (Amendment) Act, 2019, passed by the Parliament and published in the Gazette of India on 9th August, 2019. The Act is expected to bring reforms in the various segments as elaborated upon in the subsequent paras.
- (ii) The Act will bring reforms in the area of Road Safety, bring citizen facilitation, transparency, and reduce corruption with the help of information technology and removing intermediaries. The Act will strengthen public transport, safeguard and protect Good Samaritan and reform the insurance



and compensation regime. It will allow innovation and new technologies such as driverless vehicles, to be tested in live environment and increase efficiency in research. The Act will facilitate Divyang by allowing motor vehicles to be converted to adapted vehicles with post-facto approval and facilitating license to drive adapted vehicles.

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

(a) Strengthening Enforcement and Road Safety

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

(b) Speedy Assistance to Accident Victims

- Protection of Good Samaritans who help accident victims.
- Heavy penalties on those not giving way to Ambulances.
- Cashless treatment during golden hour.
- Faster and hassle-free provisions for compensation of ₹ 2.5 lakh for grievous hurt and ₹5 lakh for death.
- Enhanced compensation of ₹ 2 lakh in case of death and ₹ 50,000 for grievous hurt for victims of hit and run accidents.
- Simplification of procedures for 3rd Party Insurance and hired driver brought under the insurance cover.

(c) Simplification and Citizen Facilitation

- Permitting issue of driving license anywhere in the State.

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

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



प्रवेश निषेध
No Entry

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



- Facilitating grant of online learning license.
- Registration of new vehicles at the dealer's end including grant of registration number before the delivery of the vehicle is given.
- Renewal of transport license after five years as against present provision of three years.
- Documentation permissible in electronic form.
- Provision for recycling of vehicles.
- Adapted vehicles for Divyang.

(d) Strengthening Public Transport

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

(e) Automation and Computerization

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

(f) Empowerment of States

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

(E) ENHANCING ROAD SAFETY OF CITIZENS

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

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.



of a victim of a fatal accident involving a motor vehicle by administering immediate assistance and rushing to Hospital/Trauma Care Centre within the Golden Hour of the accident to provide medical treatment”. Under this scheme, Good Samaritans are incentivized so that Good Samaritan Acts are encouraged.

(F) OTHER INITIATIVES

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

7.3 TRANSPORT RESEARCH

- 7.3.1 The Transport Research Wing (TRW) of the Ministry of Road Transport and Highways is involved in collection, compilation, dissemination and analysis of data on roads and road transport sector including road accidents. The Wing is also responsible for rendering research and data support to the Ministry for policy planning and monitoring. In this direction, the Wing is working for consistent systemic improvement of data quality and is also taking up studies on key areas in road transport sector through reputed institutions.
- 7.3.2 On the roads and road transport sector, TRW disseminates data through four annual publications, namely, Basic Road Statistics of India, Road Transport Year Book, Road Accidents in India and Review of Performance of State Road Transport Undertakings.

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

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



ट्रकों का आना मना है
Truck Prohibited

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



- (i) **Basic Road Statistics of India (BRS):** 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, State PWD, Rural Work Departments and Panchayati Raj Institutions, Urban Roads under Municipalities, Port Trusts and Military Engineering Services, and Project Roads of different organizations such as Railways, Border Road Organization, Coal PSUs, State Departments such as Forest, Power, Irrigation, etc. The latest issue published by TRW is for the year 2018-19. The data for the publication of Basic Road Statistics of India for the years 2019-20, 2020-21 and 2021-22 are currently under compilation.
- (ii) **Road Transport Year Book (RTYB):** It is the primary source of information/ data on number of registered motor vehicles, motor vehicles taxation, licenses and permits and revenue realized from road transport in various State and UTs and in Million-plus cities of the country. Information is collected for this publication from the Transport Commissioners of all States/UTs. The data for publication of RTYB 2020-21 and 2021-22 are currently under compilation.
- (iii) **Road Accidents in India:** The publication provides State/UT-wise data on all facets of road accidents, fatalities and injuries during a calendar year. Data is collected on a calendar year basis from the Police Departments of States/UTs in standardized formats as provided by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) under the Asia Pacific Road Accident Data (APRAD) base project. The latest issue of “Road Accidents in India” published by TRW is for the calendar year 2022.
- (iv) **Review of the Performance of State Road Transport Undertaking (SRTU):** The publication reviews physical and financial performance of SRTUs during the financial year under report, based on the information supplied by the State Road Transport Undertakings. The latest issue of Review of Performance of State Road Transport Undertaking published for the years 2017- 2018 & 2018-2019. The compilation of the report for the years 2019-20, 2020-21 and 2021-22 is currently under progress.

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

- (i) **Road Transport Year Book:** Publication of Road Transport Year Book for the year 2020 -21 and 2021-22 are currently under finalization. As per the provisional data, the number of registered vehicles in the country stood at about 3,355 lakh (335 million) up to the period 31st March, 2021 and 3,540 lakh (354 million) up to the period 31st March, 2022 recording an annual compound growth rate of 8.99 per cent and 8.30 per cent during 2011 to 2021 and 2012 to 2022, respectively. Two-wheelers constitute 74.5 per cent and 74.4 per cent of total registered vehicles as on 31st March, 2021 and 31st March, 2022, respectively (**Appendix - 12**). Two-wheelers account for the largest segment of registered vehicles. While the category of “Transport” vehicles account for 8.5 per cent and 8.3 per cent of total registered vehicles, Non-Transport vehicles account for the balance 91.5 per cent



and 91.7 per cent for the years 2020-2021 and 2021-22, respectively. International comparison reveals that while developed countries tend to have a higher car penetration ratio, developing countries tend to have a higher two-wheelers penetration.

(ii) **Road Accidents in India:** During the calendar year 2022, the total number of road accidents were reported at 4,61,312 causing injuries to 4,43,366 persons and claiming 1,68,491 lives in the country. The trends in the number of road accident, those injured & killed for the calendar years from 2005 to 2022 is at **Appendix - 13**.

- As compared to 2021, the number of road accidents have increased by 11.9 per cent, persons killed has increased by 9.4 per cent and injuries have increased by 15.3 per cent in the year 2022.
- However, accident severity expressed in terms of number of persons killed per 100 accidents has declined from 37.3 in 2021 to 36.5 in 2022.
- Age profile of road accident victims for the calendar year 2022 reveals that young adults in the age group of 18-45 years accounted for 66.5 per cent of victims during 2022. People in working age group of 18-60 years share 83.4 per cent of total road accident fatalities during 2022.
- Among the vehicle categories involved in road accidents, two-wheelers accounted for the highest share in total number of road accident deaths (44.5 per cent) in 2022 followed by Pedestrians (19.5 per cent), Cars, Taxis, Vans and LMVs vehicles (12.5 per cent), Trucks/Lorries (6.3 per cent), Auto-Rickshaws (3.9 per cent), Bicycles (2.9 per cent), Buses (2.4 per cent), and other (8.0 percent).
- Under Traffic rules violation, the single most important factor responsible for road accidents is over speeding which accounted for a share of 72.3 per cent in road accidents and 71.2 per cent of road accident deaths in 2022.

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

S. No.	Category	2018			2019			Increase/Decrease	
		Total	Surfaced	%age Share of Col.(i) in Total	Total	Surfaced	% age Share of Col.(iv) in Total	Absolute Value (iv)-(i)	Percentage (vii)/(i)*100
		(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)
1	National Highway	1,26,350	12,6,350	2.03	1,32,499	1,32,499	2.09	6,149	4.86
2	State Highway	1,86,908	1,85,495	3.0	1,79,535	1,78,384	2.84	-7,373	-3.94
3	District Roads	6,11,268	5,80,064	9.83	6,12,778	5,87,004	9.68	1,510	0.25

table contd...

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

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

S. No.	Category	2018			2019			Increase/Decrease	
		Total	Surfaced	%age Share of Col.(i) in Total	Total	Surfaced	% age Share of Col.(iv) in Total	Absolute Value (iv)-(i)	Percentage (vii)/(i)*100
		(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)
4	Rural Roads(*)	44,09,582	24,78,255	70.94	45,22,228	26,12,590	71.42	1,12,646	2.55
5	Urban Roads	5,34,142	4,15,859	8.59	5,41,554	4,28,076	8.55	7,412	1.39
6	Project Roads	3,47,547	1,45,471	5.59	3,43,163	1,57,171	5.41	-4,384	1.26
7	Total (including JRY Roads)	62,15,797	39,31,494		63,31,757	40,95,726		1,15,960	1.87
8	% age Share to Total		63.2			64.7			

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

As on 31st March, 2019, National Highways comprised of 2.09 per cent of total road network in the country, State Highways 2.84 per cent during the same period and the share of rural roads (including JRY) was the highest at 71.42 per cent followed by District roads (9.68 per cent) and urban roads (8.55 per cent). The percentage of surfaced roads to total road length was 64.7 per cent. The total road length of the country increased significantly from 3.99 lakh km in 1951 to 63.31 lakh km in 2019, growing at a Compound Annual Growth Rate (CAGR) of 3.5 per cent in 2019 over 2009. Category-wise break-up of total road length from 1951 to 2019 is at **Appendix – 14**.

(iv) Review and Performance of State Road Transport Undertakings: The review of the Performance of State Road Transport Undertaking for the financial period 2017-2018 & 2018-19 is published by TRW and a total of 56 SRTUs reported their physical and financial performance in 2017-18 and 2018-19.

The 56 reporting SRTUs held a total of 1,52,357 buses out of which 1,34,981 buses were operated, implying an average fleet utilization of 88.6 per cent during 2018-19. The consolidated net loss reported by 56 SRTUs in 2018-19 was of the ₹ 17,92,392.43 lakh. The combined staff strength of the 56 reporting SRTUs was 7,09,232 in 2018-19 and the staff to bus ratio was 4.66. The passenger Kms. Performed per day was 59,935 crore in 2018-19 (**Appendix -15**).

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



Hon'ble Minister (RT&H) Inaugurated the Command and Control Center of Bharat NCAP at Central Institute of Road Transport (CIRT), Pune



Consultation with Stakeholders on Implementation of Vehicle Scrapping Policy by Hon'ble Minister (RT&H)

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.



**Call on the Hon'ble President of India by Officers of CES (Roads) on 06.02.2023
at Rashtrapati Bhawan**



**Address by Secretary (RT&H) during the Workshop on Smart Transportation Systems
and Modeling under CATTS**



CHAPTER - VIII

RESEARCH AND TRAINING

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

8.2 R&D Projects

In the year 2023, following research schemes have been sanctioned by MoRTH for development of Roads & Bridges:

- “Development of Standardized design and drawings of three radius 3R-culvert for small crossing” for an amount of ₹ 30 lakh by VNIT, Nagpur.
- “Impact of speed limit on Road Safety capacity and Road Safety” for an amount of ₹ 53 lakh by IIT Roorkee and CSIR-CRRI, New Delhi.
- “A Pilot Study on Effect of Variable Speed Limit on Driver's Behavior” for an amount of ₹ 9.90 lakh by IIT Roorkee and CSIR-CRRI, New Delhi.
- “Structural Health Monitoring and assessment of Concrete Bridge and Girders” for an amount of ₹ 1332.03 lakh by IIT Madras.
- “Development of Damage Prediction based Mechanistic Flexible Pavement Design Guidelines for India” for an amount of ₹ 1058.69 lakh by IIT-Kharagpur + IIT-Roorkee + IIT-Kanpur & BITS Pilani-Hyderabad Campus.
- “Development of Performance Grade (PG) Bituminous Binder classification system for India” for an amount of ₹ 662 lakh by IIT-Delhi & CSIR-CRRI, New Delhi.
- “Development of Guidelines for Instrumentation & Real Time Monitoring of Hill Slopes” for an amount of ₹ 433 lakh by IIT Roorkee.

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.



- “Development of Green and Sustainable Bio-Bitumen” for an amount of ₹ 103.25 lakh by IIT Roorkee.
- “Utilization of Waste Plastic in Bituminous Mixes (Wet Process)” by IIT BHU, MoRTH Chair Professor.

8.2.1 To establish MoRTH Chair Professor, Ministry has signed a fresh MoU with IIT Roorkee on 28th March, 2023 for academic collaboration, research & development, teaching and training in the area of Development of Highway sector. The Chair Professor will act as a strategic advisor to Ministry in new areas relevant to Road Transport and Highways, to provide technical guidance to MoRTH in any areas related to “Traffic and Highway Engineering”, research schemes and any other issues related to highway projects, and to help find solutions to the practical problems of highway through scientific research by facilitating partnership of MoRTH with IIT and Indian Academia.

8.3 Annual Research Plan Concept

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

8.4 New Materials and Technology

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

8.4.2 Following new/alternative materials are also being used in ongoing projects of National Highways.

- | | |
|--|---|
| 1. Geo-synthetics including Coir/Jute | 10. Fibre(s) in PQC |
| 2. Fly ash | 11. Silica-fume |
| 3. Waste plastic | 12. Dolacher (a residue of sponge iron) in embankment |
| 4. Modified Bitumen (CRMB, PMB, NRMB) | 13. Steel and Iron slag as aggregates |
| 5. Cement treated sub-base/base | 14. Alcofine/Microsilica |
| 6. Soil stabilization | 15. Reclaimed Asphalt pavement |
| 7. Geo-composite | 16. Copper Slag |
| 8. Ground Granulated Blast Furnace Slag | 17. Zinc Slag |
| 9. Slope stabilization using geogrid/soil-nailing and other appropriate technology | 18. Recycled concrete aggregates |



- | | |
|---|--|
| 19. Ultra-High Performance Fiber Reinforced Concrete (UHPFRC) | 36. Geo-polymer Concrete with RAP |
| 20. Industrialised Pre-cast Concrete Elements | 37. Graphene Enhanced Concrete |
| 21. Glass fiber Reinforced Polymer Rebar (GFRP) | 38. Solid Domestic Municipal Waste Paver Block |
| 22. Short-Panelled Concrete Pavement | 39. Bottom Pond Ash as a replacement of Natural Sand in Concrete |
| 23. Bonded Concrete Pavement | 40. Warm Mix asphalt (WMA) |
| 24. Bio-Bitumen | 41. Gap-graded Rubberised Bitumen (GGRB) |
| 25. Fiber Reinforced Micro-Surfacing | 42. Cement Grouted Bituminous Macadam (CGBM) |
| 26. Bamboo Crash Barrier | 43. Self-healing Concrete |
| 27. Pre-stressed Precast Concrete Pavement | 44. Glowing Road Marking |
| 28. Graphene Modified Asphalt (GIPAVE) | 45. Stabilisation Technology |
| 29. High Modulus Asphalt | 46. Prefabricated Modular Steel Bridge |
| 30. Stone Matrix Asphalt | 47. Reuse of Phosphorus-Gypsum |
| 31. Hot in-place Recycling | 48. White-Topping |
| 32. Textile Reinforced Concrete | 49. Bio-Cement |
| 33. Futuristic Flexible Pavement | 50. Recycled Glass Aggregate |
| 34. Perpetual Pavement | |
| 35. Roller Compacted Concrete Pavement | |

8.4.3 There has been consistent focus for “Quality First” mantra, rigorous implementation of quality assurance and quality control mechanism in National Highway projects. Accordingly, meticulous guidelines have been issued to penalize/debar/declare as non-performer contractor/concessionaire/consultant for lapses in quality leading to premature distress/failure.

8.5 Standardization

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

In addition to publishing of the four Periodicals viz. Indian Highways (Monthly), Journal of IRC (Quarterly), Highway Research Journal (Half Yearly) & Highway Research Record (Yearly), following documents have been approved by the IRC during the year 2023.

यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ-वेलों 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.



Documents Published by IRC in 2023

S. No.	IRC Publication No	Name of Document
1	Revision of IRC:73	“Geometric Design Standards for Non-Urban Highways” (First Revision)
2	Revision of IRC:82	“Code of Practice for Maintenance of Bituminous Roads” (Second Revision)
3	IRC:135	“Guidelines for Development of Bus Ports in India”
4	Revision of IRC:SP:32	“Guidelines for Safer Commute to Schools” (First Revision)
5	Revision of IRC:SP:85	“Guidelines For Variable Message Signs” (First Revision)
6	Revision of IRC:SP:90	“Guidelines for Grade Separators and Elevated Structures” (First Revision)
7	Revision of IRC:SP:99	Manual of Specifications and Standards for Expressways” (First Revision)
8	IRC-HRB- State of the Art Report No. 26	“Mobile Maintenance Facility for Flexible Pavement”
9	MoRT&H Publications prepared with technical cooperation from JICA	<p>"Capacity Development Project on Highways in Mountainous Regions"</p> <ol style="list-style-type: none"> 1. Guideline for Planning 2. Guideline for Tunnel on Arterial Roads in Hill Area 3. Guideline for Operation and Maintenance 4. Guideline for Slope Protection and Embankment with Advanced Technology – Part-I Main Text 5. Guideline for Slope Protection and Embankment with Advanced Technology Part-II Appendix 6. Guideline for Mountain Bridge with Advanced Technology
10	IRC:136	“Guidelines on Financial Analysis of Road Projects”
11	IRC:138	“Guidelines for Highway Engineers on Disaster Resilient Green Highways in Multi-Hazard Ecosystem”
12	Revision of IRC:SP:48	“Hill Road Manual” (First Revision)
13	Revision of IRC:SP:79	“Specifications for Stone Matrix Asphalt” (First Revision)
14	IRC:SP:136	“Guidelines for Design and Construction of Cable Stayed Bridges”
15	IRC:SP:137	“Guidelines for Design and Construction of Extradosed Bridges”
16	IRC:SP:138	“Manual for Speed Violation Detection System”
17	IRC:SP:139	“Guidelines for High Performance Bituminous Mixes for High Volume Roads”
18	Amendment to IRC:6-2017	Standard Specifications and Code of Practice for Road Bridges, Section-II Loads and Load Combinations” (Seventh Revision)
19	Amendment to IRC: 79-2019	"Recommended Practice for Road Delineators" (First Revision)
20	Amendments to IRC:112-2020	“Code of Practice for Concrete Road Bridges” (First Revision)
21	Amendments to IRC: SP:65-2018	Guidelines for Design and Construction of Segmental Bridges (First Revision)



S. No.	IRC Publication No	Name of Document
22	Amendments to IRC: SP:71-2018	“Guidelines for Design and Construction of Precast Pretensioned Girders for Bridges” (First Revision)
23	Amendments to IRC: SP:114- 2018	“Guidelines for Seismic Design of Road Bridges”
24	Amendments to IRC:6-2017	“Standard Specifications and Code of Practice for Road Bridges, Section-II Loads and Load Combinations” (Seventh Revision)
25	Amendments to IRC:24-2010	“Standard Specifications and Code of Practice for Road Bridges, Steel Road Bridges (Limit State Method)” (Third Revision)

8.5.1 Guidelines/Circulars Issued by the Ministry during 2023-24

- Supply of Fly ash to the end users by the Power Plants to increase fly utilization vide letter no. RW/NH-33044/01/2019-S&R (P&B) RSCE-Pt. 1(e-188362) dated 19th December, 2022.
- Standard EPC Agreement for National Highways and Centrally Sponsored Road works proposed to be implemented on Engineering procurement and Construction (EPC) mode of Contract - Amendment to Schedule H vide letter no. RW/NH-33044/88/2021-S&R (P&B)/DNT (e-215840) dated 19th December, 2022.
- Amendment to Schedule H of Standard EPC Agreement for National Highways and Centrally Sponsored Road works proposed to be implemented on Engineering procurement and Construction (EPC) mode of Contract and Annexure-I of Schedule G of Model Concession Agreement of Hybrid Annuity Project vide letter no. RW/NH-33044/88/2021-S&R(P&B)/DNT (e-215840) dated 28th December, 2022.
- Provisions of crash barriers in existing bridges vide letter no. RW/NH-36098/17/2022-S&R (B) dated 2nd January, 2023.
- Standard Operating Procedure (SOP) for Maintenance & Repair (M&R) of NHs vide letter no. RW/G-23012/01/2019-W&A (Pt.III) dated 13th January, 2023.
- Use of plastic waste in bituminous mix in the construction of Service Roads and slip road along National Highways vide letter no. RW/NH-33044/17/2021-S&R(P&B) (e-193228) dated 06th February, 2023.
- Deck width of bridges for National Highways vide letter no. RW/NH-33044/10/2021-S&R(P&B) (e-192344) dated 06th February, 2023.
- Use of Stone Matrix Asphalt (SMA) Mix in Wearing Course of Flexible Pavement vide letter no. RW/NH-34049/12/2022-S&R (P&B)/SMA dated 13th February, 2023.
- Value Engineering Practices for the Design, Construction and Maintenance of National Highways Projects vide letter no. RW/NH-34049/01/2020-S&R (P&B) (pt.) dated 22nd February, 2023.

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

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



- Reuse of materials reclaimed from existing pavement layers vide letter no. RW/NH-33044/10/2021-S&R (P&B) (e-171909) dated 15th March, 2023.
- Safety in Road Construction Zones in National Highway Projects - effective and adequate measures to be taken vide letter no. RW/NH-36098/25/2022-S&R (P&B) (pt.) dated 16th March, 2023.
- Amendment in Roughness parameters for Flexible and Rigid Pavements vide letter no. RW/NH-33044/88/2021-S&R (P&B)/DNT (e-215840) dated 29th March, 2023.
- Changes in Standard RFP for HAM and BOT (Toll) Projects vide letter no. NH-24028/14/2014-H (Vol. IV) (e-151240) dated 31st March, 2023.
- Skill Development of Workmen in the Highways Construction Sector vide letter no. RW/NH-33044/10/2021-S&R (P&B) (e-219887) dated 05th April, 2023.
- Relief for Contractors/Developers of Road Sector in view of COVID- 19 pandemic vide letter vide letter No. COVID-19/RoadMap/ JS(H)/2020 (e-183777) dated 4th May, 2023.
- Stakeholders Feedback on National Highway Pre-cast Concrete Policy vide letter no. RW/NH-34049/01 /2020-S&R (B) dated 18th May, 2023.
- Need Assessment of Skilled Manpower & Skilling area for Highway Development vide letter no. RW/NH-36098/27 /2023-SftR (P&B) (e-222747) dated 25th May, 2023.
- Benefits of Use of Industrialised Pre-cast Concrete Elements in NH Projects vide letter no. RW/NH-34049/01/2020-S&R (B) dated 15th June, 2023.
- Levy and collection of user fees for use of a section of National Highway- Establishment of user fee plaza vide letter no. H-2501 6/01 /2018-Toll dated 6th July, 2023.
- Guidelines / Norms for grant of permission for construction of access to Fuel Stations, Wayside Amenities, Connecting Roads, Other Properties Rest Area Complexes & such other facilities- Clarification/amendments vide letter no. RW/NH-33032/0I/20I7-S&R(R) dated 21st August, 2023.
- Use of Bitumen: Demand-Supply, Type & Grade, Specifications, Source of Procurement and Quality in Construction of National Highways Projects vide letter no. RW/NH-35072/05/2018-S&R (P&B) (e-165688) dated 23rd August, 2023.
- Order on usage of flyash in National Highway Construction vide letter no. RW/NH-33044/01/2019-S&R (P&B) RSCEpt.1. (e-188362) dated 26th September, 2023.
- Standard Operating Procedure (SOP) to curb inflated billing against free of cost ash transport vide letter no. RW/NH-33044/01/2019-S&R (P&B) RSCE (pt.1) (e-188362) dated 30th October, 2023.
- Skill Development of workmen in Highway Construction Sector vide letter no. NH-11065/2/2017-P&M(Mon)Part/2(Computer No.195289) dated 26th December, 2023.



- Online Permission for single unit ODCs/ OWCs consignment on Modular Hydraulic Trailers (HT-1 to HT-13) on National Highways in the Country vide letter no. RW/NH-34062/01/2020-S&R(B) dated 17th January, 2024.
- Revised Document for Request for Proposal (RFP) for appointment of Consultancy Services for preparation of Detailed Project Report (DPR) in respect of National Highways and centrally sponsored road works-Deemed Approval vide letter no. E. file No.RW/NH-33044/29/2021-S&R (P&B) (Computer No.194425) dated 9th February, 2024.
- Guidelines for identification and implementation of real-time Health Monitoring of Bridges using Sensors vide letter no. File No.RW/NH-33044/1312023-S&R (P&B) (Comp. No232086) dated 4th March, 2024.
- Guidelines for identification and implementation of real-time Health Monitoring of Bridges using Sensors –RFP for Discrete Monitoring of Bridges vide letter no. RW/NH-33044/1312023-S&R (P&B) (Comp. No232086) dated 11th March, 2024.

8.6 Indian Academy of Highway Engineers (IAHE)

8.6.1 Indian Academy of Highway Engineers (IAHE) has been playing pivotal role in imparting training to highway engineers. The broad activities of IAHE consist of the following:

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

8.6.2 Training Programme Conducted during the Year 2023-24

During the year 2023-24, the Academy has organized 71 training programmes which include one 16 weeks foundation training programme for Deputy Managers of NHAI, one Orientation course for Ministry's Senior Technical Officers, seven mandatory training programmes on Preparation of DPR for Highway Projects for the personnel of Consultants, one course for National Quality

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

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



Monitors of NRIDA and seven 15 days Certificate Courses for Road Safety Auditors.

Besides, six off-campus courses were conducted on “Flexible Pavement Design & Construction” and “Design, Construction and Maintenance of Culvert and Small/Minor Bridges” in Chhattisgarh (two at Raipur, one each at Bilaspur, Jagdalpur, Ambikapur, Durg) in which 640 professionals participated. Two Mid-Career Training Programmes one-each for Superintending Engineers (SEs) and Executive Engineers of MoRTH were conducted in which 24 Engineers of the Ministry participated. One Training Programme was also conducted on Work Zone Safety sponsored by PWD Kerala at Thiruvananthapuram, Kerala in which 51 Engineers participated. Moreover, one International Training for 20 participants on “Feasibility Study and DPR for Highway Projects” for the Officers of Mekong-Ganga Cooperation (MGC) Countries sponsored by Ministry of External Affairs was conducted by IAHE. Total 2187 Engineers and Professionals have participated in in-campus/off-campus, international training programmes.

8.6.3 Establishment of Centre for Advanced Transportation Technology & Systems (CATTS) in IAHE

MoRTH sanctioned an estimate amounting to ₹ 48.71 crore during the year 2019-20 (revised cost ₹ 55.89 crore sanctioned during 2023-24) to undertake a project for capacity building, technology transfer and creation of an enabling environment for establishment of CATTS in IAHE in partnership with University of New South Wales, Sydney and two premier Indian Universities. The broad scope of the project is building India specific Macro-Model (Computable General Equilibrium Model) for National Highways, India specific Urban Pervasive Data Model and Safety Performance Functions (SPFs). These models will facilitate evidence-based decision making in prioritization of projects, evaluating wider economic benefits (WEBs) region-wise and on the country, analyzing impacts on economy, selection of most efficient solution for a problem at corridor/intersection level from among different alternatives, devising efficient ITS solutions to increase traffic performance, evaluating safety standards etc. Stage-1 “Inception Report” has been submitted by UNSW, recommended by IIT Roorkee and approved by Project Monitoring & Inspection Committee for CATTS. Data under Stage-2 has been substantially collected and simultaneous analysis is under way. Moreover, a 05 days workshop on Smart Transportation Systems and Modeling under CATTS was conducted at IAHE, Noida in which 52 officials have participated.



Indian Academy of Highway Engineers

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Vigilance Awareness Week



Constitution Day



CHAPTER - IX

ADMINISTRATION AND FINANCE

(A) ADMINISTRATION

- 9.1** The Ministry is entrusted with the service and administrative matters of 1017 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. To effectively manage the various aspects related to employee services, e-HRMS has been implemented by the Ministry since 2019-20.
- 9.2** Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of the Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix -5**.
- 9.3** Pension papers of the retirees are submitted to the Pay & Accounts Office well in time and the retirement benefits paid on the last working day of the retiring employees.
- 9.4** A Welfare Cell also exists in the Ministry of Road Transport & Highways which looks after all the welfare measures of the employees 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.
- 9.5 Departmental Record Room**
 Due attention is being paid by the Ministry to records management. A total of 441 files were taken out of Record Room from 1st April, 2023 to 31st March, 2024 by different Sections of the Ministry for reviewing/weeding out as per provisions of Record Retention Schedule. Apart from this, a Special Campaign for weeding out of Files on the guidelines of Cabinet Secretariat and DARPG was organized from 2nd October, 2023 to 31st October, 2023 wherein a total of 24,665 Files were reviewed and out of these, 6,059 Files were weeded out. These include Files relating to the Ministry and its regional offices, NHAI, NHIDCL & IAHE.
- 9.6 Grievance & Citizen's Charter Cell**
 O&M unit in Ministry of Road Transport and Highways is concerned with the implementation of



provisions of Manual of Office Procedure, formulation/Updation of Induction Material, Record Management, framing of citizen charter and other allied activities. The unit also includes Grievance & Citizen Charter Cell, created for the speedy and prompt disposal of public grievances.

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 is available at the counter. In addition, the IFC also receives public grievance petitions, which are then forwarded 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.

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

9.7 Grievance Redressal & CPGRAMS

The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (O&M). He is designated as Nodal Officer of Public Grievances. Public grievances received are referred to the concerned administrative units for speedy redressal. The Centralized Public Grievances Redressal and Monitoring System (CPGRAMS), a web-based grievance redressal mechanism is also operational in the Ministry and has been upgraded to the latest 7.0 version. A total number of 22,700 cases of public grievances were received from 1st April, 2023 to 31st March, 2024, all have been forwarded to the concerned Wings/Divisions for prompt disposal. These include NHAI, NHIDCL, IAHE and Regional Offices. Out of the total 23,945 (including brought forward cases) grievances, 22,961 have been disposed of till 31st March, 2024. Considering the urgency and importance of redressal of COVID 19 grievances, Ministry has prioritized for expeditious quality redressal of these grievances at the earliest preferably within a timeline of 3 days. In this regard, 1 number of COVID-19 related grievance has been received from 1st April, 2023 to 31st March, 2024 and out of the total 5 (including brought forward cases) grievance, 5 has been disposed of till 31st March, 2024. Further, a total number of 4,047 Appeals against Public Grievances have been received from 1st April, 2023 to 31st March, 2024 and out of total 4,340 (including brought forward cases) appeals, 4,121 have been disposed of till 31st March, 2024.

A staff Grievance Redressal Machinery is also functioning in the Ministry. Director/Deputy Secretary in-charge of concerned Administration Section has been designated as the Staff



Grievance Officer for hearing the grievances and also for receiving the grievance petitions. In addition, Joint Secretary (O&M) is also available for hearing of grievances.

9.8 e-office

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

9.8.2 Implementation of e-office in MoRTH

e-office has already been implemented in MoRTH. A target of 80% e-office prescribed by Department of Administrative Reforms and Public Grievances has already been achieved long back. At present more than 94% work is being done in e-office by this Ministry. Any issues/complaints regarding e-office is attended in time. Admin, HR, Technical, Project and Financial Division are communicating each other through e-office very smoothly. Tracking of files has now become very easy. MoRTH is striving to achieve the goal of paperless organization.

9.8.3 Project Development Cell (PDC)

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

Mission

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

Vision

- (i) To create investor ecosystem by identifying potential investors, developing investment thesis (type of instrument, returns required, duration of investment) for different investor classes for investment in the sector in emerging economies and finally quantifying the India advantage over other competitive destinations, including taxation and other incentives offered.
- (ii) To develop optimal strategies and designing schemes for attracting private investment across



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highways (such as ropeways, way side amenities, inter modal stations, etc.) and transport asset classes through various monetization mechanism

- (iii) To facilitate roll-out and successful implementation of Voluntary Vehicle Fleet Modernization Policy by attracting private investment for setting up a network of Automated Testing Stations (ATS) and Registered Vehicle Scrapping Facilities (RVSF) across India.

(B) FINANCE

9.9 Accounts and Budget

9.9.1 Secretary, Ministry of Road Transport & Highways 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 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. Pr. CCA office has been entrusted the task of preparation of Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts while rendering technical advice to the Ministry on financial and accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

9.9.2 There are 12 PAOs/RPAOs under the administrative control of Principle Chief Controller of Accounts located at New Delhi (two), Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati, Raipur, Hyderabad and Patna.

9.9.3 Computerization of Accounts

- (i) **E-Lekha:** A web-based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAOs/RPAOs have been fully integrated with 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 utilised by various Departments of the Ministry.
- (ii) **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 being used by DDOs and PAOs for online processing of sanctions, bills and payments of all types of expenditure. The Controller General of Accounts (CGA) has rolled out PFMS in all Ministries

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including Ministry of Road Transport & Highways. PFMS has been implemented in all 12 RPAOs and all DDOs of Ministry of Road Transport & Highways. All payments made by PAOs including salaries, pensions and GPF are being routed through PFMS.

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

9.9.4 Internal Audit

- (a) 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.
- (b) Preparation of Annual Review of the performance of Internal Audit.

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

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/records almost in all office of the Ministry of Road Transport & Highways. Audit paras, which involve major irregularities/deficiencies, are brought to the notice of Head of Departments for settlement of paras. Further, review meetings are also being arranged by Pr.CCA office to take stock of the outstanding paras. As on 31st March, 2024, out of 756 paras, 253 paras were settled.



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Further 94 new paras were raised. Status of pending C&AG Paras is reflected in **Appendix-16**.

The actual expenditure for the year 2023-24 (up to March, 2024) is as under:

FY 2023-24			(amount in Crore)
Description	B.E.	Exp. up to March 2024	% of B.E.
Revenue (Voted)	23,528.23	23,207.15	98.64
Capital (Voted+ Charged)	3,21,298.78	3,21,035.33	99.92
Total (Gross)	3,44,827.01	3,44,242.48	99.83
Deduct Recoveries	-74,392.30	-68,800.37	92.48
Total Grant No. 86 (Net)	2,70,434.71	2,75,42.11	101.85

Major head wise expenditure has been reflected in **Appendix-7**. Source of funds as per the Statement of Central Transactions (SCT) during last four years in respect of revenue receipts have been reflected in **Appendix-8**, Head-wise details of Revenue Receipts for the last four years in **Appendix-9** and Highlights of Accounts in **Appendix-10**.

9.9.5 National Permit Fee Scheme

- In the year 2010-11, the Ministry of Road Transport & Highways adopted a new National Permit Scheme for transportation of goods vehicles in the country. Further MoRTH had taken up the responsibility of coordinating for the collection of the National Permit Fee from almost 1,200 RTO, State Transport Authorities across the country while distributing the same to all the State Government/UTs as per agreed formula every month.
- As per the National Permit Fee Scheme (launched in May, 2010) the transporters are required to pay ₹ 15,000/- per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport & Highways and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.
- Consequent upon the instruction issued by the Ministry, the Online System of collection of Consolidated Fee for National Permit through the State Bank of India branches (Accredited Banker for collection of Consolidated Fee for National Permit) on nation-wide network, its reporting to the concerned Authorities and accounting is being done by the PAO (Sectt.), MoRTH, New Delhi. Statement showing the state-wise disbursement of national permit fee up to March, 2024 may be seen at **Appendix-6**.
- A specific Accounting Procedure for the collection, reporting and accounting of the New Consolidated Fee for National Permit pertaining to the Ministry of Road Transport & Highways has



been chalked out by the Office of the Controller General of Accounts for use by various implementing agencies.

9.9.6 All India Tourist Vehicle

- (i) Ministry, vide G.S.R 166(E) dated 10th March, 2021, has published All India Tourist Vehicles (Authorisation of Permit rules, 2021).

The details of the scheme are as under:

(a) Collection of Fees

Sl. No.	Category of Tourist Vehicle as per Passengers Capacity excluding Driver	Authorisation Fee (in ₹)	Air Conditioned Permit Fee (in ₹)	Non-Air Conditioned Permit Fee (in ₹)
(1)	(2)	(3)	(4)	(5)
1	Less than nine	500	25,000	15,000
2	Ten or more but less than twenty three	750	75,000	50,000
3	Twenty three or more	1,000	3,00,000	2,00,000

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

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

SS = Actual Revenue for the month for the country

SR_n = Actual State Revenue for the month for nth State

SS_n = State Share of nth State

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

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

This fee will be collected only through online mode. User/Transporter will submit all the required documents on the website www.vahan.nic.in and will pay the required fee. This portal is integrated with Bharat-kosh portal at back-end. The entire fee collected will be deposited to accredited bank and from there will be deposited in Consolidated Fund of India on day-to-day basis. Statement showing the State-wise distribution of All India Tourist Permit (AITP) Fee up to March 2024 is placed at **Appendix-11**.



(C) VIGILANCE

9.10.1 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 Joint Secretary & Chief Vigilance Officer. 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. National Highways and Infrastructure Development Corporation Limited (NHIDCL) also has a part-time CVO.

9.10.2 During the year 2023-24, a total of 88 complaints have been examined and out of them 57 complaints were disposed of. Sanction for Prosecution was accorded in one case and disciplinary proceedings are going on in four cases. Besides dealing with vigilance related complaints in consultation with the Central Vigilance Commission and CBI wherever required, special emphasis was laid on preventive vigilance. It was emphasized that Roads Wing should monitor the quality of construction and maintenance along with timely progress/ completion of National Highways through PMIS portal. Roads Wing was also advised to carry out inspections of all ongoing projects on regular intervals to ensure the quality in construction and to redress the problems causing delay in their timely completion. Access permission guidelines got reviewed and a software got developed to make the entire process of access permission on-line with provisions for a real-time MIS to leave little room for any complaint on this issue.

9.10.3 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 sensitized and motivated in the anticorruption efforts. During the Vigilance Awareness Week, 2023, the following activities were performed:

- ❖ NHAI, NHIDCL, IAHE, IRC and all Regional Offices of MoRTH were advised to observe Vigilance Awareness Week, 2023 from 30th October, 2023 to 05th November, 2023.
- ❖ Integrity Pledge was administered by Secretary (RT&H) to all the officers/officials of the Ministry.
- ❖ Selected quotes on theme of corruption were run on large screen installed near reception (Main Entrance).
- ❖ Quotations on the theme of corruption were uploaded on twitter account of the Ministry.



- ❖ A link was developed on Ministry's website www.morth.nic.in to take e-pledge through CVC portal – www.cvc.gov.in.
- ❖ An Essay writing competition on the topics “भ्रष्टाचार मिटाने में शिक्षा की भूमिका” in Hindi and “Corruption in Public Procurement” in English was organized. Cash prize of ₹ 3000, ₹ 2500 & ₹ 2000 were awarded in a function to officials whose articles are adjudged 1st, 2nd and 3rd in English and Hindi respectively.

(D) RIGHT TO INFORMATION ACT- IMPLEMENTATION

- 9.11** Under RTI Section 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 Public Information Officers (PIOs)/First Appellate Authorities (FAAs) for providing information to public/applicants as directed in the RTI Act. This Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants.

A total of 7,064 RTI applications have been received from 1st April, 2023 to 31st March, 2024 which includes brought forward as well as physical and online applications. Likewise, during the same period, a total number of 492 appeals (including brought forward) have been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders / alerts to concerned Public Information Officers (PIOs)/First Appellate Authorities (FAAs) through their emails. By using the facility available in the online system, monitoring of the disposal of RTI Applications/Appeals is also done from time to time.



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Ramban to Banihal Section of NH-44



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CHAPTER - X

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY AND TRANSLATION

10.1 Implementation of the Official Language Policy of the Government of India has always been a priority of the Ministry of Road Transport and Highways. Hindi Section in the Ministry implements the Official Language Policy and translates material received from various Sections from English to Hindi and vice versa.

10.2 Official Language Implementation Committee

The Official Language Implementation Committee (OLIC) has been constituted under the chairmanship of Joint Secretary (Administration and Official Language), Ministry of Road Transport and Highways. The Official Language Implementation Committee held four meetings in the year in review. These were held on 21st June, 2023, 11th September, 2023, 27th December, 2023 and 15th March, 2024. The quarterly Hindi progress reports regarding the progressive use of Hindi in official work received from the Sections/Divisions of the Ministry and subordinate offices were reviewed in these meetings and corrective measures were suggested to encourage the use of Hindi.

10.3 Compliance of Section 3(3) of the Official Languages Act, 1963 (as amended in 1967) and Correspondence in Hindi

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

10.3.2 As per Rule 5 of the Official Language Rules, 1976, all letters received in Hindi from the Offices of the Central Government i.e. all letters written in Hindi or signed in Hindi, were replied to in Hindi irrespective of the region from where they were received.

10.3.3 Continuous efforts are being made to increase correspondence in Hindi with the offices of the Central Government, State Governments, Union Territory Administrations and the general public in 'A' and 'B' regions.

10.4 Inspection of the Ministry and its Offices by the Parliamentary Committee on Official Language

Various regional offices of NHAI, namely Kolkata, Dehradun, Vijayawada, Bhopal and Bengaluru were inspected by the Parliamentary Committee on Official Language. During these inspection programmes, the Joint Secretary (Official Language) apprised the Committee about the progress achieved in the use of Hindi in the Ministry and assured compliance of the directions given by the Committee. The assurances given to the Committee were fulfilled.

10.5 As per the official language rules, team of the Ministry's Hindi Section inspected IRC, NHIDCL, RO Thiruvananthapuram and RO Patna of the NHAI to take stock and suggest ways to increase the progressive use of Hindi in these offices.



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10.6 Specific Measures Taken to Increase the Use of Hindi

10.6.1 Cash Rewards and Incentive Scheme

Incentive schemes are being implemented in the Ministry to encourage the officials to do their work in Hindi. Under these schemes, cash awards are given to the officials for noting and drafting in Hindi. Officers who give substantial number of dictations in Hindi during the year are also rewarded.

10.6.2 Observance of Hindi Diwas and Hindi Pakhwara

On the occasion of Hindi Diwas on 14th September, 2023, message of the Hon'ble Home Minister to increase the use of Hindi in official work was circulated among all the officers and employees of the Ministry. Hindi Pakhwara was celebrated in the Ministry from 14th to 28th September, 2023. During this period, competitions like Hindi Essay, Hindi Noting and Drafting, Quiz, Hindi Calligraphy, Translation and Hindi Poetry Recitation were organised. Some of these competitions were organized separately for Hindi speaking and non-Hindi speaking personnel of the Ministry. 44 (Forty-four) participants were declared prize winners on the basis of competition test results.

10.6.3 On the occasion of Hindi Pakhwada 2023 prize distribution ceremony, a Kavi Sammelan was organized by the Ministry at Transport Bhawan on 04th December, 2023. Some of the distinguished Hindi poets of the country participated in the Kavi Sammelan, who won the hearts of the large number of audience present. It has helped in creating favourable atmosphere for Hindi in the Ministry.

10.6.4 Hindi workshops have been organized for the employees of the Ministry during the year 2023 on the 29th March, 2023, 13th June, 2023 and 22nd September, 2023. In these workshops, the participants were given innovative information related to the use of Hindi, which is reflected in increasing use of Hindi in government work in the Ministry.



Kavi Sammelan at Transport Bhawan

10.7 Hindi Advisory Committee meeting

Hindi Advisory Committee meeting was held under the chairmanship of Hon'ble Minister of State for Road Transport and Highways, General (Retd.) Dr. VK Singh on 05th July, 2023 at Dr. Ambedkar International Center, New Delhi. Senior officials of the Ministry and subordinate offices attended the meeting. Apart from the members nominated by the Ministry and the Department of Official Language, representatives of Central Secretariat Hindi Council, New Delhi and All India level voluntary organizations also participated in this meeting. The work of this Committee is to review the implementation of the provisions regarding the Official Language in the Constitution of India, the Official Language Act and the rules made under there. The Committee also reviews implementation of the decisions of the Central Hindi Committee and instructions issued by the Department of Official Language. The Committee also gives advice for increasing the use of Hindi in the functioning of the Ministry and its subordinate offices.

10.8 Promotion of Information Technology

To carry out the work efficiently and quickly, latest Hindi Unicode supported software has been installed in the computers as per the recommendation of the Department of Official Language, Ministry of Home Affairs. Apart from this, short title comments have also been given on the e-office of the Ministry due to which the use of Hindi in official works is continuously increasing.



Meeting of Hindi Advisory Committee of the Ministry

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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.



Highway Infrastrucutre in Karnataka



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 except cyclist of the track.



CHAPTER - XI

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

- 11.1** Ministry of Road Transport and Highways is making sincere efforts for effective implementation of Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per instructions of DOP&T. The status as on 31st March, 2024 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
A (Non-Technical)	87	1
A (Technical)	328	7
B (Non-Technical)	224	3
B (Technical)	81	2
C (Technical, Non-Technical and MTS)	297	3
Total	1,017	16

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



बैलगाड़ियों का
आना मना है
Bullock Cart
Prohibited

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



Meeting of Transport Ministers of Shanghai Cooperation Organisation at New Delhi



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 - XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry has been engaged in various bilateral and regional level activities for cooperation with neighboring and other countries during the year 2023-24. MoRTH already has Memorandum of Understanding (MOU)/ Framework of Cooperation (FOC)/Memorandum of Cooperation (MOC) with many countries including Japan, Korea, USA, Russia, Austria in Road Transport and Highways Sector. Besides, a Motor Vehicles Agreement (MVA) between India and Nepal was signed in November 2014 for operation of passengers and personal vehicles between both countries. Under this agreement, bus services are operational on 12 routes from Uttar Pradesh, Bihar, Delhi, Uttarakhand and West Bengal at present. Further, there exist Bus Service Agreements between India and Bangladesh for operation of bus services.

12.2 Major Initiatives Taken by MoRTH for International Cooperation in 2023-24

12.2.1 Shanghai Cooperation Organization (SCO)

India assumed the Chairmanship of the Shanghai Cooperation Organization (SCO) on 16th September, 2022 at the Samarkand Summit. This marked a significant milestone in India's engagement with the organization, as it was the first time the country held the chairmanship.

All the SCO Member States, viz. China, Russia, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan and Uzbekistan were invited to attend the Summit.

The theme of the Summit was 'Towards a SECURE SCO'. The SECURE acronym was coined by the Hon'ble Prime Minister at the 2018 SCO Summit and stands for Security; Economy and Trade; Connectivity; Unity; Respect for Sovereignty and Territorial Integrity; and Environment. These themes have been highlighted during our Chairmanship of SCO.

On 28th April, 2023, the 10th Meeting of Ministers of Transport of the member states of the SCO was held in New Delhi in hybrid mode. The meeting was chaired by Shri Nitin Gadkari, Hon'ble Minister for Road Transport and Highways.

During the meeting, the following agreements were reached:

- ❖ Approval of the Draft Concept of Cooperation between the SCO Member States on Decarbonizing Transport, promoting Digital Transformation and innovative technologies to achieve higher efficiency and sustainability.
- ❖ Support the proposal of the Indian side to adopt the Draft Concept of Cooperation document within the framework of the meeting of the Council of Heads of SCO Member States.

12.2.2 BBIN MVA: Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicles Agreement (MVA),

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

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



पशु
Cattle

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



signed in Thimphu in June 2015, is aimed to facilitate passenger, personal and cargo vehicular traffic between the BBIN countries. Once fully implemented, it is envisaged to reduce costly and time-consuming trans-shipment of goods at border crossings, promote people to people connect, and creating greater opportunities for economic exchanges in key trade routes. As the BBIN MVA is a Framework Agreement, the protocols for the movement of passenger and cargo vehicles are being currently negotiated by the countries to implement the Agreement.

The Virtual Workshop on Online Permits Systems under BBIN MVA was held on 12th October, 2023 among India, Nepal and Bangladesh.

The presentation by MoRTH and NIC covered the context, background, permit related provisions in the MVA, concept and process flow of the proposed online permit portal offered by India for use by Bangladesh and Nepal for issue of permits under BBIN MVA.

12.2.3 South Asia Subregional Economic Cooperation (SASEC) Program

The South Asia Subregional Economic Cooperation (SASEC) programme brings together Bangladesh, Bhutan, India, Maldives, Myanmar, Nepal and Sri Lanka in a project-based partnership that aims to promote regional prosperity, improve economic opportunities, and build a better quality of life for the people of the sub-region.

Action Plan on SASEC Initiatives (APSI) is developed to generate momentum for the SASEC Programme for the medium-term period.

The SASEC Transport Working Group meets annually to conduct focused discussions on all modes of transport, for fast tracking of the SASEC Programme.

The meeting of the SASEC Transport Working Group was held on 20-21 November, 2023 in New Delhi which was jointly hosted by Department of Economic Affairs and Asian Development Bank. Delegations from all the member states participated to deliberate on the ongoing matters of the SASEC Programme.

12.2.4 India-Myanmar-Thailand (IMT) MVA

The India-Myanmar-Thailand (IMT) MVA, is considered a key framework to smoothening trade flows along the IMT Trilateral Highway, which is a link to Southeast Asian markets.

Once implemented, the IMT MVA will enhance opportunities for greater trade and economic exchanges along the corridor as well as people to people exchanges.

The IMT MVA is currently under discussion together with the operating protocols.

12.2.5 India-Russia Working Group

The first meeting of the India-Russia Working Group on Road Transport and Intelligent Transport



Systems was held on 28th March, 2023. The meeting was co-chaired by Ms. Alka Upadhyaya, the then Secretary, MoRTH, India. The Russian delegation was headed by Deputy Minister of Transport of the Russian Federation - Mr. Dmitry Vladimirovich Bakanov. The presentations on Intelligent Transport and Traffic Management System, Road Safety Initiatives, Development of Multi-Modal Logistic Parks, Green Mobility were made by MoRTH side and a Video presentation on State Information System of electronic transportation documents was made by the Russian side.

12.2.6 India - Guyana Working Group

The first meeting of India - Guyana Working Group on Infrastructure Development was held on 18th April, 2023 on DVC platform. During this meeting, initiatives on alternate clean and green fuels, electric mobility, initiatives in construction technology, road safety, electronic toll collection systems with the Guyana side were highlighted.

12.2.7 India-Japan Joint Working Group

The 9th Meeting of India-Japan Joint Working Group (formed under the framework of cooperation signed between Ministry of Road Transport and Highways, Government of India and Ministry of Land Infrastructure, Transport and Tourism, Japan) was held in Tokyo from 16-18 January, 2024 which further strengthen the cooperation with Japan in Transport Sector.



SCO Meeting

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

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



भोजन स्थान
Eating Place

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



Yoga Day at Transport Bhavan, New Delhi





CHAPTER - XIII

OTHER ACTIVITIES AND CAMPAIGNS

13.1 Special Campaign 3.0 for Disposal of Pending Matters

- (i) **Monitoring of References:** This Ministry has a dedicated portal for disposal and monitoring of VIP References. VIP references addressed to Hon'ble Minister for Road Transport and Highways are uploaded on this portal. Through the portal, the pendency of VIP references with concerned officers of this Ministry, NHAI and NHIDCL is monitored.

During the Special Campaign 3.0, monitoring of disposal of pending MP references as on 30th September, 2023 was done on daily basis through this portal and efforts were made for its quality disposal through coordination among different offices. All 799 MP references pending on 30th September, 2023, were replied to.

Similarly, through daily monitoring and in collaboration with concerned offices, this Ministry has achieved a major target to dispose all 764 Public Grievances and 334 PG Appeals pending as on 30th September, 2023 during the Special Campaign drive period. Besides, out of 49 pending Parliamentary Assurances, implementation reports of 48 were sent during this period.

- (ii) **Cleanliness Campaign:** MoRTH took many steps not only to clean the offices but also make it presentable. Respective officers were directed to get cleaned the roof, corridors, stairs, rooms, conference rooms, courtyard, parking areas etc. under the premises of the building. Accordingly, offices situated in Transport Bhawan premises and all regional offices of MoRTH and its attached offices i.e. NHAI, NHIDCL, IAHE, IRC also participated actively in the cleanliness drive and as a result of collective participation, MoRTH and its agencies carried out the drive successfully at 13,628 cleanliness campaign sites including Toll Plazas, Way Side Amenities, NH Stretches, Bus Stands, Road Side Dhabas, etc.
- (iii) **Weeding out of Files:** The Ministry reviewed around 24,665 physical files during the Special Campaign and out of these, more than 6,059 files of category 'C' have been weeded out. Additionally, 870 e-files were also reviewed.
- (iv) **Disposal of Scrap:** The Ministry fixed targets for disposal of scrap/obsolete items lying in the premises of Transport Bhawan and all its offices across the country. The disposal was done periodically during special campaign period and ₹ 6.3 lakh (approx.) generated as revenue from scrap disposal. Due to scrap disposal and weeding of files, an area of about 1070 Sq.feet has been got freed.

13.2 Sexual Harassment at Workplace Prevention Week

The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013 was notified on 9th December, 2013 to provide a safe and secure environment to women at workplace. In pursuance of this Act, this Ministry has Internal Complaints Committee (ICC) to safeguard the interest of Women Employees.

'Sexual Harassment at Workplace Prevention Week' was observed by the MoRTH from 04th to 10th December, 2023 and a sensitisation workshop was organized on 08th December, 2023 in the Transport Bhavan for the employees of the Ministry.

13.3 Important Days of national importance viz. Constitution Day, Anti-Terrorism Day, Communal Harmony Week, Sadbhavana Diwas, International Day of Yoga, International Women's Day with local tour programme, Rashtriya Ekta Diwas, Swachh Bharat Abhiyan, Armed Forces Flag Day were observed and the "pledge" taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards "Flag Day". The essay competitions both in Hindi and English were conducted during Yoga Day & International Women's Day. The participants were rewarded for their participation in these events.

13.4 On the occasion of International Women's Day, an excursion trip for all women employees is also organised. This year the excursion trip to Aapno Ghar (Gurugram) was organised. They were also given complementary gifts.

13.5 Cyber Security

13.5.1 The MeitY guidelines on Secure Local Area Network shall be adhered by the respective IT/Network teams of each Ministry/Department and being done in respect of key IT projects. The CISO of the Ministry/Department ensures the compliance of this guideline on cyber security. LAN connected of NIC (Transport Bhawan) internet takes regular advisories shared by NIC-CERT and CERT-IN. Ministry ensures that the application/website/services are hosted at the designated data centres of Government /Cloud service providers empanelled by Meity and no application/website is hosted with in the LAN segment of the Ministry. Ministry website and application are "https" enabled with a valid SSL/TLS certificate. Ministry network is connected with MAC binding and unmanaged network device had replaced with managed device. All systems are configured host firewall to restrict lateral movement within the NIC network segment.

13.5.2 Network firewall is used to restrict traffic movement outside the network segment. Only selected ports and protocols are allowed for communication with selected IPs, as per the requirements of the official work. Centralized antivirus (SentinelOne) service EDR/UEM managed by NIC is hosted in all the systems. All portals/website of Ministry are regular audited by CERT-In empaneled certified agencies and follow WIM guidelines and STQC/GIGW certification.



Swachhata Hi Sewa Campaign



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.



आगे सुरंग है
Tunnel Ahead

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



Vadodara-Virar Section of Delhi Mumbai Expressway



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-1 (Vide Para 1.6)

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

- I.** The following subjects which fall within list 1 of the **SEVENTH SCHEDULE** to the **CONSTITUTION OF INDIA:**
 1. Compulsory insurance of motor vehicles.
 2. Administration of the Road Transport Corporations Act, 1950 (64 of 1950).
 3. Highways declared by or under law made by Parliament to be national highways.
 4. Issuance of notifications under clause (a) of section 3 and sections 3A, 3D, 7 and section 8A of the National Highways Act, 1956 (48 of 1956) without being scrutinized 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.
 12. Formulation of the privatization policy in the infrastructure areas of roads.
 13. Coordination, research, standards and policy matters in respect of ropeways and other innovative/ alternative mobility solutions.

Contd...



रेलवे स्टेशन
Railway Station

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



IV. AUTONOMOUS BODIES:

14. National Highways Authority of India.

V. SOCIETIES/ASSOCIATIONS:

15. Indian Academy of Highway Engineers.

VI. PUBLIC SECTOR UNDERTAKINGS:

16. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

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



Appendix-2 (Vide Para 3.3)

STATE/UT-WISE DETAILS OF NATIONAL HIGHWAYS

State/UT-wise details of National Highways in Country - Length in km				
As on 31.03.2024				
Sl. No.	Name of State/UT	National Highway No.	No.	Length
	INDIA		668	1,46,145
1	Andhra Pradesh	16, 216, 216A, 716, 26, 326, 326A, 30, 40, 140, 340, 340C, 42, 44, 544D, 150A, 65, 165, 516D, 565, 765, 67, 167, 69, 71, 75, 167A, 516E, 167B, 365BB, 365BG, 544DD, 544E, 130CD, 716A, 716B, 516C, 167BG, 544F, 167K, 342, NE7, 440, 516B, 340B, 167AD, 167AG, 516F, 516W, 150C, 716G, 216E, 216H, 163G, 544G	55	8,683.15
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 315A, 415, 515, 913	14	4,285.39
3	Assam	2, 702, 702C, 702D, 6, 306, 8, 208A, 15, 115, 215, 315, 315A, 415, 515, 715, 715A, 17, 117, 117A, 217, 27, 127, 127A, 127B, 127C, 127D, 127E, 427, 627, 29, 129, 329, 329A, 37, 715K, 137, 137G	38	4076.91
4	Bihar	19, 119, 219, 319, 20, 120, 22, 122, 122A, 322, 722, 922, 27, 227, 227A, 327, 327A, 527, 527A, 527B, 527C, 527D, 727, 727A, 31, 131, 131A, 231, 331, 431, 531, 33, 133, 133B, 333, 333A, 333B, 139, 124C, 227F, 227J, 227L, 727AA, 133E, 122B, 333C, 527E, 327AD, 319A, 131B, 131G, 119A, 119D, 139W, 727B, 319B	56	6,131.80
5	Chandigarh	5	1	15.28
6	Chhattisgarh	30, 130, 130A, 130B, 130C, 130D, 930, 43, 343, 45, 49, 149B, 53, 153, 353, 63, 163, 163A, 130CD, 143B	20	3620.45
7	Delhi	9, 44, 48, 148A, 248BB, 709B, 344M, 148AE, 148NA, 344N, 344P, NE3	12	157.1
8	Goa	748, 66, 366, 566, 748AA, 166S	6	299.3

Contd...



बिखरी बजरी
Loose Gravel

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



As on 31-03-2024				
Sl. No.	Name of State/UT	National Highway No.	No.	Length
	INDIA		668	1,46,145
9	Gujarat	27, 927D, 41, 141, 341, 47, 147, 48, 848, 848A, 848B, 51, 151, 251, 351, 53, 753B, 953, 56, 58, 64, 68, 168, 168A, 756, 148M, 751D, 751DD, 351F, 147D, 751, 151A, 754A, NE1, NE4, 351K, 351G, 151K, 848K, 151AD, 927C, 927K, 168G, NE1A	44	8098.8
10	Haryana	703, 5, 105, 7, 907, 9, 709, 709A, 11, 919, 334B, 44, 344, 444A, 48, 148A, 148B, 248A, 52, 152, 352, 352A, 54, 254, 248BB, 152A, 907G, 352R, 352W, 709AD, 334D, 152D, 148NA, 344N, 344P, NE2, NE5, NE4, 152G, 344GM	40	3,391.10
11	Himachal Pradesh	3, 103, 303, 503, 503A, 5, 105, 205, 305, 505, 505A, 705, 7, 707, 907, 907A, 44, 154, 154A	19	2606.88
12	Jammu and Kashmir	1, 501, 701, 44, 244, 144, 144A, 444, 244A, 701A, NE5	11	1876.16
13	Jharkhand	114A, 18, 118, 19, 419, 20, 220, 320, 22, 522, 33, 133, 133A, 133B, 333, 333A, 39, 139, 43, 143, 143A, 343, 49, 143H, 143D, 320G, 143AG, 320D, 218, 143B, 320B, 319B	32	3632.66
14	Karnataka	42, 44, 48, 648, 748, 948, 50, 150, 150A, 52, 160, 65, 66, 766, 766C, 67, 167, 367, 69, 169, 169A, 369, 73, 173, 75, 275, 181, 166E, 548B, 561A, 752K, 161A, 544DD, 544E, 548H, 748AA, 367A, 948A, 369E, 373, 275K, 766E, 766EE, NE7, 167N, 150C, 748A, 375, 848R	49	8,190.69
15	Kerala	544, 744, 66, 766, 966, 966A, 966B, 183, 183A, 85, 185, 866	12	1857.57
16	Ladakh	1, 3, 301	3	806.45
17	Madhya Pradesh	719, 27,30, 34, 934, 135, 135B, 39, 339, 339B, 539, 43, 543, 943, 44, 45, 46, 146, 146B, 346, 47, 347, 347C, 347B, 547, 52, 552, 752B, 752C, 56, 548C, 752G, 161G, 347A, 753L, 147E, 135BB, 135BD, 135BG, 135C, 347BG, 552G, 752D, 753BE, NE4, 543K	46	9,104.64

Contd...



As on 31-03-2024				
Sl. No.	Name of State/UT	National Highway No.	No.	Length
	INDIA		668	1,46,145
18	Maharashtra	130D, 930, 543, 44, 47, 347C, 547, 48, 348A, 348, 548, 848, 848A, 50, 150, 52, 53, 353C, 353D, 353E, 753, 753A, 753B, 953, 60, 160, 61, 161, 361, 63, 65, 965, 66, 166, 166A, 548C, 753E, 548E, 752G, 561, 753F, 548A, 166E, 266, 548B, 548CC, 161H, 161G, 361H, 548D, 561A, 965C, 752I, 965G, 752K, 347A, 930D, 361B, 353B, 247, 161A, 361C, 161E, 353I, 753J, 753L, 353J, 353K, 752E, 752H, 753M, 548H, 160A, 160B, 753C, 965D, 753BB, 160D, 348B, 348BB, 753AB, 160C, 166H, 761, 753H, 166D, 652, 465, 647, 461B, 160H, 361F, 965DD, 166F, 166G, 548DD, NE4, 547E, 753BE, 548DG, 150C, 543K	102	18,459.25
19	Manipur	2, 102, 202, 102A, 102B, 102C, 29, 129A, 37, 137, 137A	11	1840.34
20	Meghalaya	6, 106, 206, 217, 127B	5	1155.6
21	Mizoram	2, 102B, 302, 502, 502A, 6, 306, 306A, 108	9	1498.67
22	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A, 202K	12	1670.47
23	Orissa	16, 316, 516, 18, 20, 220, 520, 26, 326, 326A, 130C, 143, 49, 149, 53, 153B, 353, 55, 57, 157, 59, 63, 126, 130CD, 316A, 516A, 157A, 126A, 655, 720, 143H, 320D	32	5897.08
24	Puducherry	32, 332	2	64
25	Punjab	3, 503, 503A, 703, 703A, 5, 205, 205A, 7, 9, 44, 344, 344A, 344B, 148B, 52, 152, 54, 154, 154A, 254, 754, 62, 354, 148BB, 105B, 152A, 703B, 354E, 354B, 703AA, NE5, NE5A, 503D, 754A, 754AD, 205K, 205AG	38	4,239.32
26	Rajasthan	709, 11, 919, 21, 23, 123, 25, 125, 325, 27, 927A, 44, 48, 148, 148B, 148D, 248, 248A, 448, 52, 552, 752, 54, 56, 156, 58, 158, 458, 758, 62, 162, 162A, 68, 168, 168A, 954, 311, 921, 70, 925, 925A, 911, 552G, 754A, 911A, 148C, 968, 752D, NE4, NE4C, 125A, 703	52	10706.34

Contd...

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

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



दाहिना मोड़
Right Hand Curve

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



As on 31-03-2024				
Sl. No.	Name of State/UT	National Highway No.	No.	Length
	INDIA		668	1,46,145
27	Sikkim	10, 310, 310A, 310AG, 710, 510, 717A, 717B	8	709.07
28	Tamil Nadu	16, 716, 32, 132, 332, 532, 36, 136, 336, 536, 38, 138, 40, 42, 44, 544, 744, 944, 48, 648, 948, 66, 75, 77, 79, 81, 181, 381, 83, 183, 85, 87, 544H, 179A, 383, 381A, 381B, 785, 716A, 744A, 948A, 338, 136B, 179B, 132B, 179D, 332A, 844, 716B, NE7	50	7,000.20
29	Telangana	30, 44, 150, 353C, 61, 161, 63, 163, 563, 65, 365, 365A, 365B, 363, 565, 765, 167, 353B, 161B, 365BB, 365BG, 765D, 161AA, 161BB, 167K, 765DG, 167N, 930P, 150C, 163G	30	4925.76
30	Tripura	8, 108, 108A, 208, 208A, 108B	6	888.61
31	Uttar Pradesh	307, 9, 509, 709A, 19, 219, 519, 719, 21, 123, 24, 27, 227A, 727, 727A, 927, 28, 128, 30, 230, 330, 330B, 530, 330A, 730, 730A, 31, 731, 731A, 931, 931A, 34, 334, 334A, 334B, 334C, 534, 734, 234, 35, 135, 135B, 335, 39, 339, 539, 44, 344, 552, 709B, 135BB, 730H, 321, 731AG, 709AD, 319D, 124C, 727B, 727H, 727G, 128B, 128C, 328, 328A, 330D, 530B, 730B, 731K, 727BB, 730S, 730C, 334D, 128A, 135C, 135A, 124D, 321G, 334DD, 727AA, 731B, NE2, NE3, NE6, 227B, 344G, 344BG, 344GM, 148NA, 319B	89	12,292.23
32	Uttarakhand	7, 107, 107A, 307, 507, 707, 707A, 9, 109, 109D, 309, 309A, 309B, 30, 34, 134, 334, 334A, 534, 734, 344, 731K, 109K, 344BG, 107B, 134A	26	3,664.27
33	West Bengal	10, 110, 12, 112, 512, 14, 114, 114A, 314, 16, 116, 116B, 17, 317, 317A, 517, 717, 717A, 18, 19, 419, 27, 327, 327B, 31, 131A, 33, 133A, 49, 316A, 116A, 327C, 312, 218, 319B	35	3909.97
34	A & N Islands	4	1	330.7
35	Dadar Nagar Haveli	848A, NE4	2	37
36	Daman & Diu	848B, 251	2	22
Total length (km.)				1,46,145

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.



Appendix-3
(Vide Para 3.11.1)

ALLOCATION AND RELEASE UNDER CRF/CRIF (STATE ROADS)

Amount In ₹ Crore			
Sr. No.	Year	Allocation	Release
1	2000-01	985.00	332.01
2	2001-02	962.03	300.00
3	2002-03	980.00	950.28
4	2003-04	910.76	778.94
5	2004-05	868.00	607.40
6	2005-06	1,535.36	1,299.27
7	2006-07	1,535.46	1,426.29
8	2007-08	1,565.32	1,322.19
9	2008-09	1,271.64	2,122.00
10	2009-10	1,786.56	1,344.98
11	2010-11	2,714.87	2,460.29
12	2011-12	2,288.65	1,927.39
13	2012-13	2,359.91	2,350.37
14	2013-14	2,359.91	2,226.60
15	2014-15	2,642.63	2,094.78
16	2015-16	2,852.64	2,369.47
17	2016-17	7,175.00	5,069.82
18	2017-18	6,744.07	6,367.11
19	2018-19	6,998.93	6,784.50
20	2019-20	7,421.58	6,868.66
21	2020-21	6,820.00	6,613.30
22	2021-22	6,945.22	6,926.58
23	2022-23	7,974.31	7,551.98
24	2023-24	8,835.80	8,646.23

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

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



आगे रास्ता चौड़ा है
Road Widens Ahead

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



Appendix-4 (Vide Para 5.14)

FINANCIAL EXPENDITURE OF NHIDCL FOR THE PERIOD 01.04.2023 TO 31.03.2024

Amount In ₹ Crore

S. No	RO Name	Civil Construction	LA Requisition	Utility Shifting + FC	Others (DPR, AE, M&R, Contingencies etc.)	Total
1	Andaman & Nicobar Islands	114.81	-	-	19.38	134.19
2	Arunachal Pradesh	596.22	1.21	-	31.53	628.96
3	Assam	3,802.31	2,847.85	156.28	167.12	6,973.56
4	Ladakh	624.76	-	0.26	2.92	627.94
5	Jammu & Kashmir	2,081.62	74.81	17.05	66.36	2,239.84
6	Manipur	1,897.07	600.14	37.66	49.08	2,583.95
7	Meghalaya	474.68	670.06	1.34	38.13	1184.21
8	Mizoram	2,008.07	50.09	9.71	70.66	2,138.53
9	Nagaland	922.78	110.54	2.24	75.13	1,110.69
10	Sikkim	959.53	53.3	1.25	43.59	1,057.67
11	Tripura	605.88	766.98	64.85	83.74	1,521.45
12	Uttarakhand	170.34	-	-	2.33	172.67
Total		14,258.07	5,174.98	290.64	649.97	20,373.66



Appendix 5

(Vide Para 9.2)

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

Groups	Sanctioned Strength	Total No. of Employees in Position	SCs	STs	% of SCs to Total Employees in Position	% of STs to Total Employees in Position
TECHNICAL						
A	328*	325	47	22	14.46	6.76
B	81	44	8	2	18.18	4.54
C	7	-	-	-	-	-
TOTAL	416	369	55	24	14.90	6.50
NON TECHNICAL						
A	87	73	11	07	15.06	9.58
B	224	138	16	06	11.59	4.34
C	290	176	46	05	26.13	2.84
TOTAL	601	387	73	18	18.86	4.65

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

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.



मध्य पट्टी में अंतर
Gap in Median

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



Appendix-6 (Vide Para 9.9.5)

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE UPTO MARCH 2024

S.No	State/Union Territory	₹ in Actuals
1	Andhra Pradesh	82,49,40,864
2	Arunachal Pradesh	14,32,189
3	Assam	31,93,78,147
4	Bihar	1,03,97,69,214
5	Chandigarh	29,07,34,367
6	Chhattisgarh	40,81,73,865
7	Dadra & Nagar Haveli & Daman & Diu	21,05,31,783
8	Delhi	95,52,70,063
9	Goa	14,60,83,278
10	Gujarat	1,44,22,14,323
11	Haryana	1,13,42,93,688
12	Himachal Pradesh	42,39,27,944
13	Jammu & Kashmir	12,17,36,065
14	Jharkhand	95,09,73,496
15	Karnataka	1,84,32,27,243
16	Kerala	57,28,75,600
17	Madhya Pradesh	2,24,85,36,730
18	Maharashtra	2,34,30,61,204
19	Manipur	28,64,378
20	Meghalaya	2,57,79,402
21	Mizoram	42,96,567
22	Nagaland	2,00,50,646
23	Odissa	68,31,54,153
24	Punjab	79,34,32,706
25	Puducherry	21,91,24,917
26	Rajasthan	1,74,29,74,013
27	Sikkim	14,32,189
28	Tamil Nadu	80,48,90,218
29	Telangana	29,64,63,123
30	Tripura	1,43,21,890
31	Uttarakhand	57,28,75,600
32	Uttar Pradesh	2,33,73,32,448
33	West Bengal	83,49,66,187
NPF Disbursement from April, 2023 to March, 2024		23,63,11,18,500

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

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



Appendix-7 (Vide Para 9.9.4)

MAJOR HEAD-WISE EXPENDITURE

(Fig. In ₹ Crore)

Heads of Account	BE 2023-24	Expdr. Upto March, 2024	% of BE
MH 3451 Secretariat	180.13	155.46	86.30
MH 3054 Roads and Bridges	5,358.20	5,230.10	97.61
MH 3055-Road Transport	650.00	512.19	78.79
MH3601-Grant in aid to State Govts	16,986.42	16,838.05	99.13
MH3602-Grant in aid to UT Govts	353.48	471.35	133.35
Gross Revenue Section	23,528.23	23,207.15	98.64
Deduct Recoveries (Rev.)	-11,699.05	-11,132.90	95.16
NET (Revenue Section)	11,829.18	12,074.25	102.07
MH 4552 Capital Outlay on North Eastern Areas*** (Expdt. against this head is being incurred through functional head 5054)	0	0	0
MH5054 Capital Outlay on Roads and Bridges (Voted)	3,21,229.58	3,20,972.37	99.92
MH5054 BharatmalaPariyojana Financed from CRIF (Charged)	5.00	2.81	56.20
MH 5055- Capital Outlay on Road Transport	60.00	58.37	97.28
MH -5475 Capital Outlay on Other General Economic Services (MH)	4.20	1.78	42.38
Gross Capital Section	3,21,298.78	3,21,035.33	99.92
Deduct Recoveries (Cap)	-62,693.25	-57,667.47	91.98
NET (Capital Section) (Voted)	2,58,600.53	2,63,365.05	101.84
NET (Capital Section) (Charged)	5.00	2.81	56.20
NET (Capital Section)	2,58,605.53	2,63,367.86	101.84
Gross Total (Revenue + Capital) (Voted)	3,44,822.01	3,44,239.67	99.83
Gross Total (Revenue + Capital)(Charged)	5.00	2.81	35.00
Deduct Recovery (Revenue+ Capital)	-74,392.30	-68,800.37	92.48
Total (NET)	2,70,434.71	2,75,442.11	101.85

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

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



घाट या नदी का किनारा
Quayside or River Bank

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



Appendix-8 (Vide Para 9.9.4)

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

REVENUE RECEIPTS

(In ₹ Crore)

ITEMS/YEAR	2020-21	2021-22	2022-23	2023-24
TAX REVENUE	522.21	493.27	480.67	599.71
NON TAX REVENUE	11,496.57	14,811.05	33,076.90	43,379.76
GROSS REVENUE RECEIPTS	12,018.78	15,304.32	33,557.57	43,979.47



Appendix-9 (Vide Para 9.9.4)

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST FOUR YEARS (In ₹ Crore)

	MAJOR HEAD	2020-21	2021-22	2022-23	2023-24
1	0021-Taxes on Income other than Corporation Tax	522.21	493.27	480.67	599.71
2	0049- Interest Receipts	987.99	451.48	365.75	211.80
3	0050- Dividend & Profit	27.00	26.00	33.99	67
4	0070-Other Administrative Services	0	0	0	0.03
5	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	1.69	2.39	2.37	3.68
6	0075 Miscellaneous General Services	1.38	1.15	0.96	0.78
7	0210-Medical and Public Health	0.48	0.51	0.60	0.50
8	0216-Housing	0.15	0.18	0.18	0.20
9	1054 – Roads and Bridges	10,477.88	14,329.34	22,010.71	27,118.49
10	1055 Road Transport	0	0	0	7.47
11	1475 – Other General Economic Services	0	0	0.00	0.02
12	4000- Misc. Capital Receipts	0	0	10,622	15,969
13	7610 Loans to Govt. Servant	0	0	0.22	0.23
	TOTAL	12,018.78	15,304.32	33,557.57	43,979.47

Source : e-lekha

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

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



लंबाई सीमा
Length Limit

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



Appendix-10 (Vide Para 9.9.4)

HIGHLIGHTS OF ACCOUNTS

Receipts (2022-23)			Disbursements (2022-23)	
Amount (In Thousands)			Amount In Thousands	
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	48,06,687	General Service	2,67,217
2	Non-Tax Revenue	22,41,45,783	Social Service	300
	Interest Receipts	36,57,478	Economic Service	3,05,71,051
	Dividends and Profits	3,39,900	Grants in Aid & Cont.	7,85,54,800
	Other Non-Tax Revenue	22,01,48,405		
	Total Revenue Receipts	22,89,52,470	Total Revenue Expenditure	10,93,93,368
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service		General Services	20,000
	Loans and Advances to State Governments		Economic Service	2,04,84,18,112
	Monetization of National Highways	10,66,21,016	Loans and Advances	3,238
	Loans to Government Servants	2,160		
	Total Capital Receipts	10,66,23,176	Total Capital Expenditure	2,04,84,41,350
	Total Consolidated Fund of India	33,55,75,646	Total Consolidated Fund of India	2,15,78,34,718
	Public Account		Public Account	
	Small Savings Provident Fund A/c	2,57,154	Small Savings Provident Fund A/c	1,89,021
	Provident Fund	2,57,154	Provident Fund	1,89,021
	Other Accounts	902	Other Accounts	2,644
	CGEGIS	902	CGEGIS	2,644
	Reserve Funds	2,03,69,71,300	Reserve Funds	2,00,45,08,383
	Reserve Funds not bearing interest	2,03,69,71,300	Reserve Funds not bearing interest	2,00,45,08,383
	Deposit and Advances	13,81,31,894	Deposit and Advances	13,98,33,314
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	13,81,31,894	Deposit not bearing interest	13,98,33,314
	Advances	0	Advances	
	Suspense and Miscellaneous	2,15,49,95,267	Suspense and Miscellaneous	36,35,66,178
	Suspense	2,15,49,95,267	Suspense	36,35,66,178
	Remittances	2,095	Remittances	0
	Total Public Accounts	4,33,03,58,612	Total Public Accounts	2,50,80,99,540
	Total Receipts	4,66,59,34,258	Total Expenditure	4,66,59,34,258

Source: Statement of Central Transactions for the F.Y. 2022-23

Source of funds as per the Statement of Central Transactions (SCT) during last three years in respect of Revenue Receipts

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

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



Appendix-11 (Vide Para 9.9.6)

STATEMENT SHOWING THE STATE WISE DISTRIBUTION OF ALL INDIA TOURIST PERMIT (AITP) FEE UP TO MARCH 2024

S.No.	State/Union Territory	₹ (in Actuals)
1	Andhra Pradesh	41,46,24,485
2	Arunachal Pradesh	10,51,335
3	Assam	57,71,689
4	Bihar	5,51,54,692
5	Chandigarh	5,90,999
6	Chhattisgarh	86,63,564
7	Dadra & Nagar Haveli & Daman & Diu	19,84,470
8	Delhi	11,97,06,271
9	Goa	29,99,622
10	Gujarat	39,60,34,144
11	Haryana	1,73,86,228
12	Himachal Pradesh	10,57,23,311
13	Jammu & Kashmir	4,43,048
14	Karnataka	16,95,86,196
15	Kerala	20,98,09,115
16	Ladakh	808
17	Madhya Pradesh	20,04,84,596
18	Maharashtra	65,25,04,449
19	Manipur	96,489
20	Meghalaya	96,46,151
21	Mizoram	13,82,213
22	Nagaland	13,49,651
23	Odisha	26,19,292
24	Puducherry	7,07,06,413
25	Punjab	13,07,10,514
26	Rajasthan	44,55,59,470
27	Sikkim	2,62,133
28	Tamil Nadu	39,61,83,703
29	Telangana	28,59,20,555
30	Tripura	1,00,511
31	Uttar Pradesh	22,78,72,383
32	Uttarakhand	7,38,12,172
33	West Bengal	1,16,61,578
AITP Disbursement from April, 2023 to March, 2024		4,02,04,02,250

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

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



रुकिए
Stop

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



Appendix-12 (Vide Para 7.3.3)

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA: 2003-2022

(In Thousands)

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	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	1,05,353	75,336	13,950	1,427	5,601	9,039
2009	1,14,951	82,402	15,313	1,486	6,041	9,710
2010	1,27,746	91,598	17,109	1,527	6,432	11,080
2011	1,41,866	1,01,865	19,231	1,604	7,064	12,102
2012	1,59,491	1,15,419	21,568	1,677	7,658	13,169
2013	1,76,044	1,27,830	24,056	1,814	8,307	14,037
2014	1,90,704	1,39,410	25,998	1,887	8,698	14,712
2015	2,10,023	1,54,298	28,611	1,971	9,344	15,799
2016	2,30,031	1,68,975	30,242	1,757	10,516	18,541
2017	2,53,311	1,87,091	33,688	1,864	12,256	18,411
2018	2,72,587	2,02,755	36,453	1,943	12,773	18,663
2019	2,95,772	2,21,270	38,433	2,049	13,766	20,254
2020	3,26,299	2,43,682	43,650	2,196	14,288	22,483
2021 (P)	3,34,551	2,49,993	46,228	2,118	14,792	22,420
2022(P)	3,54,018	2,63,378	49,051	2,142	15,493	23,954
CAGR (2011 to 2021)	8.99	9.39	9.17	2.88	7.67	6.36
CAGR (2012 to 2022)	8.30	8.60	8.56	2.48	7.3	6.17

P-Provisional

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

@ Includes omni buses.

Source: Offices of State Transport Commissioners/UT Administrations.

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

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



Appendix-13 (Vide Para 7.3.3)

NUMBER OF ROAD ACCIDENTS AND PERSONS INVOLVED: 2005 TO 2022

Year	Number of Accidents	Number of Persons Killed	Number of Persons Injured
2005	4,39,255	94,968	4,65,282
2006	4,60,920	1,05,749	4,96,481
2007	4,79,216	1,14,444	5,13,340
2008	4,84,704	1,19,860	5,23,193
2009	4,86,384	1,25,660	5,15,458
2010	4,99,628	1,34,513	5,27,512
2011	4,97,686	1,42,485	5,11,394
2012	4,90,383	1,38,258	5,09,667
2013	4,86,476	1,37,572	4,94,893
2014	4,89,400	1,39,671	4,93,474
2015	5,05,770	1,46,555	5,03,608
2016	4,84,756	1,51,192	4,97,806
2017	4,69,242	1,50,003	4,67,389
2018	4,70,403	1,57,593	4,64,715
2019	4,56,959	1,58,984	4,49,360
2020	3,72,181	1,38,383	3,46,747
2021	4,12,432	1,53,972	3,84,448
2022	4,61,312	1,68,491	4,43,366

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

Note: Data have been reconciled for West Bengal for the calendar year 2015 to 2017, 2019 & 2020 and Tamil Nadu for the calendar year 2017 to 2020.

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

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



प्रवेश निषेध
No Entry

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



Appendix-14 (Vide Para 7.3.3)

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

Year (as on 31st March)	National Highways	State Highways	District Roads	Rural Roads	Urban Roads	Project Roads	Total
1	2	3	4	8	9	10	11
1951	19,811	#	1,73,723	2,06,408	0	0	3,99,942
1961	23,798	#	2,57,125	1,97,194	46,361	0	5,24,478
1971	23,838	56,765	2,76,833	3,54,530	72,120	1,30,893	9,14,979
1981	31,671	94,359	4,21,895	6,28,865	1,23,120	1,85,511	14,85,421
1991	33,650	1,27,311	5,09,435	12,60,430	1,86,799	2,09,737	23,27,362
2001	57,737	1,32,100	7,36,001	19,72,016	2,52,001	2,23,665	33,73,520
2002	58,112	1,37,711	6,95,335	20,61,023	2,50,295	2,24,124	34,26,600
2003	58,112	1,34,807	6,96,960	20,82,188	2,97,259	2,59,328	35,28,654
2004	65,569	1,33,177	7,19,257	21,40,569	3,01,310	2,61,625	36,21,507
2005	65,569	1,44,396	7,86,230	22,66,439	2,86,707	2,59,815	38,09,156
2006	66,590	1,48,090	8,03,669	23,08,125	2,91,991	2,62,186	38,80,651
2007	66,590	1,52,235	8,35,003	23,93,488	3,00,580	2,68,505	40,16,401
2008	66,754	1,54,522	8,63,241	24,50,559	3,04,327	2,70,189	41,09,592
2009	70,548	1,58,497	9,62,880	26,29,165	3,73,802	2,76,617	44,71,510
2010	70,934	1,60,177	9,77,414	26,92,535	4,02,448	2,78,931	45,82,439
2011	70,934	1,63,898	9,98,895	27,49,804	4,11,679	2,81,628	46,76,838
2012	76,818	1,64,360	10,22,287	28,38,220	4,64,294	2,99,415	48,65,394
2013	79,116	1,69,227	10,66,747	31,59,639	4,46,238	3,10,955	52,31,922
2014	91,287	1,70,818	10,82,267	33,04,328	4,57,467	2,96,319	54,02,486
2015	97,991	1,67,109	11,01,178	33,37,255	4,67,106	3,01,505	54,72,144
2016	1,01,011	1,76,166	5,61,940	39,35,337	5,09,730	3,19,109	56,03,293
2017	1,14,158	1,75,036	5,86,181	41,66,916	5,26,483	3,28,897	58,97,671
2018	1,26,350	1,86,908	6,11,268	44,09,582	5,34,142	3,47,547	62,15,797
2019	1,32,499	1,79,535	6,12,778	45,22,228	5,41,554	3,43,163	63,31,757

(#) – Included in District Roads

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

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

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



Appendix -15
(Vide Para 7.3.3)

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

Sl. No.	Item	2018-19	2017-18	2016-17
A	Physical Performance			
1	Fleet Held (Number)	1,52,357	1,51,880	1,49,713
2	Fleet Operated (Number)	1,34,981	1,35,756	1,34,446
3	Fleet Utilization (percent)	88.6	89.38	89.8
4	Passenger/km Offered (in lakhs)	84,79,117.40	85,97,651.22	86,90,608.94
5	Passenger/km Performed (in Lakh)	59,93,474.67	61,60,952.31	59,84,787.73
6	Occupancy Ratio (Percent)	70.69	71.66	68.86
7	Staff Strength (Number)	7,09,232	7,25,358	7,40,156
8	Staff/Bus Ratio	4.66	4.78	4.94
9	Staff Productivity (Bus-kms/Staff/Day)	64.04	63.26	61.82
10	Vehicle Productivity (Bus-kms/Bus/Day)	298.1	302.11	305.62
B	Financial Performance			
1	Total Revenue (Rs. in Lakh)	64,55,436.47	59,36,521.43	55,90,249.87
	Of which Total Traffic Earnings (Rs. In Lakh)	50,44,144.27	47,30,534.12	45,17,978.91
2	Total Cost (Rs. in Lakh)	82,47,828.90	79,67,481.16	73,07,109.97
	Of which Staff Cost (Rs. in lakh)	35,04,138.19	35,88,045.45	32,21,707.23
3	Net Profit/Loss (-) (Rs. in Lakh) #	-17,92,392.43	-20,30,959.73	-17,16,860.10

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

Source: Various State Road Transport Undertakings

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

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



Appendix-16 (Vide Para 9.9.4)

STATUS OF PENDING C&AG AUDIT PARAS

Civil Paras - One (Detail given below)

Sl. No.	Paras	Ministry's Remarks/Present Status
1	Para No. 6.1 of Report No. 3 of 2020 – Scheme for setting up of Inspection and Certification Centres.	Revised ATN's sent to C&AG on 29.04.2024.
2	Report No. 19 of 2023 – Implementation of phase-I of Bharatmala Pariyojana	Revised ATN is under process.

Commercial paras - Details given below

Pending list of C&AG Audit Para (Commercial) of NHAI

Sl. No.	Subject of Audit Para	Present Status
1	<p>Para 2.1 (Report no. 15 of 2016 (Volume II))</p> <p>Mukama Munger Project. NHAI paid undue financial benefits to the concessionaire of ₹ 51.03 crore comprising early completion bonus of ₹ 21.83 crore and ₹ 29.20 crore being part of annuity that was not payable due to reduction in scope of work.</p> <p>Recoveries from the Concessionaire towards negative change of scope is also pending.</p>	Reply sent to C&AG on 14.09.2022. C&AG vide letter dated 28.10.2022 has sought latest status in respect of court case/arbitration matter. NHAI has been requested to furnish monthly status updates regarding the status of the case pending in the Arbitral Tribunal to C&AG directly under intimation to this Ministry. Revised reply sent to C&AG on 23.11.2023 for intimating next date of hearing on 11.12.2023. Interim reply sent to C&AG informing about the next date of hearing.
2	<p>Para 12.1 (Report no. 9 of 2017 (Commercial))-</p> <p>OMT Package M/s MEP Hyderabad Bangalore Toll Road. Non recovery of concession fee and damages accumulated to the tune of ₹ 209.20 crore.</p> <p><i>NHAI extended undue benefit to the concessionaire as it failed to initiate timely steps to encash the Bank Guarantee received as Performance Security or to terminate the agreement which led to accumulation of dues to the tune of ₹ 209.20 crore.</i></p>	Reply sent to C&AG on 25.10.2023. C&AG returned the para with further vetting remarks on 19.12.2023. Comments under process.
3	Para 11.4 (Report No. 11 of 2018) – Excess payment of bonus to concessionaire for construction of two-lane Shillong bypass in Meghalaya on BOT on annuity basis.	Reply/ATN sent to C&AG on 19.06.2023. C&AG returned the para with further vetting remarks. Reply under process.
4	Para 11.5 (Report No. 11 of 2018) – Loss of interest on toll revenue due to delay in delinking of road stretch from the project relating to six laning of Chilakaluripet-Vijayawada section in the State of Andhra Pradesh.	ATN is submitted to C&AG on 12.02.2024.
5	Para 11.8 (Report No. 11 of 2018) – Loss of revenue of ₹ 142.28 crore due to non-collection of toll. Karur-Coimbatore section of NH-67.	ATN sent to COPU.

Contd...



Sl. No.	Subject of Audit Para	Present Status
6	Para 8.2 (Report No. 13 of 2019) - Undue favour to contractor and poor project management by NHAI in construction of second office building for NHAI at Dwarka, New Delhi, right from the stage of project conception till its execution resulted in time overrun, cost overrun, blockage of fund amounting to ₹ 43.60 crore and avoidable payment of rent of ₹ 11.79 crore.	Revised ATN/reply sent to C&AG on 28.02.2022.
7	Para 8.3 (Report No. 13 of 2019) - Undue financial benefit to concessionaire on account of payment of early completion bonus amounting to Rs. 14.08 crore by NHAI, Begusarai.	Revised ATN/reply sent to C&AG on 16.10.2022 and again submitted to C&AG on 11.12.2023.
8	Para 11.1 (Report No. 18 of 2020) - Improper contract management by NHAI resulted in loss of revenue: Failure of National Highways Authority of India to enforce the contractual obligation of Operate, Maintain and Transfer agreement resulted in undue payment of ₹ 28.92 crore to concessionaire on account of short recovery of toll.	Revised reply sent to C&AG on 07.02.2022. C&AG sought further comments. Reply under process.
9	Para 11.4 (Report No. 18 of 2020) - Short remittance of additional concession fee: Authority incurred a loss of ₹ 4.37 crore due to short remittance of additional concession fee by concessionaire to Authority as the concessionaire did not collect fee from overloaded vehicles as per the amended fee Rules- six laning of existing road on Kishangarh-Ajmer-Beawar Section of NH-8.	Reply/ATN sent to C&AG on 04.02.2022. C&AG sought further comments. Reply under process.
10	Para 10.1 (Report No. 14 of 2021) - Retention of extraneous clause in Concession Agreement for four laning BOT(Toll) projects- Non levy of damages of ₹ 12.36 crores in Biaora-Dewas and Shivpuri-Guna Section of NH-3.	ATN submitted on 07.02.2024
11	Para 10.2 (Report No. 14 of 2021) - Undue benefit to concessionaire by resorting to post contract modification of damage computation clause in the agreement in violation of CVC guidelines	Para sent to C&AG on 03.06.2022. C&AG sought further comments. Reply under process.
12	Para 3.1 (Report No. 11 of 2022) - Formulation of scheme by going beyond clauses of Concession Agreements despite remedy being available within these Concession Agreements.	ATN submitted to C&AG on 21.12.2023
13	Para 3.2 (Report No. 11 of 2022) - Extension of undue benefit to concessionaires by resorting to post-tender amendments.	ATN submitted to C&AG on 21.12.2023
14	Para 3.3 (Report No. 11 of 2022) - Formulation of scheme on the basis of flawed presumptions.	ATN submitted to C&AG on 21.12.2023
15	Para 3.4 (Report No. 11 of 2022) - non-consideration/non- approval of policy/scheme for rationalisation of premium by NHAI Board.	ATN submitted to C&AG on 21.12.2023
16	Para 3.5 (Report No. 11 of 2022) - non-adherence to guidelines of Cabinet Secretariat for circulation/approval of Cabinet Notes.	ATN submitted to C&AG on 21.12.2023
17	Para 3.6 (Report No. 11 of 2022) - non-providing of vital data to expert group for identifying a stressed project.	ATN submitted to C&AG on 21.12.2023
18	Para 4.1 (Report No. 11 of 2022) - Huge variation in revenue/traffic projections by Concessionaires.	ATN submitted to C&AG on 21.12.2023

Contd...

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

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



घाट या नदी का किनारा
Quayside or River Bank

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



Sl. No.	Subject of Audit Para	Present Status
19	Para 4.2(Report No. 11 of 2022)- Huge variation in total project cost of NHAI vis-a-vis Concessionaire's total project cost resulting in high debt servicing.	ATN submitted to C&AG on 21.12.2023
20	Para 4.3(Report No. 11 of 2022)- non-levy of penalty of ₹51.01 crore resulting in undue favour to the Concessionaires.	ATN submitted to C&AG on 21.12.2023
21	Para 4.4(Report No. 11 of 2022)- Undue favour to the Concessionaires by obtaining inadequate bank guarantees to the tune of ₹ 429.89 crore against the deferred premium of ₹ 7363.63 crore.	ATN submitted to C&AG on 21.12.2023
22	Para 4.5(Report No. 11 of 2022)- Project specific deficiencies while granting approval for deferment of premium.	ATN submitted to C&AG on 21.12.2023
23	Para 5.1(Report No. 11 of 2022)- Investment of funds amounting to ₹ 5303.73 crore from escrow account to mutual fund.	ATN submitted to C&AG on 21.12.2023
24	Para 5.2(Report No. 11 of 2022)- Undue favour to the Concessionaires due to non-recovery of excess deferment granted of ₹ 252.97 crore.	ATN submitted to C&AG on 21.12.2023
25	Para 5.3(Report No. 11 of 2022)- Deficiencies in monitoring of real time data transferred to NHAI.	ATN submitted to C&AG on 21.12.2023
26	Para 5.4(Report No. 11 of 2022)- Non-withdrawal of claims against NHAI.	ATN submitted to C&AG on 21.12.2023
27	Para 5.5(Report No. 11 of 2022)- Delay in signing of supplementary agreement between Concessionaire and NHAI.	ATN submitted to C&AG on 21.12.2023
28	Para 5.6(Report No. 11 of 2022)- Project specific deficiencies in monitoring.	ATN submitted to C&AG on 21.12.2023
29	Para 7.1 (Report No. 33 of 2022) - NHAI was unable to recover damages of ₹693.24 crore imposed on the Concessionaire for its failure to undertake repairs and maintenance of project highway, due to NHAI not entering into escrow agreement.	Reply sent to C&AG on 20.11.2023.
30	Para 7.2 (Report No. 33 of 2022)- Delay in processing proposal for fee notification for the toll plazas and inadequate synchronisation in ensuring timely completion of packages of highway stretches by NHAI resulted in loss of ₹39.92 crore to exchequer.	ATN under process
31	Para 7.3 (Report No. 33 of 2022)- NHAI/its Special Purpose Vehicle failed to enforce contractual provisions to effect recovery of outstanding dues including penalties. This resulted in doubtful recovery of ₹ 21.35 crore. The Authority also awarded User Fee Collection Agency contract to a Contractor who was already defaulting in making timely payments in other toll plazas.	ATN under process
32	Report No. 7 of 2023: Compliance Audit on Toll Operation of NHAI in southern India.	ATN under process



Assessment of Bengaluru - Mysore NH network by Hon'ble Minister of Road Transport & Highways



सत्यमेव जयते

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Government of India
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