



भारतमाला

प्रगति के पथ पर अग्रसर



सड़क परिवहन और राजमार्ग मंत्रालय

भारत सरकार
नई दिल्ली

वार्षिक रिपोर्ट
2017 - 18



Inauguration of longest bridge Bhupen Hazarika (Dhola-Sadiya) Bridge



BHARATMALA
ROAD TO PROSPERITY

ANNUAL REPORT 2017-18



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
NEW DELHI



रुकिए
Stop



AWARDING CERTIFICATES FOR SKILL DEVELOPMENT TO WORKERS
FROM HIGHWAYS CONSTRUCTION SECTOR

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

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



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

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



प्रवेश निषेध
No Entry

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



INDIA INTEGRATED TRANSPORT AND LOGISTICS SUMMIT 2017

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

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



सभी मोटर वाहनों
का आना मना है
All Motor
Vehicles Prohibited



INAGURATION OF 4-LANE EXTRADOSED BRIDGE OVER RIVER NARMADA

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



LAUNCHING-OF-INAM PRO+



LAUNCHING OF HIGHWAY PROJECTS IN RAJASTHAN

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

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



CHAPTER I

Introduction

- 1.1 Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries.
- 1.2 Road Transport is a critical infrastructure for the economic development of a country. It influences the pace, structure and pattern of development. The Ministry of Road Transport and Highways encompasses construction and maintenance of National Highways (NHs), administration of National Highways Act, 1956, National Highways Authority of India Act, 1988, National Highways Fee (Determination of Rates and Collection) Rules, 2008, Motor Vehicle Act, 1988 and Central Motor Vehicles Rules 1989, formulation of broad policies relating to road transport, environmental issues, automotive norms etc. besides making arrangements for movement of vehicular traffic with neighboring countries.
- 1.3 The capacity of National Highways in term of handling traffic (passenger and goods) needs to be keeping pace with industrial growth. India has one of the largest road networks of over 54.83 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways / Expressway	1,20,543 km
State Highways	1,55,222 km
Other Roads	52,07,044 km
Total	54,82,809 km

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

Functions

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

Organisation

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

1.7 Associated offices

1.7.1 National Highways Authority of India

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

यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ-देलों को चलाना वर्जित है। धीमी गति से चलने वाली ये गाड़ियां और देले 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**



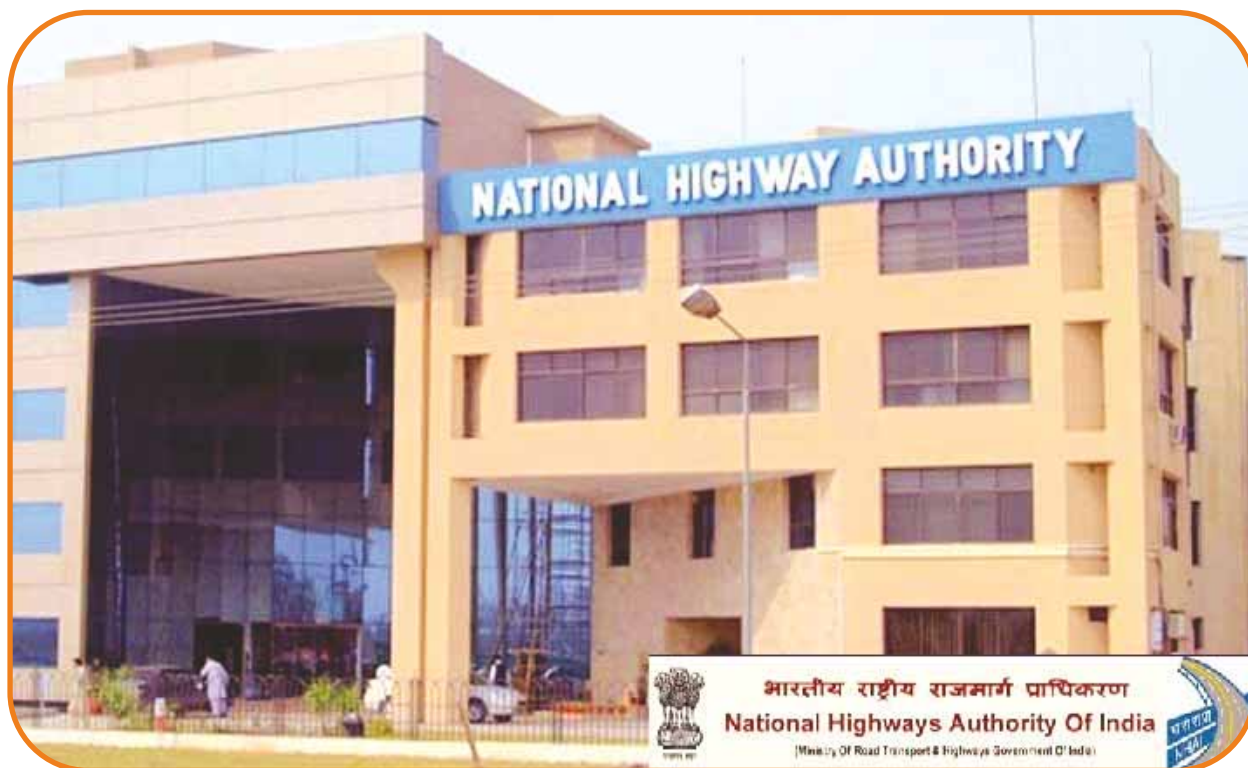
maintenance and management of National Highways entrusted to it and for matters related or incidental there to. The NHAI became operational in February, 1995.

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

The Cabinet, in its meeting held on 13.03.2014, approved the setting up and operationalization of a new corporate entity under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/ up-grading/ widening of National Highways in parts of the country which share international boundaries with neighboring countries in order to promote regional connectivity with neighboring countries on a sustainable basis.

1.7.3 Indian Academy of Highway Engineers (IAHE)

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



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

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



CHAPTER II

Year 2017-18 at a Glance

Road Network

2.1 Status of various programmes up to 31st December, 2017 as under:

Phases	Total length in km	Length completed in km till 31.03.2017	Length completed during 01.04.2017-31.12.2017	Length completed upto 31.12.2017
NHDP-I GQ,EW-NS corridors, Port connectivity & others	7,522	7,521	0	7,521
NHDP-II 4/6-laning North South-East West Corridor, Others	6,647	6,563	30	6,593
NHDP-III Upgradation,4/6-laning	12,125	7,507	455	7,962
NHDP-IV 2- laning with paved shoulders	20,000	6,442	1,843	8,285
NHDP-V 6-laning of GQ and High density corridor	6,500	2,544	99	2,643
NHDP-VI Expressways	1,000	0	0	0
NHDP-VII Ring Roads, Bypasses and flyovers and other structures	700	22	2	24
SARDP-NE	6,418	2,228	215	2,443
LWE	5,422	4,290	229	4,519
NHIIP	1,120	627	130	757

Non-NHDP: During the current year a length of 2,677 km of National Highways has been constructed mainly under NH-O up to December, 2017.

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



साइकिलों का आना मना है
Cycle Prohibited



- 2.2 2017 has been a milestone year for the Ministry of Road Transport & Highways. While the period since 2014 to 2016 was utilised for the purposes of reform and course correction, 2017 witnessed consolidation, culmination and the rollout of a new road-map for the Highways sector. RBI appreciated the highway infrastructure development sector in their Annual Report 2016-17, noting that there is a decline in cost and time overruns to the tune of 1.5 billion and an all-time rise in award and construction of highways projects including a peak of daily additions to the roads constructed. Further, it pointed out that stalled projects had declined, both in terms of value and numbers. Another creditworthy development was that following the upgrade of India's sovereign rating from Baa3 positive to Baa2 stable on 16th November 2017, Moody's Investors Service upgraded the issuer ratings of National Highways Authority of India to Baa2 from Baa3 and revised the outlook to stable from positive.
- 2.3 2017 witnessed several highlights. This was the year when engineering marvels like the Dhola Sadiya bridge in Assam and Chenani Nashri tunnel in Jammu and Kashmir were opened up to connect far-off areas and paving the way for their socio-economic development. This was also the year that saw the launch of Bharatmala Pariyojana, India's largest ever highways development programme that promises to optimize the efficiency of road traffic movement across the country by bridging critical infrastructure gaps. In the area of road safety too, we witnessed a slight decrease in the number of road accidents. Year 2017 can also be seen as a major turning point for transport planning in the country, with the idea of multi-modal transport development gaining ground. MoRTH organized the India Integrated Transport and Logistics Summit, in May 2017 and actively promoted multi-modal transport planning.

2.4 Major Initiatives by the Ministry

2.4.1 Major Initiatives by Roads and Highways Wing:

2.4.1.1 New Programmes, Projects and Structures

(i) Bharatmala Pariyojana: Phase-I

This is a new umbrella program for the highways sector that aims to optimize the efficiency of road traffic movement across the country by bridging critical infrastructure gaps. Special attention has been paid to fulfilling the connectivity needs of areas of economic activity, places of religious and tourist interest, border areas, backward and tribal areas, coastal areas and trade



CHENANI - NASHRI TUNNEL



BHUPEN HAZARIKA SETU (DHOLA SADIYA BRIDGE)

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



बाएं मुड़ना मना है
Left Turn Prohibited



routes with neighboring countries under the programme. Multi-modal integration is one of the key focuses of this programme. A total of around 53,000 kms of NHs have been identified to improve National Corridor efficiency, of which 24,800 kms are to be taken up in Phase-I, which will be implemented over a period of five years i.e. 2017-18 to 2021-22 in a phased manner. This includes 5,000 kms of the National Corridors, 9,000 kms of Economic Corridors, 6,000 km of Feeder Corridors and Inter-Corridors, 2,000 kms of Border Roads, 2,000 kms of Coastal Roads and Port Connectivity Roads and 800 kms of Green-field Expressways. Total likely fund provision for Bharatmala Phase-I is ₹ 5,35,000 cr. Bharatmala will be a major driver for economic growth in the country. The program once implemented shall optimize the efficiency of movement of goods and people across the country through adoption of a coherent corridor and connect all 550 Districts in the country through NH linkages.

(ii) **Chenani-Nashri Tunnel**

An ideal example of the government's 'Make in India' and 'Skill India' initiative, the 9 km long, twin-tube, all-weather tunnel between Udampur and Ramban in Jammu & Kashmir is not only India's longest highway tunnel but also Asia's longest bi-directional highway tunnel. Built at an elevation of 1200 metres on one of the most difficult Himalayan terrains, the tunnel cuts the travel time between Jammu and Srinagar by two hours, bypassing about 41 kms of road length. It will also ensure an all-weather passage. The tunnel has been constructed at a cost of about ₹ 3,720 crores and is a part of the 286-km-long project for four-laning of the Jammu-Srinagar National Highway.

(iii) **Bhupen Hazarika Setu**

India's longest bridge- the 9.15 km long Bhupen Hazarika Setu Bridge (Dhola Sadiya Bridge) over River Brahmaputra in Assam on 26.05.2017. The bridge has ensured 24x7 connectivity between upper Assam and Eastern part of Arunachal Pradesh, marking a transformation from the ferry-based, day-only connectivity that collapsed during floods.

(iv) **Extra-dosed Bridge across River Narmada at Bharuch**

A new four lane, Extra-dosed Bridge across river Narmada at Bharuch, inaugurated by the Prime Minister on 09.03.2017, has brought relief for people travelling on the Vadodara- Surat section of NH-8. The 1.4 km 'Extradosed' cable stayed bridge is the longest in India and the second such bridge in the country after Nivedita Setu over Hooghly.

(v) **Bridge over River Chambal at Kota**

A 6-lane Cable Stayed Bridge across river Chambal at Kota was inaugurated by the Prime Minister Shri Narendra Modi on 29.08.2017. Built at a cost of ₹ 278 Crores, this bridge marks the completion of the East-West corridor.



2.4.1.2 Some important programmes/projects under implementation:

- Char Dham Mahamarg Vikas Pariyojana
- Eastern & Western Peripheral Expressways
- Delhi-Meerut Expressway
- Vadodra-Mumbai Expressway
- Bangalore-Chennai Expressway (262 km)
- Byet Dwaraka-Okha Bridge

2.4.1.3 Some new Expressway planned under Bharatmala Pariyojna Phase-I:

- Delhi-Jaipur Expressway
- Delhi-Amritsar-Katra Expressway
- Hyderabad-Vijayawada-Amravathi (HVA) Expressway
- Nagpur-Hyderabad-Bangalore (NBH) Expressway
- Kanpur-Lucknow (KL) Expressway
- Ring road/Expressway at Amravathi

2.4.1.4 Setu Bharatam

In order to ensure safe and smooth flow of traffic, Ministry has envisaged a plan for replacement of Level Crossings on National Highways by ROBs/ RUBs under a scheme known as Setu Bharatam. Under this programme, construction of 208 RoBs/ RuBs on Level Crossings (which are not falling under any other programme like NHDP etc.) at an estimated cost of ₹ 20,800 crore is envisaged. Out of these 208 ROBs, Detailed Project Reports for 127 ROBs have been received in the Ministry, out of which 78 ROBs with an estimated cost of ₹ 6,428.57 crore have been sanctioned till 31.03.2017, of which 35 works have been awarded so far. 09 ROBs with an estimated cost of ₹ 576.58 crore have been sanctioned till date during FY 2017-18.

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

(i) Measures to revive Languishing stalled projects:

The Ministry has focused on completion of on-going projects along with sanction and award of new projects. A total of 73 projects (8,187 km) worth an estimated investment of ₹ 1,00,000 crore were identified as Languishing Projects. The reasons for delay were identified and policy interventions undertaken to address the same. This, inter alia, includes (a) One Time Fund Infusion Scheme (OTFIS) whereby financial assistance is provided by NHAI to the contractor/ concessionaire in the form of a working capital loan, (b) Rationalized Compensation whereby

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। जुमाने 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



a one-time compensation, equivalent to annuities that were missed on account of delay in completion of the project, is provided to the concessionaire in the case of BOT (Annuity) projects; (c) Extension of concession period, (d) Substitution of concessionaire & Termination. As on 31.12.2017, the entire portfolio of languishing projects that have been taken up for revival/ completion is as per the table below:-

Description of Projects	Number of Projects	Length in Kms
Projects where issues have been resolved through regular monitoring	15	2,054.94
Projects terminated and re-packaged and re-bid.	48	5,090.68
Projects revived after policy interventions	10	1,041.00
Total	73	8,186.62 or 8,187

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

- Under this, the right of collection of Toll Fees for operational public funded NH projects is to be assigned for a pre-determined concession period (30 years) to concessionaires against an upfront payment of a lump-sum amount. O&M obligations of such projects shall be with the concessionaire till the completion of concession period. This Model facilitates long term O&M of the already constructed NH projects through private sector efficiency.
- Initially, 75 public funded NH projects with an aggregate length of around 4,500 km and annual toll revenue collection of around ₹ 2,700 crore have been identified.

(iii) **Masala Bonds**

Targeting mobilization of funds, NHAI launched an issue of Masala Bonds at the London Stock Exchange in May 2017. The Masala Bond saw an overwhelming response from a wide spectrum of investors. The initial benchmark issue of ₹ 1500 crore was upsized to ₹ 3000 crore. Asia contributed 60 percent and Europe 40 percent of subscription. 61 percent of the amount is from fund managers or insurance funds, 21 percent from banks and 14 percent from private banks.

(iv) **Hybrid Annuity Model (HAM)**

Ministry of Road Transport & Highways has adopted Hybrid Annuity model for implementation of highway projects in order to encourage private sector participation through adequate incentives. The objective is to maximize the quantum of implemented highway



projects within available financial resources of the Government. As per this model, 40% the Project Cost is to be provided by the Government as 'Construction Support' to the private developer during the construction period and the balance 60% as annuity payments over the concession period along with interest on outstanding amount to the concessionaire. There is separate provision for O&M payments by the Government to the concessionaire. The private party does not have to bear the traffic risk. All the payments have been inflation indexed by a Price Multiple Index which is a weighted average of WPI and CPI (IW) on 70:30 bases. This mitigates the inflation risk for the developer.

The Model has been successful in reviving PPPs in the roads and highways sector which is evident in the interest being shown by the market for such projects. Till now, 52 NH projects with aggregate length of around 3,200 km and involving cost of around ₹ 51,800 crore have been already awarded through this Model.

(v) **Planning for Multi Modal Transport Systems**

- With a view to facilitating efficient and seamless freight movement, the Ministry of Road Transport and Highways has conceptualized a scheme for the development of Logistic Parks at appropriate locations in the country. The logistic parks are being developed by the National Highways Authority of India (NHAI) in coordination with relevant agencies like the Industrial Development Authority/Corporation under Central/State Government.
- A detailed study on 'Logistics Efficiency Enhancement Program (LEEP)' for freight traffic has been undertaken at MoRTH. Development of Multimodal Logistics Parks has been identified as a major intervention under the study. As an outcome of the study, 35 locations have been identified for development of Logistics Parks across the country and a Logistics Parks Policy has been developed. Project DPRs are under preparation for 6 locations – Vijaywada, Chennai, Bangalore, Hyderabad, Surat and Guwahati.
- In order to develop the Logistic Parks in an integrated manner and bring all stakeholders together, the Ministry had organised **the India Integrated Transport and Logistics Summit- 2017 from May 3-5, 2017** in New Delhi where representatives from the Government, State Governments, national and international experts, investors, developers, consultants and other stakeholders participated.
- During the summit, 33 MoUs were signed for development of logistics and associate involving State Governments, Land Ports Authority of India (LPAI), Inland Waterways Authority of India (IWAI), Container Corporation of India (CONCOR) and others.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए झाइवर 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.



(vi) **Decentralisation & Administrative Measures under Bharatmala Pariyojana**

- Enhanced powers for approval of projects have been delegated to the NHAI Board specifically in the case of EPC projects and all PPP (BOT) projects where no VGF is involved. This will fast track the decision making process.
- Powers for appraisal and sanction of NH projects implemented through the state PWDs have been enhanced and certain field offices of MoRTH are now headed by the CE-ROs with a view to further streamlining various processes. This is expected to increase efficiency and speedier decision making.
- Within the Bharatmala Pariyojana 10% of the funds will be ear-marked under the Grand Challenge mechanism for the State Governments where sufficient and timely land is made available. This will fast track the projects.

2.4.1.6 Other Major Initiatives by Roads and Highways Wing

- Hon'ble Minister launched a skill development program for the workmen in highway construction sector on 22.12.2017 at New Delhi. Over 1 lakh workmen are targeted to be trained by June 2018.
- Implementation of e- payment system or on line direct payment procedure at Regional Offices.
- On line application facility for issue of NOCs for Retail outlets and issuing permission for OFC cables etc.
- Web based Monitoring of National Highway Projects
- Ministry has developed and inaugurated a web portal for giving permission for movement of Hydraulic Trailers up to HT-3 category. This web portal will facilitate real time basis permission for movement of Hydraulic Trailers on NHs. This will facilitate smooth and timely movement of heavy equipment.

2.4.2 Green Initiatives

(i) **Green Highways Division in NHAI**

NHAI has set up a Green Highways Division and has planted over 2.5 lakh trees planted in order to make National Highways green, clean and pollution free.

(ii) **Linking of Construction of Highways with digging of Water Bodies in drought affected areas**

The requirement of earth work for the development of National Highway network for embankments is met by the contractors/ concessionaires through buying the earth from

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.



landowners or procuring the same through mining of minor minerals as per the provisions laid down by the concerned State Governments. Keeping in view that many parts of the country face drought conditions and restoration of ponds, check dams, water tanks offers an age-old system of water conservation/ ground water recharging, instructions have been issued by the Ministry to the agencies responsible for construction of National Highways to advise their contractors/ construction agencies through their field officers to approach the concerned District Collectors/ Sub-collectors/ Water Conservation Departments to obtain a list of any such villages/ rural areas where de-siltation/ revival of existing ponds/ water bodies or digging of areas for creation of new water bodies are required and procure the requisite soil for road embankments by digging/ de-silting the existing village ponds/ water bodies, subject to such soil being found suitable for the embankment purposes. This arrangement would help in restoration of such dried-up water bodies without any charge and the contractors will be able to source the requisite soil without any payment.

(iii) **Bridge cum Barrage**

The Ministry has sought proposals from state PWDs for making bridge-cum-barrage on NHs so as to serve the dual purpose of crossing the water body and storing water on the upstream/ downstream side to serve as water reservoirs/ ground water recharging bodies.

(iv) **Measures undertaken to combat vehicular pollution:**

- a. Emission norms for Tractors and Construction Equipment vehicles have been notified for low Sulphur fuel, to be implemented from 01st October, 2020.
- b. Ministry has also taken initiatives to promote alternate fuels in vehicles. Electric vehicles are being given a big push by the Ministry. India's first multi modal Electric Vehicle passenger transport project was launched in Nagpur with integrated solution of buses, taxis and E-Rickshaws.
- c. E-Rickshaw, which has proved to be an effective substitute for manual rickshaws, has emerged as a cost effective, environment friendly solution for improving last mile connectivity. These have been exempted from the requirement of obtaining permits. During the year to promote last mile connectivity for metro passengers, 1000 number of E-Rickshaws were launched at Gurugram, Haryana.
- d. Directions have been issued to Project Directors, Contractors and field level officials working on highway projects around Delhi to take measures to check pollution arising from the construction work. The steps to be taken include sprinkling water at all construction sites and camps, covering of dumpers transporting the construction material/ waste



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

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



including fly ash in the region, covering of exposed soil at the sites, paving/ greening the earthen shoulders and use of mechanised brooming of these road stretches.

2.4.3 E-Initiatives

(i) Project Monitoring Information System(PMIS)

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

(ii) INAM-Pro+

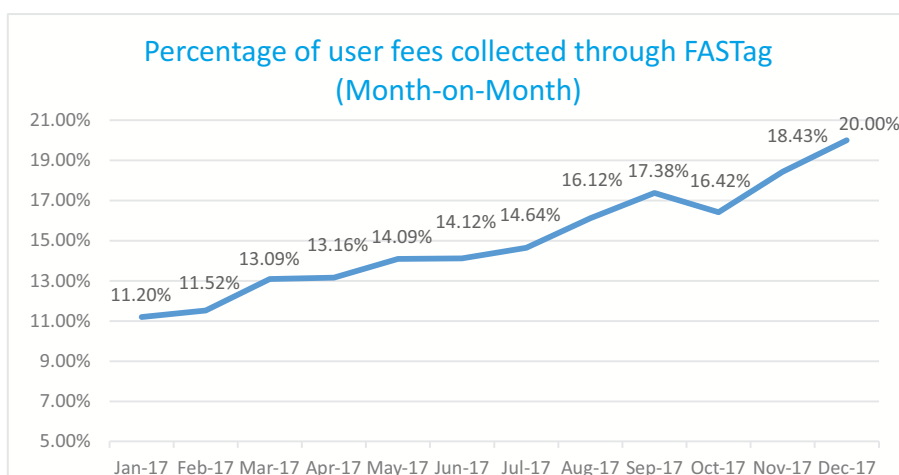
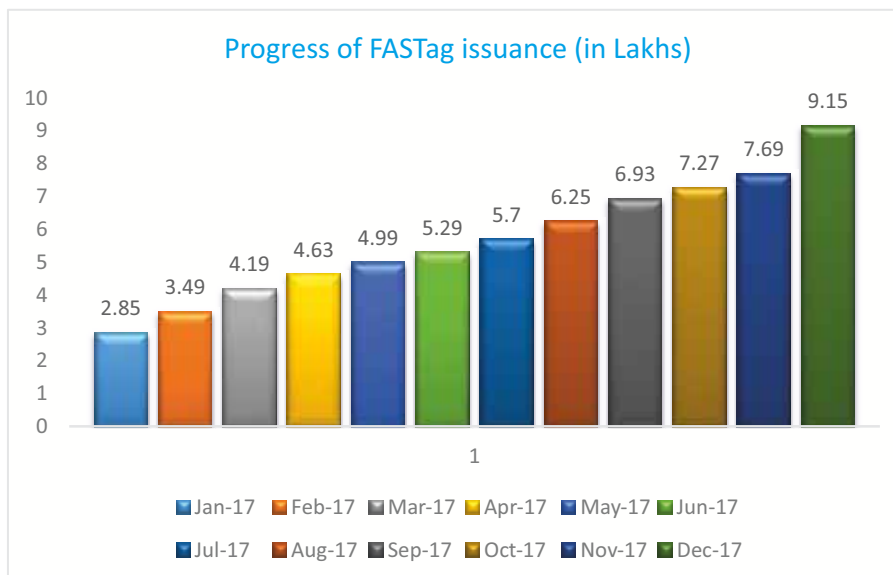
INAM-Pro+, an upgraded version of INAM-Pro, was launched on 01 June 2017. More than 700 construction companies have used INAM-Pro during the last two years. With 37 Cement companies registered on it, the portal facilitated comparison of price, availability of materials etc. and made it convenient for prospective buyers to procure cement at reasonable rates in a transparent manner. INAM-Pro+, with enhanced features will reduce the time and efforts in preparation of proposals and bid submissions, and help increase efficiency and transparency in procurement of construction materials as a user can now place orders, obtain price quotes and track them in swift manner on this portal.

(iii) Electronic Toll Collection(ETC)

- Electronic toll collection (ETC) system, has been implemented on a pan India basis in order to remove bottlenecks and ensure seamless movement of traffic and collection of user fee as per the notified rates, using passive Radio Frequency Identification (RFID) technology. Indian Highways Management Company Limited (IHMCL) has been incorporated for implementation of ETC with National Payment Corporation of India (NPCI) functioning as the Central Clearing House (CCH). A cashback of 7.5% is being offered for the FY 2017-18 in order to incentivize road users for usage of FASTag. In addition to FASTag, several other electronic means have also been employed to enable road users for payment of user fees such as use of PoS machines for collection of fees through Credit/ Debit cards, use of Pre-paid payment instruments etc.
- As on 31-12-2017, 9.15 lakh FASTag units have been issued and are being used by road users. User fees collected through FASTag has also seen significant growth in terms of user fees collected and penetration which has increased from ₹ 179.1 cr with 11.2% penetration in January 2017 to ₹ 319.8Cr with 20% penetration in the month of December 2017. All new vehicles of class M and N being manufactured/ sold after 1-Dec-2017 will be affixed with



FASTag by the vehicle manufacturer or the authorized dealer, in order to enhance the penetration and usage of FASTag among road users.



2.4.4 Major Initiatives Taken by Land Acquisition Division

- (i) In its attempt to move towards total e-governance and avoid delays, this Ministry has developed a Web Utility for land acquisition related processes including gazette notification. The web utility would be linked with the e-gazette platform of the Ministry of Urban Development, for e-publication of land acquisition related Gazette Notifications. The affected/ interested parties would also be given an access to the system so as to track the status of their acquired land and the CALA(s) in different states are being taken on board to deposit the compensation amount in the respective accounts of affected/ interested person.

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

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



आगे चलना या
दाएं मुड़ना अनिवार्य
**Compulsory Ahead
or Turn Right**

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



(ii) **Specific steps undertaken with respect to Land Acquisition**

- NHAI has directed ROs to engage at least one LA support officer.
- Appointment of additional CALAs mandated in cases where existing CALA is handling > 140 Ha of land acquisition.
- A Land Acquisition Manual has been created and shared with all field offices. The manual will be updated every 6 months.
- NHAI ROs have been empowered to appoint supplementary arbitrators in high case load districts for speedy resolution of disputes.
- Single CALA account has been opened to improve financial efficiency. 150 subsidiary accounts have been opened across 40 PIUs

(iii) **Specific steps undertaken with respect to DPRs**

- Use of technologies such as LiDAR, GPR etc. mandated in survey.
- Clear milestones defined along with quality checklists including for design.
- Consultant payment terms revised to ensure greater accountability.
- Selection criteria of consultants revised.

2.4.5 **Major Initiatives Taken by Road Transport Sector**

(i) **Strengthening Public Transport System**

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

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



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

(iii) **Scheme for Security of Women in Public Road Transport**

Ministry of Road Transport and Highways has issued a notification vide GSR No. 1095(E) dated 28.11.2016 whereby Central Govt. has mandated the provision of vehicle location device and one or more panic button in public transport vehicles w.e.f. 01.04.2018.

(iv) **Training Programmes for Transport/Traffic Department officials**

This Ministry is also sponsoring various training programmes for Transport/Traffic Department officials of States/UT Governments and Municipal Corporations for development of Human Resources in the Transport Sector. During financial year 2017-18, MoRTH sanctioned 13 training programmes for State Transport / Traffic Department personnel to be conducted through seven leading institutes of the country namely, Central Institute of Road Transport (CIRT), Pune, Automated Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT), Delhi, Petroleum Conservation Research Association (PCRA), Delhi and Indian Institute of Petroleum (IIP), Dehradun. The training programmes are designed in such a manner so as to give the participants exposure in all spheres of governance in road transport sector and to enable them to face the emerging challenges.

(v) **Taxi Policy Guidelines**

The Committee constituted by the Ministry of Road Transport and Highways to review issues relating to taxi permits and propose taxi policy guidelines to promote urban mobility submitted its report. The committee has recommended that city taxis should be allowed to run on App Based platforms. The policy recommendations also ensure that bigger aggregators do not undercut the traditional cabs. The committee comprised representatives from Ministry of Road Transport & Highways, Transport Commissioners from four States and representatives from Central Pollution Control Board, Delhi Police, Ministry of Women and Child

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.



लंबाई सीमा
Length Limit



Development, NITI Aayog and Ministry of Electronics and Information Technology. The major focus of the policy is to ensure safe, secure and affordable ride to the common public so as to help in reducing congestion as well as pollution in the cities. The policy also recommends that the app used by aggregators is validated for its integrity by an agency authorized by Ministry of Electronics and Information Technology. It is expected that the policy would help in a healthy growth of the taxi industry. The policy is recommendatory in nature and would help to provide a particular framework to help the States in framing detailed regulations.

(vi) **Promotion of Digital Transactions**

A target of 584 Crore digital transactions has been assigned for MoRTH in which State Road Transport undertaking (SRTU) have been assigned the target of 509 Crore. The Ministry has taken various steps for promotion and adoption of digital transaction in SRTUs. The Ministry has requested all Principal Secretaries (Transport) all states/UTs to adopt the uses of Digital payment methods for transactions taking place in transport department and also for passenger ticket to adopt a mobile App "BHIM Parivahan" for digital payment by the passengers using public buses in addition to other modes of transport.

(vii) **Accessible India Campaign (Sugamya Bharat Abhiyan)**

As per the target fixed under the Accessible India Campaign (AIC), MoRTH is required to make 10% of Govt. owned public transport carriers fully accessible to the persons with disabilities by March 2018. At present 9.59% provision has been made for disabled persons in buses.

(viii) **National Informatics Center (NIC)** was entrusted with the design, development, computerization roll-out and maintenance of the project across all the states and UTs. Two applications - VAHAN & SARATHI were conceptualized to capture the functionalities as mandated by Central Motor Vehicle Act, 1988 as well as State Motor Vehicle Rules with customization in the core product to suit the requirements of 36 States and UTs.

(ix) **Transport Mission Mode Project**

Through its flagship applications Vahan (for Vehicle Registration) and Sarathi (for Driving License) – has achieved 100% automation of 1100+ RTOs all across the country. Almost all states and UTs of the country are using versions of the applications developed by NIC. Almost 21.61 crore Vehicle records and 12.59 crore License records are available in its central repository (National Registry). The consolidated data in State and National Registry act as the base for a large number of online citizen-centric applications and information services.

(x) **Consolidated Transport Database**

a. As per policy of MoRTH, online access privileges have been provided to various Government and Non-Government agencies on the Consolidated Transport Databases (NR and SR):

- Police and Security Agencies (Unlimited, free access)
- Banks, Insurance Companies (Paid access)
- Other agencies (paid, limited data access)
- State Governments applications (data access through web-service)
- Citizen (limited information – through portal, SMS)

Apart from the core RTO-centric applications, a large number of online Citizen and Trade centric services have been facilitated through the Vahan and Sarathi platforms. Online Dealer Point Registration, Fancy Number Auction Scheme, Online Road Tax Payment, Online application for Driving/Learner License with advanced appointment module, online modification requests in existing RC/DL are some of the applications which have been rolled out in various states. Features like multi-option payment gateway system, biometric authentication, Open API etc. are implemented in these applications. A mobile app cum web application has been developed for comprehensive enforcement solution to be used by Transport Department and Traffic Police across states. Data access facility through various modes like web services, secured login, Pull-SMS, bulk transfer has been facilitated to various entities like Govt. Departments, Police, Security Agencies, Banks & Insurance companies, Transporters and common citizens to access specific information from Transport Database. A state-wise list of online service implementation is given as below:

- Transfer of Ownership (BR, DL, HP, HR, JH, J&K, MH, OD, UK, UP, WB)
- Change of Address in RC (BR, DL, HP, HR, J&K, MH, OD, UP)
- Duplicate Registration Certificate (BR, DL, HP, HR, J&K, MH, OD, UP)
- Hypothecation Addition (BR, DL, HP, HR, J&K, MH, OD, UP)
- Hypothecation Cancellation (BR, DL, HP, HR, J&K, MH, OD, UP)
- Hypothecation Continuation (BR, HP, HR, J&K, MH, OD)
- Issuing / Cancelling of NOC (BR, DL, HP, J&K, MH, OD, UP)
- Issue Fitness Certificate (BR, DL, HP, J&K, MH, OD)

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.



गति सीमा
Speed Limit



- Temporary Registration
 - Duplicate Fitness Certificate (MH, OD)
 - Re-Registration (Renewal) of Vehicle (DL, MH, OD)
 - Alteration of Vehicle (Engine change, gas kit fitting etc.) (MH)
 - Conversion of Vehicle (Private to taxi etc.) (MH)
 - Vehicle Re-Assignment (MH)
 - Cart Application (UP)
 - RC Particular Application (HP, MH, UP)
 - Balance fitness Application (DL)
 - Mobile Registration Application (HP, UP)
 - Cancellation/ Surrender/ Release / Dispose of RC (MH)
- b. The citizen-centric applications/services are being extended to other states. Features like e-payment, SMS intimation, OTP-based authentication etc. are provided on these applications.
- c. Now a new centralized, web-enabled application covering all aspects of RTO operations and Citizen/Trade centric services has been developed to replace the distributed Vahan and Sarathi versions. This new version of Vahan and Sarathi with all latest features and functionalities has been deployed on NIC Cloud Infrastructure and has been opened to all states/UTs for adoption. Data migration from earlier version to the new platform is also going on in full swing. Already the new Vahan Version 4 has been rolled out in 659 RTOs in 25 states. Sarathi Version 4 has been implemented in almost 725 RTOs across 21 states. Process is on to migrate all RTOs across the country by end of this year.

(xi) **Status of Vahan 4.0**

1 RTO in Arunachal Pradesh, 23 RTOs in Assam, 13 RTOs in Bihar, 2 RTOs in Daman & Diu, 23 RTOs in Delhi, 10 RTOs in Goa, 36 RTOs in Gujarat, 88 RTOs in Himachal Pradesh, 93 RTOs in Haryana, 24 RTOs in Jharkhand, 20 RTOs in J&K, 50 RTOs in Maharashtra, 10 RTOs in Meghalaya, 1 RTO in Manipur, 9 RTOs in Mizoram, 27 RTOs in Odisha, 2 RTOs in Puducherry, 85 RTOs in Punjab, 26 RTOs in Rajasthan, 4 RTOs in Sikkim, 1 RTOs in Tamil Nadu, 9 RTOs in Tripura, 21 RTOs in Uttarakhand, 33 RTOs in Uttar Pradesh and 49 RTOs in West Bengal have been migrated to centralize Vahan 4.0 application.

(xii) **Status of Sarathi 4.0**

23 RTOs in Assam, 6 RTOs in Delhi, 31 RTOs in Gujarat, 80 RTOs in Himachal Pradesh, 93 RTOs in Haryana, 24 RTOs in Jharkhand, 20 RTOs in J&K, 61 RTOs in Karnataka, 3 RTOs in Kerala, 50 RTOs in Maharashtra, 10 RTOs in Meghalaya, 32 RTOs in Odisha, 7 RTOs in Puducherry, 86 RTOs in Punjab, 37 RTOs in Rajasthan, 4 RTOs in Sikkim, 141 RTOs in Tamil Nadu, 10 RTOs in Uttarakhand, 2 RTOs in Uttar Pradesh and 1 RTO each in Chhatisgarh and Chandigarh has been migrated to SARATHI 4.0 application.

(xiii) **eChallan**

This comprehensive enforcement solution has been developed on android platform and is complemented by a web application. The prime users are the Transport Enforcement Officers and the Traffic Police personnel. Through this app, on-the-spot challan can be issued for any type of traffic violations and same can be followed up through the different stages of processing. This is a very user-friendly app with a number of advanced features and allows state-level customization, geo-tagging, integration with Google maps, on-spot photographs, online-offline options, integration with ePayment, back-end Vahan-Sarathi databases and so on. This system has already been implemented in 101 RTOs across 3 states.

(xiv) **mParivahan:** This app is primarily meant for common citizen and transport operators who can access various transport related services like payment of Road Tax, applying for various services, take appointment with RTO, upload document etc. It will provide a very unique feature of virtual Driving License and virtual Vehicle Registration Certificate through back-end connectivity to Transport National Register, encrypted QR code and Aadhaar-based authentication – which will allow an option to replace existing physical documents/ cards with the secured, enforceable, digital identities. The app will also have other informative features, accident reporting module, violation reporting module and so on.

2.4.6 Road Safety

i. Decrease in road accidents and fatalities

India is committed to bring down fatalities from road accidents. This requires a multi-pronged approach for strengthening automobile safety standards, improving road infrastructure, generating awareness programmes, strengthening enforcements and streamlining the trauma care assistance programme. The Ministry's concerted efforts at bringing down the number of road accidents has started showing results. As per the report **Road Accidents in India-2016**, there has been a decrease in road accidents by 4.1% in 2016. The data for first three quarters indicates that this trend continues. The number of accidents up to September, 2017 saw a

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

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



पशु
Cattle



reduction of 5.2% over the figures for the corresponding period in 2016. The fatalities have shown a decrease of 4.4% during this period. Except the States of Assam, Bihar, Orissa and Uttar Pradesh, all the States have witnessed a decrease in road accident fatalities ranging between 2-10 % during this period.

ii. **New Accident Reporting Format**

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

iii. **Rectification of Black Spots**

The Ministry has so far identified 789 road accident black spots in various States of which 138 are on State roads. 189 spots have already been rectified and sanctions for rectification of 256 spots accorded till date which are in different stages of bidding/ progress.

iv. **Training of Drivers**

Ministry has been working in association with States, Vehicle manufacturers and NGOs for strengthening the driving training. Institutes of Driving Training and Research (IDTRs) have been established in a few states which act as model Driving Training Centres with state of art infrastructure. Ministry has also launched a scheme for creating driving training centres in all the districts of the country in due course and also supports refresher training programmes for heavy commercial vehicles drivers.

v. **Model Automated Centres for checking fitness of vehicles:**

Ministry has sanctioned 20 Inspection and certification Centres for testing the fitness of the commercial vehicles through an automated system. Six centres are already operational. These centres will provide for objective evaluation of road worthiness of the heavy commercial vehicles. Based on the encouraging experience, it is now proposed to extend this scheme to all the states during next year.

vi. **New steps for safety of vehicles :**

- a. Motor Cars - One of the highlights of the year is the mandate for car manufacturers to fit additional safety features on cars to be manufactured from 1st July, 2019. These include compulsory air-bags, speed warning audio alert, seat belt audio alerts and reverse sensors.

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

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



- b. Heavy Vehicles: All heavy vehicles have been mandated to have ABS fitted on them. The bus body code has been implemented which would help improve the passenger safety as well as ensure minimum level of comfort. The truck body code has also been notified.

vii. **Free Eye Check-up Campaign**

The Minister of Road Transport and Highways and the NHAI launched a countrywide Free Eye Check-up Campaign and distribution of spectacles for truck drivers, cleaners and helpers on 2nd October, 2017 at Panjari Toll Plaza, Nagpur Bypass, Nagpur, in Maharashtra. 50 free eye check-ups camps were also set up on identified National Highways till 6th October, 2017. More than 5,000 drivers registered for the eye check-up and more than 3,000 spectacles were distributed to those with impaired vision free of any charge.

viii. **Motor Vehicle (Amendment) Bill, 2017**

The Ministry constituted a Group of Ministers across states to deliberate upon and propose strategies for reducing road fatalities and to suggest actionable measures for implementation. On the basis of recommendations of the GoM, MoRTH introduced the Motor Vehicle (Amendment) Bill 2016 in Parliament (Lok Sabha) on 9th August, 2016. The Bill addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, improving fitness certification and licensing regime, statutory provisions for protection of good Samaritans and recognition of IT enabled enforcement systems. The Bill also paves way for reforms in public transport which in turn will help in improving road safety. The Bill contains provisions for treatment of accident victims during golden hour which will help in saving precious lives. The Bill also aims to simplify processes for the citizens dealing with transport departments and usher in an era of transport reforms in the country. The Bill has been passed by the Lok Sabha and has been referred to the Select Committee of Rajya Sabha. The Select Committee of the Rajya Sabha presented its report on 22.12.2017 with the recommendation to enact the legislation without any modification. The Bill is expected to be considered and passed by Rajya Sabha in the forthcoming Budget session of the Parliament, 2017

ix. **Red Beacon Lights:**

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

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.



OTHER MAJOR INITIATIVES

2.4.7 Wayside Amenities

The Wayside Amenities are being developed by NHAI along the National Highways across India with private participation. The amenities will provide rest and refreshment for highway commuters during their journey. Three types of facilities being developed are as under:

- Highway Village:** Being developed on Govt. land under PPP Model at an interval of approx. 50 km on National Highways. After construction, the concessionaries will Operate & Maintain for 30 years. Initially 183 sites were identified and bids have been issued for 64 sites.
- Highway Nest:** Being developed on Private land adjoining NH by private parties with their own fund. NHAI will only give access to site & facilitate in getting petroleum license etc. Bids for 34 sites have been received and they are under various stages of appraisal and approval.
- Highway Nest (Mini):** Being developed near Toll Plazas approx. 200 meters downstream on a small paved platform of 10X20 M providing facilities of toilets, Water ATM, a small Kiosk having Tea/Coffee vending machine and prepackaged food items. Construction is under progress at 314 Toll Plazas, 100 Nest (Mini) likely to be commissioned in this Financial Year.



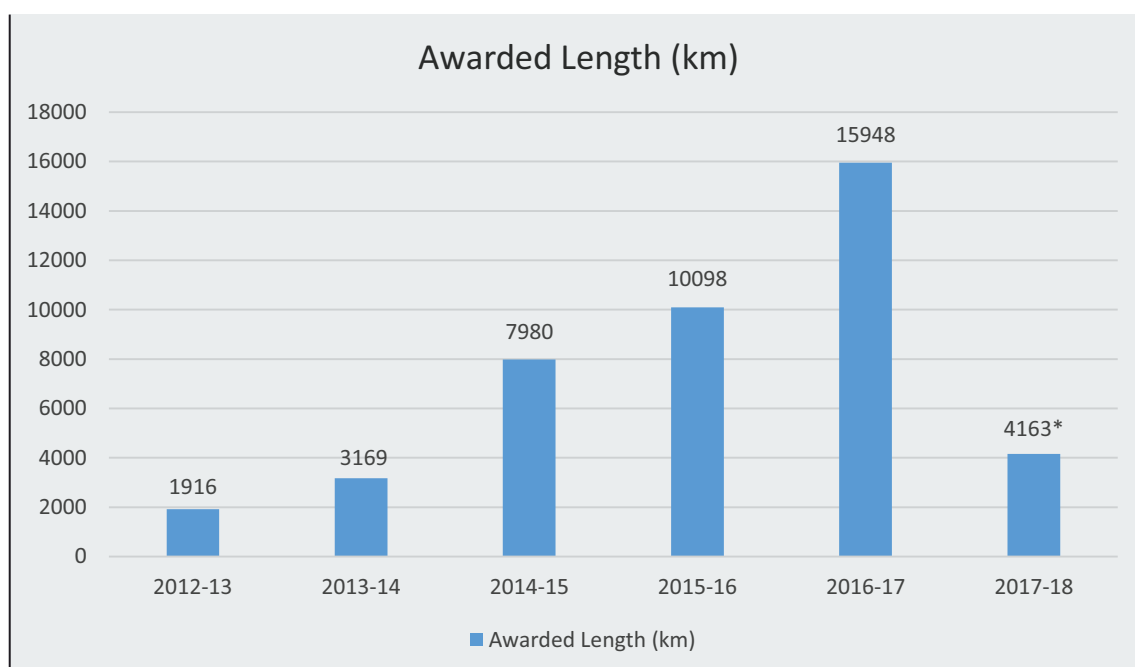
UNVEILING THE HIGHWAY NEST AND HIGHWAY VILLAGE LOGO.



CHAPTER III

ROAD DEVELOPMENT

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



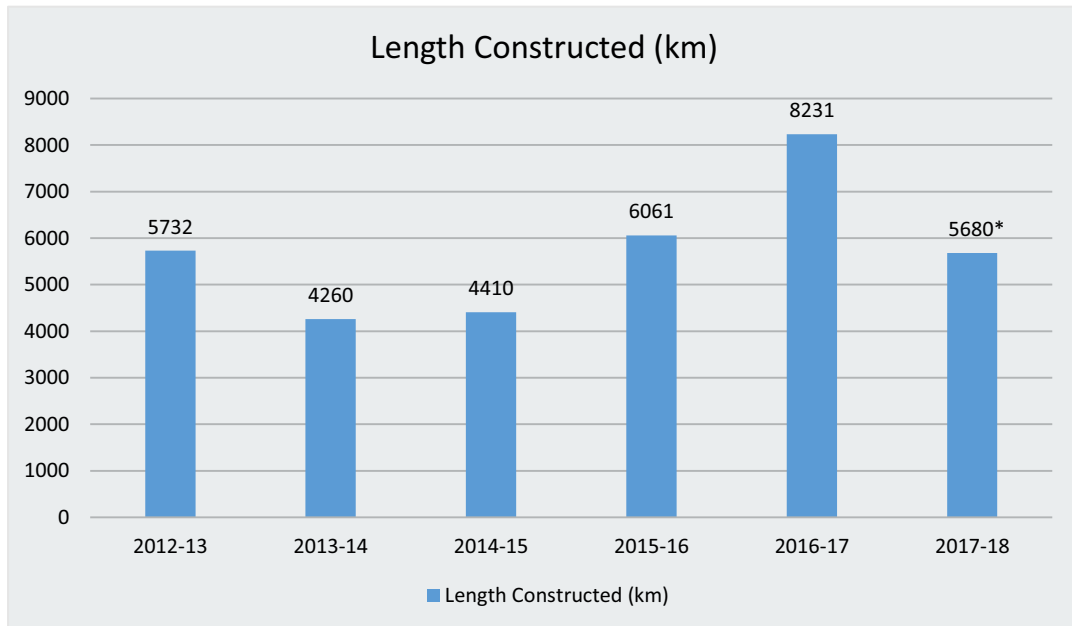
*Upto December 2017

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.

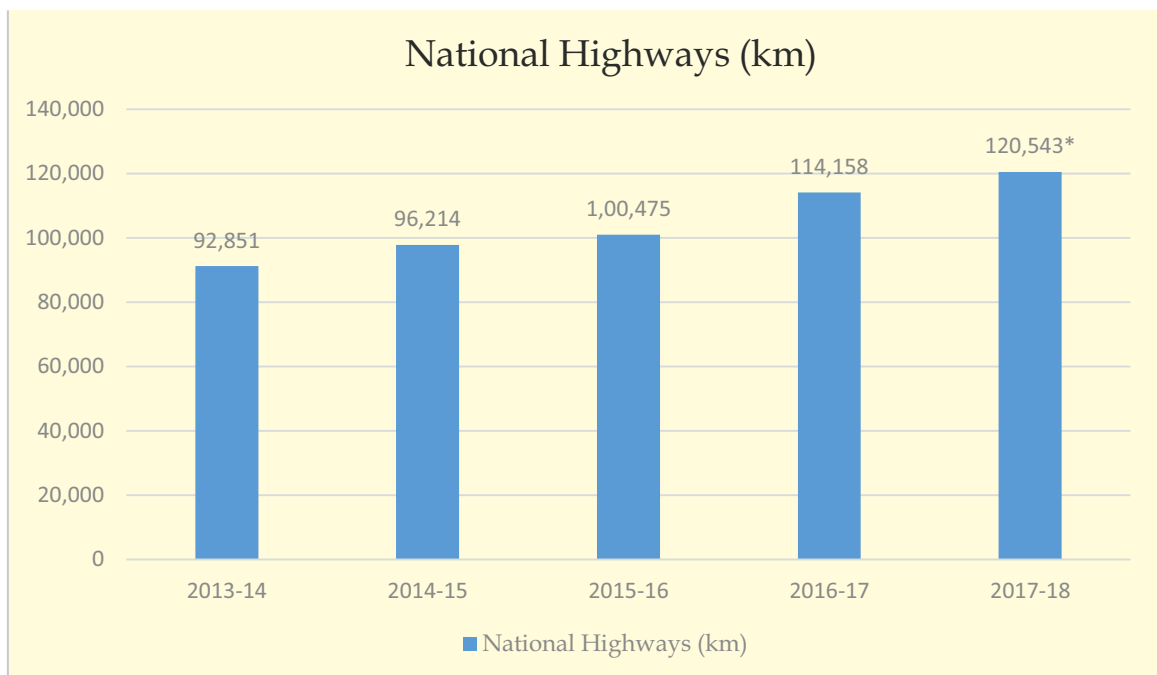


भोजन स्थान
Eating Place



*Upto December 2017

- 3.2 The length of National Highways for which the GOI is constitutionally responsible is 1,20,543 km. A list of State-wise National Highways is at **Appendix-3**.



*Upto December, 2017

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

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



- 3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources. While the Government is providing increasing budgetary allocation for highway sector, it has not been possible to allocate sufficient funds for maintenance of National Highways. The road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years

3.4 Development and Maintenance of National Highways:

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

3.5 National Highways Development project (NHDP):

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

3.6 Financing of NHDP Projects

- (i) During 2017-18, NHAI projects an expenditure of ₹ 1,10,904/- Crore out of which ₹ 79,171/- Crore {including ₹ 11,429.45 out of CRF Cess, ₹ 8,482.14 crore out of Toll plough back, ₹ 59,279 crore raised from Internal and External Borrowing Resources (IEBR)} would be spent out of NHAI Budget and a sum of ₹ 31,733 /- is likely to be spent by the Private Sector. Upto December, 2017 NHAI and Private Sector combined have incurred an expenditure of ₹ 57,343.89 Crores (About 52 % of the BE 2017-18) out of which ₹ 46,647.07 /- Crore has been incurred out of Government funds and a sum of ₹ 9,696.82/- Crore has been spent by the Private Sector.
- (ii) For the financial year 2017-18, NHAI has made budgetary provisions for a cess of ₹ 19,891.59/- Crore and ₹ 8,462.14 Crore as plough back of funds deposited by NHAI in Consolidated Fund of India (CFI) against toll Collection, Revenue Share, Negative Grant & Premium. An additional budgetary support of ₹ 100 Crore for Maintenance and Repair for National Highways and ₹ 91 crore is provided for Swachchhata activities along National Highways.
- (iii) As per 2017-18 BE, NHAI was to raise a sum of ₹ 59,279 Crore through 54EC Bonds & Tax Free Bonds. Upto December, 2017, ₹ 3,000.00 Cr through Masala Bonds, ₹ 3,880.48 Cr through 54 EC bonds, ₹ 2,375.00 Cr through taxable bonds from Market, ₹ 8,500.00 Cr through taxable bonds from LIC of India and ₹ 10,000.00 through taxable bonds from EPFO has been raised by NHAI, i.e. a sum of ₹ 27,755.48 crore.

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.



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

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

- (a) Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata.
- (b) North South & East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.
- (c) Road connectivity of major ports of the country to National Highways

3.8 Other National Highways stretches:

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

3.9 NHDP Phase-III:

- 3.9.1 The Government has approved 4-laning of 4000 kms of National Highways on BOT basis under NHDP Phase IIIA at an estimated cost of ₹ 22,000 crores in March 2005. Subsequently Government approved additional stretches on 27.10.2006 and 12.04.2007 for implementation for upgrading total length becoming 12,109 km for which a length 12230 km have been identified. 4-laning of 12,109 kms on BOT basis under NHDP Phase III is to be done at an estimated cost of ₹ 80,626 crore. Under this programme the stretches have been identified as per the following criteria:
 - i) High density traffic corridors not included in Phase I & II
 - ii) Providing connectivity of State capitals with NHDP (Phase I & II)
 - iii) Connectivity of centers of tourism and places of economic importance.
- 3.9.2 Against 12,109 km, a length of 7,269 km has already been two/four laned up to December 2017 and a length of 2,861 km is under implementation. During the year 386 km has been completed up till December 2017.

3.10 NHDP Phase-IV

This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane paved shoulder under NHDP at an estimated cost of ₹ 78,500 crore. This phase has been approved in



the month of July-2008. Out of this about 13203 km is entrusted to NHAI. A length of 3,195 km has already been four/two laned up to 31.12.2016 and length of 6,169 km is under implementation. During the year 1,224 km has been completed up till December 2017.

3.11 NHDP Phase – V

Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October 2006 at an estimated cost of ₹ 41,210 cr. (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6,500 km, a length of 2,502 km has already been six laned up to 31.12.2016 and a length of 1,060 km is under implementation. During the year, 127 km has been completed up till December 2017

3.12 NHDP Phase VI

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

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

3.13 NHDP Phase VII

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

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



बिखरी बजरी
Loose Gravel



3.14 State PWD and Border Road Organization (BRO)

- An amount of ₹ 12,700.75 crore has been allocated during current year 2017-18, for the NH entrusted to State PWDs and NIL amount for NHs entrusted to BRO. In addition to ₹ 12,700.75 crore, an amount of ₹ 100.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.
- An amount of ₹ 2,556 crore including ₹ 120 crore for BRO has been allocated during 2017-18 for the maintenance of National Highways entrusted to the State PWDs & BRO respectively.
- State-wise allocation for the development and maintenance of National Highways entrusted to State PWD during the year 2017-18 (upto December, 2017) is at **Appendix-4**

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

3.15.1 Special Accelerated Road Development Programme for North Eastern Region (SARDP-NE) aims at improving road connectivity of district headquarters and remote places of NE region with state capitals. It envisages two/four laning of about 7,429 Km of National Highways and two laning/improvement of about 2,712 Km of state roads. This will ensure the connectivity to 88 district headquarters in the North-Eastern states, to nearest NH by at least 2 lane road. The programme has been divided under 3 phases, as follows:-

3.15.2 Phase A:

It consists of improvement of 4,099 Km of roads consisting of 3,014 km of National Highways and 1085 km of State Roads at an estimated cost of ₹ 21,769 crore. Out of 4,099 Km, BRO, State PWDs & NHIDCL have been assigned with the development of 3,213 Km of roads at an estimated cost of ₹ 12,821 crore. Out of the remaining length of 886 Km, 112 Km is to be implemented by National Highways Authority of India (NHAI) on BOT (annuity) basis, 20 Km by the Arunachal Pradesh PWD and 752 km by NHIDCL. Out of 3,213 Km as above, 2,542 km at a cost of ₹ 14,833 crore has been sanctioned till December, 2017. In addition, out of 886 Km, approved in-principle, implementation approval has been accorded by the Government for projects aggregating to 673 km at a cost of ₹ 15,661 Crore. The works are in various stages of progress and about 1,741 km has been completed. The likely date of completion for Phase-A is March, 2021.

3.15.3 Phase B:

Improvement of 35 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3,723 km has been included under Phase 'B' of SARDP-NE. Phase 'B' has been approved by the Government for preparation of DPR only.

3.16 Arunachal Pradesh Package of Roads and Highways

- 3.16.1 The Arunachal Pradesh Package of Roads and Highways covering 2,319 km (2205 Km NHs and 114 Km State/GS Roads) of Road stretch was approved by the Government as part of SARDP-NE on 09.01.2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1,543 km are to be developed on EPC mode/Item Rate Contract as per Ministry's extant policy. Till December, 2017, works in a length of 2,047 km at a cost of ₹ 21,914 crore have been awarded and 702 km of road has been completed. The entire Arunachal Pradesh Package is targeted for completion by March, 2021.
- 3.16.2 An amount of ₹ 5,265 crore was allocated for SARDP-NE during 2017-18. Out of this, expenditure of ₹ 3,995.29 crore was incurred as on 31.12.2017. Total 215 km roads including 193 km of 2-lane standards and 22 km of 4-lane standards were completed during 2017-18 and together with the roads completed upto the previous year, total 2,443 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 6,418 km approved for implementation under SARDP-NE.

3.17 Improvement of Road connectivity in Left Wing Extremism (LWE)

- 3.17.1 The Government on 26-02-2009 has approved the Road Requirement Plan (RRP) for development of 1,126 km NHs and 4,351 km State Roads (total 5,477 km) to 2-lane at a cost of ₹ 7,300 crore in LWE affected 34 districts affected by LWE in the States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. MoRTH has been entrusted with the responsibility of developing roads in LWE affected areas of the country.
- 3.17.2 As on 31st December, 2017, the detailed estimates for 5,422 km length have been sanctioned at an estimated cost of ₹ 8,592.7 Crore, out of which, works on 5,419 km length costing ₹ 8,654 crore have been awarded. Development in 4,464 km length has been completed up to December, 2017 and cumulative expenditure incurred so far is ₹ 6,688 crore.

3.18 Development of Vijayawada Ranchi route:

- 3.18.1 Out of 1,622 km long LWE affected Vijayawada - Ranchi route, development of 600 km (net length 594 km) of State Roads in Odisha (549 km Newly declared NH and 45 km SH), not covered in any Central or State Scheme has been approved by the Government at a cost of ₹ 1,200 crore on 4th November, 2010.
- 3.18.2 So far, the detailed estimates for all the 9 packages in an aggregate length of 592 km have been sanctioned at an estimated cost of ₹ 1,347 crore and works were awarded. The development on 421 km has been completed at the cumulative expenditure of ₹ 888 crores up to December, 2017.

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

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



दाहिना मोड़
Right Hand Curve

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



INAUGURATING THE NATIONAL HIGHWAY PROJECTS, IN HARYANA



SPOT INSPECTION OF THE HIGHWAY PROJECT UNDER CONSTRUCTION

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.



3.19 National Highways Interconnectivity Improvement Projects (NHIIP):

- 3.19.1 Rehabilitation and Upgrading to 2-lanes/2-lane with paved shoulders configuration from single/intermediate lane and strengthening of stretches of various National Highways in the states of Bihar, Karnataka, Odisha, Rajasthan and West Bengal to be taken up with loan assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP).
- 3.19.2 DPR preparation for all 11 stretches in Phase- I has been completed and all 15 Contracts have been already awarded. Loan Agreement for Phase-I (1,120 km under first tranches of Loan Assistance of US\$ 500 Million) was signed with World Bank on 1 July, 2014.
- 3.19.3 For the proposed execution of projects under World Bank Loan Assistance as mentioned above, the cost of LA and utility shifting are to be borne by the Government of India as per the policy of the World Bank. At the end of December, 2015, all 15 projects awarded, at award cost of ₹ 4,554 crore. Till December, 2017, 730 km of length has been completed.

3.19.4 Project Components:

Component A: Road Improvement and Maintenance

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

Component B: Institutional Development Components

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

Component C: Road Safety Components

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

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



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

3.19.6 Loan particulars:

- Component A: Road Improvement and Maintenance Component-US\$ 468.05M
- Component B: Institutional Development Component-US\$ 16.7M
- Component C: Road Safety-US\$ 14M
- Front End Fee-US\$ 1.25M
- Loan to be amortized in 18 years including 5 years grace period.

3.19.7 Implementation arrangement:

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

3.19.8 Financial Progress:

- Allocation 2017-18: ₹ 817 crore under Counterpart Fund and ₹ 510 crore under Externally Aided Project Fund.
- Cumulative Expenditure up to December 2017 – 3,130 crore (since inception) ; for FY 2017-18 up to December 2018 ₹ 637 crore.
- Gross Expenditure eligible for disbursement up to December 2017 – ₹ 2,352 Crore (since inception) ; for FY 2017-18 up to December 2017 - ₹ 506Crore.
- Gross Disbursable Portion from World Bank up to December 2017- ₹ 1,164 Crore (since inception) ; for FY 2017-18 up to December 2017 – ₹ 249crore.
- Reimbursement by World Bank ₹ 1,092.67 crore (since inception) up to September 2017.



3.19.9 Physical Progress:

Phases	Total Length in Km	Length completed in Km till 31.12.2017	Length completed from 1.12.2016 to 31.12.2017 in KM
As per Monitoring Report	1,120	761.95	280.83

3.20 Skill Development

The Skill Development/Upgradation of workmen in the Highway Construction sector will be taken up by the concerned Project Head/Executive Engineer looking after the concerned project through the Authorised Training centres of DGT; preference may be given to the institutes located near the Project site. The training cost will be met out from the provision of the contingency fund at a rate of 0.1 % of the Total Estimated Cost of Civil Work.

The trainees are to be paid stipend (subject to a maximum limit of ₹ 15,000/- per person) on the basis of minimum wages to compensate for loss of income during the training period which will be met from 0.1 % of the Total Estimated Cost of Civil Work..The training of workmen will be as per the NSQF.

3.21 Central Road Fund

- (i) An allocation of ₹ 46,907 crore has been made to the Ministry under the CRF for 2017-18 (upto December, 2017) with the following break-up:-

(₹ in crore)

Grant to State Governments and UTs for State roads	7,267.66
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	815.67
National Highways	38,823.67
Total	46,907.00

- (ii) The allocated funds from the CRF earmarked for the States is further allocated to the various states based on the 30% fuel consumption and 70% geographical area of the State.
- (iii) The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2017-18 is as **Appendix 5**.

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



3.22 Approvals under CRF for State Roads

During the year 2017-18 (up to December, 2017), 172 proposals involving a cost of ₹ 4,213.75 crores have been approved for improvement of state roads under the CRF excluding the works approved under the scheme of EI & ISC. Inter State Connectivity and Economic Importance (ISC&EI) schemes

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

The schemes of Inter State Connectivity and Economic Importance had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund (State Roads) Rules, 2014 dated 24.07.2014, further amended vide notification dated 18.12.2017.

3.24 Sanction under ISC & EI Schemes

During the year 2017-18 a sum of ₹ 815.67 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI) and 15 proposals involving cost of ₹ 494.73 crore have been sanctioned for improvements.

3.25 Indian Academy of Highway Engineers (IAHE)

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

The vision and scope of the Academy has been broadened covering setting up of centers of excellence in different areas of Highway Engineering. The Academy has been playing pivotal role in imparting training to highway engineers. The broad activities of IAHE consist of the following:

- Training of freshly recruited Highway Engineers.
- Conducting Refresher Courses for Senior and Middle level Engineers.
- Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.



- Training in specialized areas and new trends in highway sector.
- Development of training materials, training modules for domestic and foreign participants.
- To conduct short term courses/management development programme on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country

3.25.2 Training Programme Conducted During The Year:

During the year 2017-18 (up to 31st December, 2017), the Academy has organized 97 training programmes in which, 2,521 Engineers and Professionals have participated.

3.26 Mechanization in Road and Bridge Works & use of Modern Equipment's

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

- **Monitoring of Equipment Quality:** As per policy, the standards & performance of highway equipment was monitored through a system of assessment by Technical Committee comprising of officers of the Ministry and the State PWD for works in the State of West Bengal, Karnataka, Punjab, Maharashtra, Gujarat, Himachal Pradesh and Rajasthan.
- **Preparation/Revision of existing IRC standards:** Up-gradation/ revision of existing IRC standards in respect of Hot Mix Plant, laying equipment, compaction equipment etc. and preparation of new standards was started.

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



REVIEW OF NATIONAL HIGHWAYS PROJECTS OF NORTH EAST STATES



DEDICATING TO NATION NEW BRAHMAPUTRA BRIDGE

यह संकेत दर्शाता है कि यह सड़क घाट या नदी के किनारे की ओर जा रही है। चालक को सावधान हो जाना चाहिए और सावधानीपूर्वक वाहन चलाना चाहिए।

This sign indicates that this road leads on to quay or river bank. Drivers should take care and drive cautiously.



CHAPTER IV

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

- 4.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern-Region region and 10 per cent of the total budget allocation is earmarked for NE region. The total length of National Highways in North-East is 13,558 Km and these are being developed and maintained by four Agencies-the state PWDs, BRO, NHAI and NHIDCL. Of the total length of 13,558 Km, about 12,679 Km is with the NHIDCL and respective state PWDs, 862 Km is with NHAI and 879 Km is with BRO.
- 4.2 The details of National Highways and their development & maintenance works taken up under various schemes in the North-East region are given below:

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

- 4.3 A length of 110 Km of National Highway No. 44 in the State of Meghalaya (Jowai-Meghalaya/ Assam border {Ratachhera} stretch) falls under NHDP Phase-III.
- 4.4 Under the ISC & EI scheme, 53 projects amounting to ₹ 1,518.22 crore are under progress.
- 4.5 Under the CRF, 156 works amounting to ₹ 2,297.31 crore are in progress for the improvement of state roads.
- 4.6 72 works costing ₹ 4,725.21 crore under NH (O) are in progress.
- 4.7 State-Wise details of works in the Northeast are given below.

4.8 Arunachal Pradesh

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

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.



नौका
Ferry



- 4.8.2 As on 31st December 2017, one improvement works costing ₹ 243.89 Crore is in progress under NH(O)
- 4.8.3 Under the CRF, 36 works for the Improvement of state roads amounting to ₹ 522 Crore are in progress for the improvement of State Roads.
- 4.8.4 Under the EI & ISC schemes, 15 works costing ₹ 200.44 crore are in progress.

4.9 Assam

- 4.9.1 As on 31st December, 2017, 31 improvement works costing ₹ 1,644 crore, are in progress under NH(O).
- 4.9.2 A length of 667 Km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI & NHIDCL as part of East West corridor under NHDP Phase-II. East-West Corridor portion in Assam. Work in 636 Km has been awarded by NHAI and about 606 Km, including 18 Km of Guwahati bypass, have been completed so far. For balance 31 Km length, work has been awarded by NHIDCL recently.
- 4.9.3 Under the CRF, 50 works amounting to ₹ 977 crore are in progress for the improvement of state Roads.
- 4.9.4 Three works amounting to about ₹ 100 crore are in progress under ISC scheme.
- 4.9.5 Government has approved implementation of four laning of NH-37 from Numaligarh to Dibrugarh (201 Km) along with construction of 4-lane bridge over river Brahmaputra connecting Numaligarh and Gohpur under Phase 'A' SARDP-NE. The work has been awarded in three packages from Numaligarh -Dibrugarh and is under implementation by NHIDCL. As regard to Numaligarh-Gohpur bridge, consultant has been engaged for preparation of DPR.
- 4.9.6 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 Km of roads at an estimated cost of ₹ 11,919 crore. Out of 2,319 Km, 139 Km falls in the State of Assam.

4.10 Manipur

- 4.10.1 As on 31st December, 2017, 14 improvements works costing ₹ 898 crore, and work on two bridge costing ₹ 53.32 crore are in progress under NH(O)
- 4.10.2 Under CRF, 18 works amounting to ₹ 109.88 crore are in progress.
- 4.10.3 Under EI & ISC, 4 works amounting to ₹ 118.56 crore are in progress.

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

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



4.11 Meghalaya

- 4.11.1 As on 31st December, 2017, 1 improvement work amounting to ₹ 22 crore are in progress under NH(O).
- 4.11.2 11 works amounting to ₹ 90.90 crore are in progress under CRF. In addition, one works at an estimated cost of ₹ 67.68 crore is in progress under the centrally sponsored scheme of inter-state connectivity (ISC).

4.12 Mizoram

- 4.12.1 As on 31st December 2017, 7 improvement works of the value of ₹ 361 crore are in progress under NH(O).
- 4.12.2 Under the CRF, 6 improvement works amounting to ₹ 156.56 crore are in progress.

4.13 Nagaland

- 4.13.1 As on 31st December 2017, 9 improvement works at a cost of ₹ 1,055 crore are in progress under NH(O).
- 4.13.2 Under CRF, 18 improvement works amounting to ₹ 270.44 crore are in progress.
- 4.13.3 Under EI & ISC, 18 works of the value of ₹ 849.74 crore is in progress.

4.14 Sikkim

- 4.14.1 8 works of the amounting to ₹ 50.79 crore are in progress for the improvement of state roads under the CRF. In addition, 12 works costing ₹ 181.80 crore are in progress under EI & ISC scheme.

4.15 Tripura

- 4.15.1 As on 31st December, 2017, 7 improvement works at a cost of ₹ 448 crore are in progress under NH(O).
- 4.15.2 9 works amounting to ₹ 119.74 crore are in progress under the CRF for the improvement of state roads.

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.



खतरनाक गहराई
Dangerous Dip

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



JAMMU- SRINAGAR HIGHWAY



GUWAHATI - NALBARI HIGHWAY

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.



CHAPTER V

THE NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION (NHIDCL)

5.1 Introduction

The National Highways & Infrastructure Development Corporation Limited (NHIDCL) is a Public Sector Undertaking under the Ministry of Road Transport and Highways, Govt. of India. It was in July 2014 and started functioning in Sept. 2014 with the objective to develop National Highways and other infrastructure at fast pace in the North East and Strategic areas of the country sharing International Borders.

This company has been entrusted by the Govt. of India with the task of developing and improving road connectivity in length of more than 13,000 km including the international trade corridor in the North Eastern region of India.

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

As on today, the company is already in process of developing 270 projects for development of about 13,000 km length of NHs, Bharatmala & In-principle NHs to be executed at a cost more than ₹ 1,60,000 crore.

- 5.2 Beginning with, in **Assam**, 85 projects with a length of 3,170 km at an estimated project cost of ₹ 55,502 crore is entrusted to NHIDCL. A total of 21 projects of length 481.20 km and a cost of ₹ 11,472 crore have been awarded by 31.03.2017. 2 projects have been awarded covering a length of 110 km in FY 2017-18.
- 5.3 In **Arunachal Pradesh**, the company is looking after 38 projects in total, covering a length around 1,148 km with an estimated project cost of ₹ 15,827 crore. A total of 30 projects of length 681 km and a cost of ₹ 9,355 crore have been awarded by 31.03.2017 However, only 1 project of Hunli-Anini road, 12 km long is under target this year.
- 5.4 In **Himachal Pradesh**, the company is handling 3 DPR preparation works for a total length of 231 km to be executed at an estimated project cost of ₹ 2,310 crore.
- 5.5 In **Jammu & Kashmir**, there are total 11 projects for a length of 662 km and an estimated project

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

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



आगे अवरोध है
Barrier Ahead



cost of ₹ 23,355 crore. These projects include 274 km long NH-244, Jammu-Akhnoor, Z-Morh Tunnel and Zojila Tunnel. Out of these, 5 projects at a cost of ₹ 2,775.72 crore have been awarded by 31.03.2017. One project of Zojila tunnel of 14.31 km has been awarded on 19.1.2018. So far tunnel work of 20.8 km at an amount of ₹ 9,338 crore is under implementation. In addition, DPRs for tunnels namely, Vailoo La (10 km) & Dharanga (4.5 km) on NH-244, Laachunga La (14.5 km) and Tanglang La (7.3 km) on NH-3, Pir ki Gali (8.5 km) on Mughal Road are also under award.

- 5.6 In **Manipur**, the company has around 36 projects in the state for a total length of 2,374 km and at an estimated project cost of ₹ 22,487 crore. A total of 16 projects of length 440 km and a cost of ₹ 556 crore have been awarded by 31.03.2017. Further, the company has planned to award 3 more projects this year for a total length of 140 km at a sanction cost of ₹ 1,220 crore. Imphal-Jiribam road, the lifeline of Manipur was entrusted to NHIDCL in January 2017. The road was in dilapidated state, it has been restored and two Major bridges namely Barak and Makru have also been commenced. In addition, restorations of three roads namely Churachandpur, Ukhrul-Toloi-Tadubi, Tamenglong- Khonsang are under progress.
- 5.7 In **Meghalaya**, currently, there are a total of 11 projects, for a length of 823 km with a total estimated project cost of ₹ 10,825 crore. Out of which, company is targeting to award 1 project covering a length of 50 km this year under JICA funded Tura-Dalu (including Tura bypass) project which is sanctioned by CCEA at a cost of ₹ 502.9 crore covering a length of 51.5 km.
- 5.8 In **Mizoram**, the company has finalised the DPRs for up gradation of Aizwal to Tuipang section of NH - 54 covering a design length of 351 km (8 packages) to be built at a sanction cost of ₹ 4,163 crore (total project cost is ₹ 6,168 crore) with funding support from JICA. The CCEA approval has been accorded by the Cabinet Committee on 22.03.2017. Bids have been invited in eight Civil work package and target for award during 2017-18.
- 5.9 In **Nagaland**, there are a total of 16 projects, the length of all projects is 834 km for an estimated project cost of ₹ 14,273 crore. A total of 4 projects of length 63.543 km and a cost of ₹ 2,216.73 crore have been awarded by 31.03.2017. The company also plans to award 4 more projects this year including construction of Dimapur bypass. The total length of these packages is 343 km at a sanction cost of ₹ 4,613.36 crore. The DPR of Kohima bypass is being finalised to start the civil work in the year 2018.
- 5.10 In **Sikkim**, NHIDCL has a total of 17 projects for a length of 791 km for an estimated project cost of ₹ 11,485 crore. These projects include 242 km long Alternative highway to Gangtok and



- leading to LAC with China, Singtam-Gyalshing road in West Sikkim and Bharatmala projects in North Sikkim. NHIDCL plans to award 5 more projects in the current FY 2017-18 covering a length of 85 km at a sanction cost of ₹ 940 crore.
- 5.11 In **Tripura**, NHIDCL has a total of 7 projects of 501 km at an estimated project cost of ₹ 7,657 crore. A total of 3 projects of length 123.960 km and a cost of ₹ 1,199 crore have been awarded by 31.03.2017 which also includes major bridge over river Feni at Sabroom which will connect Tripura to Bangladesh at a sanctioned cost of ₹ 128.69 crore. DPR for Manu-Simlung of 80.26 km has been finalised for bidding in 2018. DPRs for balance projects are under preparation.
 - 5.12 In **Uttarakhand**, Ministry has given 11 projects to NHIDCL for a total length of 851 km which is estimated at a cost of ₹ 13,118 crore. Out of these 11, 5 projects are planned to be awarded this year for a total length of 106 km at a sanction cost of ₹ 2,640 crore, this target also includes construction of Silkyara tunnel to provide all weather connectivity to one of the four Dham that is Yamunotri is estimated at a cost of ₹ 1,441 crore. 2 projects of protection works have already been awarded in FY 2017-18. NHIDCL has also been recently entrusted with maintenance and Construction of Rudraprayag – Joshimath. DPR is being finalised to invite bids for civil work in 2018.
 - 5.13 In the state of **West Bengal**, 4 projects with a length of 110 km at an estimated project cost of ₹ 4,066 crore, one project of Mechi Bridge(1.4 km) for connectivity to Nepal is awarded at a sanction cost of ₹ 114.74 crore.
 - 5.14 In **Andaman & Nicobar**, a total of 14 projects are entrusted to NHIDCL for a length of 330 km costing around ₹ 5,107 crore. A total of 4 projects of length 84.80 km and a cost of ₹ 1,120 crore have been awarded by 31.03.2017. 3 projects for a total length of 148.4 km are under award. NH-4 (old NH 223) was in a dilapidated state and now is entrusted to NHIDCL. Restoration work has started in km. For balance work restoration shall be started by March 2018. The Road is being improvised to 2 lanes with Paved shoulder along with 3 major bridges over Middle Strait Creek, Humphrey Strait Creek and on Chatham Island. Work on the two bridges commenced shortly.
 - 5.15 **Bharatmala Projects entrusted to NHIDCL-** The Company has been entrusted under Bharatmala Pariyojyana a length of 4,961 km as follows:

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

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



टी - तिराहा
T - Intersection



Summary					
S.No.	Classification	Civil work to be carried out by NHIDCL	DPR Completed (in km)	DPR under preparation	Bids for DPR invited & under award
1.	Border Roads	1436	-	1366	70
2.	International Connectivity Roads	847	575	109	163
3.	Economic Corridor (NER)	2529.7	317	1033	1179.7
4.	Feeder Route-Inland Waterways	302.3	-	-	302.3
5.	Choke/Congestion points	6 bypasses	Imphal & Aizawl bypass		
	Grand Total	5115	892	2508	1715

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

- Construction of bridge over river Feni in Sabroom to provide connectivity of Tripura to Bangladesh.
- Construction of Imphal- Moreh road and Moreh bypass road will facilitate trade with Myanmar. Land Port at Moreh is under construction by Land Port & Custom Department.
- 351 km long 2 laning of NH-54 from Aizawl to Tuipang in Mizoram will create will play a vital role in cross border trade through Mizoram with Myanmar. Two land ports are being developed by Land Port & Custom Department.
- Construction of 6-lane Mechi Bridge on Asian Highway (AH-02) shall improve cross trade through West Bengal with Nepal.

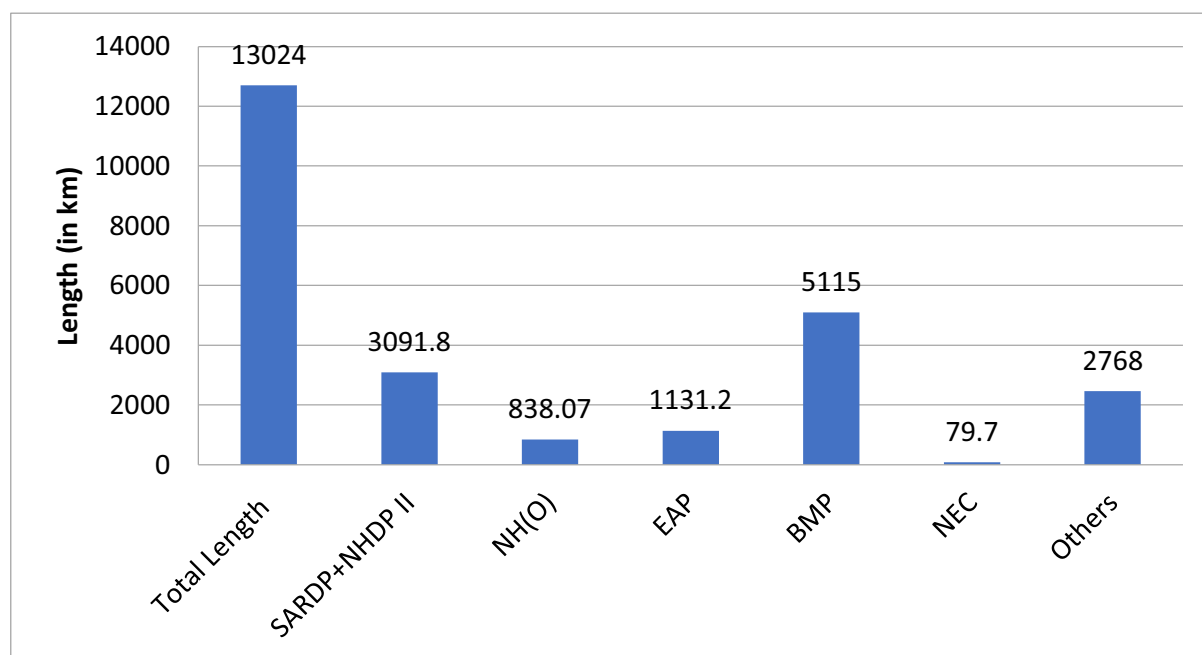


5.17 JICA Funded Projects

- The Cabinet Committee on Economic Affairs has given its approval for development of 403 km of National Highways in Meghalaya and Mizoram. Out of 403 km approximately 52 km will be in Meghalaya and 351 km in Mizoram. The project will be executed in EPC Mode.
- The estimated cost is ₹ 6,721 crore including cost of land acquisition, resettlement and other preconstruction activities. The projects will be taken up for implementation during the financial year 2017-18. The civil works are expected to be completed by 2021 and maintenance works are expected to be completed by 2025.
- The projects will encourage sub-regional socio-economic development by improvement of infrastructure in Meghalaya and Mizoram. It will also enhance the connectivity with interstate Roads and International Borders. The work for development to two lane standards is under scheme "North East Road Network Connectivity Project Phase I" with loan assistance of Japan International Cooperation Agency (JICA).

5.18 Status of entrusted projects with NHIDCL

5.18.1 Entrusted Length: At a glance



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

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



सड़क बंद है
No Thorough Road

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



5.18.2 Status of Projects under Implementation/Construction:

Projects likely to be awarded in FY 2017-18				
Sl. No.	State	No. of Packages	Length (in km)	Cost (₹ in crore)
1	Andaman & Nicobar	3	148.40	780.00
2	Arunachal Pradesh	1	12.00	149.00
3	Jammu & Kashmir	4	170.00	8776.00
4	Tripura	0	0.00	0.00
5	Nagaland	4	308.00	4176.00
6	Manipur	3	140.00	1220.00
7	Meghalaya	1	50.00	503.00
8	Mizoram	8	351.00	4163.00
9	Sikkim	5	84.72	940.88
10	Uttarakhand	4	106.29	2639.62
11	West Bengal	1	1.40	114.74
	Total	34	1372.00	23462.00

5.19 IT Initiatives for Transparency

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

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

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

“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.



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

5.19.2 Development of e-PACE for online Project Monitoring

e-PACE, a web based system designed to go beyond “Traditional Project Management” tools which allows role-based access to its users has been developed. The Data Capture Hierarchy allows entry of infrastructure project static information at the top level while the project execution details are entered at the bottom level. The static data entry relates to capture of basic, technical, financial, and approval details of that particular project. Once this information is entered, the system generates a sanction letter thereby helping in automating the business workflow. Depending upon whether the work is in pre-project stage or post-project stage, the salient information pertaining to the bid process is also captured. The capturing of the bid process is also so designed that it transcends all stages of bid stage management starting from the issuance of tender notice to the evaluation of technical & financial bids and ultimately leading to the issuance of the letter of award. The system also provides for automated generation of the letter of award once the entire information related to the tender is entered.

5.19.3 Bidder Information Management System (BIMS) for award of Civil Contracts

An Online Bidder Information Management System (BIMS) has been launched on 07.12.2017 where data added by the bidder would be shared with the agencies (MoRTH, NHAI and NHIDCL). BIMS has been designed to work as a database comprising bidder wise information covering basic details, civil works experience, financial capacity, cash accruals and net worth, annual turnover etc. so that bidder's pre-qualification may be assessed based on the evaluation parameters like threshold capacity, financial capacity and bid capacity from the stored data.

- 5.20 A Statement indicating the funds spent till 30th November 2017 for the Projects entrusted to NHIDCL and likely expenditure till 31st March, 2018 is attached at **Appendix-6**.



अग्रिम मार्गदर्शक गंतव्य चिन्ह Advance Direction Sign

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



10 GOLDEN RULES FOR ROAD SAFETY



STOP OR SLOW DOWN

Allow Pedestrians to cross first at uncontrolled zebra crossings. They have the Right of Way (Rule 11)¹.

BUCKLE UP

so that your family and you are safe in the car {Section 138 (3)}². Seat Belts reduce chances of death of a car occupant in accident by over 60%.



OBEY TRAFFIC RULES AND SIGNS

to prevent road accidents (Section 119)³.

OBEY SPEED LIMITS

for your own safety and that of others. (Section 112)³. In residential areas and market places, that ideal speed is 20 kmph and the limit is 30 kmph.



KEEP VEHICLE FIT

to prevent frequent breakdowns and difficulty in controlling vehicle which may lead to accidents on road (Section 190)³

NEVER USE MOBILE WHILE DRIVING

to avoid distractions that lead to accidents (Section 184)³



WEAR HELMET

to protect your head while riding a two wheeler (Section 129)³. A good quality helmet reduces the chances of severe head injury by over 70%.

NEVER DRIVE DANGEROUSLY

to ensue your own safety and that of other road users (Section 184)³



BE COURTEOUS

Share the road with all and be considerate. Never rage on the road. It is dangerous for your and other road users.

NEVER MIX DRINKING AND DRIVING

Be Responsible... Don't drink and Drive (Section 185)³



1. Rules of Road Regulations, 1989 2. The Central Motor Vehicle Rules, 1989 3. The Motor Vehicle Act, 1988

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

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



CHAPTER VI

ROAD TRANSPORT AND ROAD SAFETY

- 6.1 Road transport is the dominant mode of transport in India, both in terms of traffic share and in terms of contribution to the national economy. Apart from facilitating the movement of goods and passengers, road transport plays a key role in promoting equitable socio-economic development across regions of the country. It also plays vital role in social and economic integration and development of the country. Easy accessibility, flexibility of operations, door-to-door service and reliability have earned road transport a greater significance in both passenger and freight traffic vis-à-vis other modes of transport.
- 6.2 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.
- 6.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC), 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 repealed to Carriers Act, 1865
 - Carriage by Road Rules, 2011
- 6.4 In order to facilitate inter-State movement of goods carriages, a new national permit system has been implemented in all States/Union Territories with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of ₹ 1,000 as home State authorization fee and ₹ 16,500 per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. The new system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis based on an agreed formula.

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.

↑ चण्डीगढ़ CHANDIGARH	25
→ शिमला SHIMLA	105
← जलंधर JALANDHAR	85

अग्रिम मार्गदर्शक गंतव्य
चिन्ह (दूरी सहित)
**Advance Direction Sign
(With Distances)**

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



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

6.6 Other Major Achievements/initiatives in year 2017-18:-

6.6.1 Anti-lock Braking system in M1 and M2 category of Vehicles

This Ministry vide G.S.R 120E dated 10.02.2017 has mandated that all the motor vehicles of category M1 and M2 –

- (i) on and after the 1st April 2018, in the case of new models; and
- (ii) on and after the 1st April 2019, in the case of all models.

to be fitted with Anti-lock braking systems as per IS: 15986:2015, specifications in case of Category M1 vehicles and per IS: 11852:2003 (Part -9), specifications in case of Category M2 vehicles.

6.6.2 Additional Safety provisions for passenger cars

This Ministry vide G.S.R 1483(E) dated 07. 12.2017 has mandated all motor vehicles of category M1, manufactured on and after the 1st day of July, 2019, to comply with the additional safety features and its requirements stipulated in AIS-145 -2017.

6.7 Rules Regulations

- (i) Rules of Road regulation

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

- (ii) Use of Liquefied Natural Gas as an automotive fuel

This Ministry vide G.S.R 643(E) dated 27.06.2017 has notified mass emission standards for LNG so that it may be used as automotive fuel.

- (iii) Standardization of Bus Body Code and Truck Body code with International Standards

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

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

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

6.8 ROAD SAFETY

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

The Ministry has taken several steps to improve the road safety scenario in the country. The Government has approved a National Road Safety Policy so as to minimize road accidents. This policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc. The important schemes on road safety administered by the Ministry include Publicity Measures and Awareness Campaign on Road Safety, Scheme for setting up Institutes for Driving Training & Research, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS), setting up of Inspection and Certification Centres and Road Safety & Pollution Testing Equipment and Programme Implementation.

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

- i. With the fast growing economy, the vehicular population in India has grown rapidly. An increasing number of vehicles in developing countries like India are not in a roadworthy state. Poor maintenance and servicing of an outdated fleet constitutes an increase in risks both to persons and to environment. An effective air pollution control and improvement of roadworthiness is directly dependent on the implementation and / or enforcement of effective vehicle inspection system. The Government of India enforced the motor vehicular emission standards in India from the year 1991 and has been since updating the emission and safety norms for new vehicles. But, still due to rapidly increasing vehicle population, ambient air quality is worsening and number of road accidents and fatalities are increasing, over the years.
- ii. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, the Ministry decided to put in place a suitably designed

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

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



Inspection and Maintenance System for vehicles. Accordingly, a model of automated Inspection & Certification (I&C) Centre was approved by the Ministry designed and a scheme has been launched for setting up of one such Centre in each State. States / UTs are expected to replicate the centre. The objective of I & C Centre is under: -

- To build a sustainable Inspection & certification system to reduce emissions and improve the safety.
- Improvement in overall vehicular conditions resulting in
 - (i) Safer vehicles
 - (ii) Cleaner, environment-friendly vehicles
 - Reduction in Accidents & fatalities.
 - Better Fuel economy.
 - Increased safety awareness among the society.
 - Identification & reduction in emissions from gross polluting vehicles.
 - iii. During 11th Plan, 10 such centers were sanctioned for setting up one each in the States of Telangana, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi. However, the State of Himachal Pradesh didn't provide the land therefore, the Ministry didn't release the fund. Thus, during 11th Plan, only 9 Centres were funded. Out of these 9 centres, 6 centers i.e. Karnataka (Neilmangla), Gujarat (Surat), Maharashtra (Nasik), Haryana (Rohtak), Madhya Pradesh (Chhindwara) and Delhi are already functional. The remaining centre are likely to be operational by March 2018.
 - iv. During 12th Plan, the Ministry has sanctioned 10 I&C Centers to be set up one each in the States of Chhattisgarh, Sikkim, Punjab, Odisha, Mizoram, Kerala, West Bengal, Nagaland, Jammu & Kashmir and Puducherry. The civil construction of some of these centers is in progress.

6.8.3 Institutes of Driving & Research (IDTR):

- i. During the year 2016, there were around 4.80 lakh road accidents, which resulted in deaths of 1,50,785 people and injured more than 4.94 lakh persons in India. Any road accident is multi-causal. Ideally, the factor responsible should be established through objective assessment of the circumstances under which the road accident occurred. However, based on the extent data reporting system, drivers fault is single most important factor responsible for road accident (84%).

ii. Despite having adequate provisions in Central Motor Vehicle Rules (CMVR) which directly as well as indirectly helps in ensuring good driving skills and knowledge of rules of road regulation among drivers, it was felt that there is an urgent need to impart driving training, both theoretical and practical to the existing and aspiring drivers. Need has also been felt for setting standards and monitoring driving training and issue of Driving Licence based on an objective scientific process of testing skills. For this purpose, the Ministry formulated a scheme to set up model Institutes of Driving Training and Research (IDTR) in States/UTs. The scheme for setting up Institutes of Driving & Research (IDTR) is being implemented with the concurrence of the then Planning Commission. The objectives of the scheme for setting up of IDTR are as follows: -

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

6.8.4 During the 10th and 11th Five Year Plan, Ministry of Road Transport & Highways sanctioned 21 Model Driver Training Schools for setting up in 19 States / UTs. Out of this, 16 Driving Training School are functional. Remaining Driving Training Schools are likely to be operational by the end of 2018.

6.8.5 During 12th Five Year Plan, the Ministry has 8 IDTR to be set up one each in the State of Chhattisgarh, Telangana, Andhra Pradesh, Maharashtra, Manipur, Sikkim, Jammu & Kashmir and Jharkhand and one Regional Driving Training Centre (RDTC) in West Bengal. The civil construction of IDTR Telangana, Sikkim, Maharashtra, Chhattisgarh, Jammu & Kashmir 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.

6.8.6 National Highway Accident Relief Service Scheme (NHARSS):

- i. The scheme entails providing cranes and ambulances to States/UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to the nearest medical aid centre and for clearing the accident site. So far, 347 ten ton cranes and 106 small/medium size cranes have been provided under the scheme. 509 ambulances have been provided to States/UTs/NGOs under the scheme. During the year 2016-17, Grant of 1.90 crore has been released for procurement of ten no. of cranes in the State of Andhra Pradesh.
- ii. Further, Ministry of Road Transport & Highways has also provided 140 advanced life support ambulances to 140 identified hospitals upgraded under the Ministry of Health and Family Welfare's Scheme 'Establishment of an integrated network of Trauma Centers' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals.

6.8.7 Publicity Measures and Awareness Campaign on Road Safety:

- i. Through the scheme, road safety awareness and advocacy activities amongst the general public is carried out as a part of the multi-pronged strategy to improve road safety. It is the Ministry's effort to make road safety a social movement. The Government has been undertaking various publicity measures in the form of telecasting/broadcasting of T.V. spots / radio jingles, display of cinema slides, hoardings, organizing Road Safety Week, seminars, exhibitions, all India essay competition on road safety, awards to motivate stakeholders working for improving road safety, printing of handbills/stickers, posters, etc., containing road safety messages for various segments of road users viz. Pedestrians, cyclists, school children, heavy vehicle drivers, etc. road safety games, calendars depicting road safety messages, etc.
- ii. Road Safety is an issue that can only be addressed together with all stakeholders – State Government, Corporate houses, Auto industry and their associations, Universities, institutions, Non- Governmental Organizations and the society at large. Therefore, the ministry has decided to associate NGOs to create awareness about road safety among general public.

6.9 Road Safety Committee

A Committee has been constituted under the chairmanship of Justice (Retd.) Radhakrishnan in pursuance of order dated 22.02.2016 in W.P. 295 (Civil) of 2012 of Hon'ble Supreme Court of India. The Committee has several directions to the States / UTs, Ministry of Road Transport & Highways, National Highways Authority of India.



6.10 District Road Safety Committee

Ministry of Road Transport & Highways has constituted a District Road Safety Committee in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district. If the district has more than one Member of Parliament (M.P.), then the senior most M.P. would be the chairman of the Committee. The Hon'ble Member of Parliament (Rajya Sabha) residing the district, shall be special invitee. The members of the Committee are: District Collector, Superintendent of Police, Chief Executive Officer, Zila Parishad, Mayor / Chairman of Municipal Corporation of Development Authority, all members of Legislative Assembly of district, all sub-divisional magistrates of districts, etc. The Committee will monitor the road safety activities in the district and road accident data, identify and study of causes of road accidents, provide suggestion to National / State Road Safety Council, ensure implementation of road safety standards, review of the speed limits and traffic calming measures, formulation of strategies to motivate Good Samaritans in the districts, etc.



AMBULANCE FOR ROAD ACCIDENT VICTIMS

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.



आगे सुरंग है
Tunnel Ahead

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



ROAD SAFETY WALK



INDIA INTEGRATED TRANSPORT AND LOGISTICS EXHIBITION

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.



CHAPTER VII

RESEARCH AND DEVELOPMENT DURING 2017-18

7.1 The role of Research and Development (R&D) in the roads sector is to update the specifications for road and bridge works, for effective implementation and quality control of projects, to promote emerging construction materials and to recommend new techniques for highway planning, design, construction and maintenance. The research schemes being dealt by the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. The dissemination of research findings is done through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways and by incorporation of these findings in IRC guidelines/codes of practice/manuals, Ministry's specifications, preparation of State-of-Art reports and guidelines/instructions/circulars issued by this Ministry. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken in the Ministry. Thus, the research work is pivotal role in the development of road infrastructure in the country. An outlay of 83.41 crores has been provided for R&D for the year 2017-18.

7.2 R&D Proposals:

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

7.3 New Materials and Techniques:

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

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

This sign indicates the availability of Telephone near road.



- 7.3.2 In order to simplify the process and encourage the usage of emerging materials and techniques on National Highways, Ministry has stipulated that new materials/technologies proven in India and abroad shall be deemed accredited provided the promoters furnish the proved performance and set up a permanent base in India. Additionally, the Ministry directed that new/alternative materials and technologies shall be given priority in field trials and their performance evaluated over a period of time to enable the formulation of guidelines and codes of practice for their future usage on National Highways.
- 7.3.3 Ministry had decided to implement a "Value Engineering Program" to achieve
- increase in speed of construction
 - reduction in cost of construction
 - increased asset durability and
 - improved aesthetics and safety
- 7.3.4 For this purpose, Ministry has constituted a National Panel of Experts (NPE) under the Chairmanship of Shri S. R. Tambe Secretary PWD, Maharashtra (Retired) comprising 9 members for resolving the technical issues in the implementation of new or innovative technologies, materials and equipment for recommendation. NPE will also be entrusted to examine various alternative technologies when individual proposals from proponents of new technology/alternative materials/equipment are placed before them. The NPE is empowered to approve the new technologies/materials to be used either on trial stretches in appropriate cases or approve them for use in construction of highways. The new materials and techniques are helpful for increase in structural strength, capacity, durability, higher performance, environmental friendliness and cost effectiveness based on life cycle cost approach.
- 7.3.5 Ministry had taken up complete inventorisation and condition survey of the bridges on National Highways for which consultants were appointed. These consultants are completing condition survey periodically as per IRC:SP:35. The data collected by these Consultants shall be utilized by the Indian Bridge Management system (IBMS) established by the Ministry at IAHE, Noida, who will suggest Ministry regarding future planning & prioritization of Bridge assets out of available fund for the purpose. Till date 1,66,236 number of structures (bridges, culverts etc.) have been inventoried and the data have been collected

7.4 Road Safety Engineering:

- 7.4.1 Ministry of Road Transport & Highways has been making concerned efforts towards improvement of road safety through engineering measures on National Highways. 789 black



spots based in 2011, 2012, 2013 & 2014 calendar years have been identified and notified with unique ID numbers assigned to each of the spots. Guidelines have been prepared and notified for investigation and rectification of the road accident black spots on National Highways. So far, 189 have already been rectified. Rectification measures at 256 spots have been sanctioned which are in various stages of implementation. 138 spots are on State Government roads/ with other agencies. The balance 206 spots would be taken up separately or would be rectified as part of ongoing projects.

- 7.4.2 As design of rectification measures at the black spots is a time taking process, it was decided to install immediate cautionary measures to alert and caution the road users about the road accident black spot through signs, solar blinkers and speed reduction measures till the black spots are rectified through long term permanent measures.
- 7.4.3 Detailed guidelines for taking up road safety audits on National highways have been prepared and notified. Road Safety Audits have been made part and parcel of all National Highways development projects on EPC/BOT modes. Apart from this 1382 Km. have been sanctioned for taking up stand-alone road safety audit for addressing the safety concerns on those stretches.
- 7.4.4 A certification course for Road Safety Auditors has been commenced by IAHE and 42 auditors have been certified.
- 7.4.5 Ministry has taken up installation of crash barriers in hilly terrain on National Highways in predominantly hilly States at accident prone locations. A report of different aspects of identification of stretches and installation of selected type of crash barriers have been prepared and circulated. So far installation of crash barrier of length of 280 km has been sanctioned.

7.5 New Publications on Indian Road Congress (IRC) in 2017

The IRC has brought out the following publications during 2017. These are proving to be quite beneficial to the highway profession.

- i. IRC:6-2017- Standard Specifications and Code of Practice for Road Bridges, Section-II Loads and Load Combinations (Revised Edition)
- ii. IRC:7-2017- “Recommended Practice for Numbering Culverts, Bridges and Tunnels” (Second Revision)
- iii. IRC:15-2017 - “Code of Practice for Construction of Jointed Plain Concrete Pavements” (Fifth Revision)

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.



रुकिए
Stop



- iv. IRC:44-2017-"Guidelines for Cement Concrete Mix Design for Pavements" (Third Revision)
- v. IRC:65-2017-"Guidelines for Planning and Design of Roundabouts" (First Revision)
- vi. IRC:70-2017-"Regulation and Control of Mixed Traffic in Urban Areas" (First Revision)
- vii. IRC:92-2017-"Guidelines for Design of Interchanges in Urban Areas" (First Revision)
- viii. IRC:121-2017-"Guidelines for Use of Construction and Demolition Waste in Road Sector"
- ix. IRC:122-2017-"Guidelines for Construction of Precast Concrete Segmental Box Culverts"
- x. IRC:123-2017-"Guidelines on Geophysical Investigation for Bridges"
- xi. IRC:124-2017-"Bus Rapid Transit (BRT) Design Guidelines for Indian Cities"
- xii. IRC:125-2017-"Guidelines on Dozers for Highway Works"
- xiii. IRC:126-2017-"Guidelines on Wet Mix Plant"
- xiv. IRC:SP:93-2017-"Guidelines on Requirements for Environmental Clearances for Road Projects" (First Revision)
- xv. IRC:SP:110-2017-"Application of Intelligent Transport System (ITS) for Urban Roads"
- xvi. IRC:SP:111-2017-"Capacity Building of Road Agencies In Charge of Implementation of Road Projects in Urban Areas"
- xvii. IRC:SP:112-2017-"Manual for Quality Control in Road and Bridge works"

7.6 Publications of IRC under print

- i. Second Revision of IRC:57 "Recommended Practice for Sealing of Joints In Concrete Pavements"
- ii. Second Revision of IRC:83 (Part – II) "Standard Specifications and Code of Practice for Road Bridges, Section IX – Bearings" (Elastomeric Bearings)
- iii. First Revision of IRC:83 (Pt.III) "Standard Specifications and Code of Practice for Road Bridges, Section IX-Bearings, :POT, POT-CUM-PTEE, PIN and Metallic Guide Bearings"
- iv. First Revision of IRC:86 "Geometric Design of Urban Roads and Streets"
- v. Revision of IRC:87 "Guidelines for Formwork, Falsework and Temporary Structures"
- vi. First Revision of IRC:99 "Guidelines for Traffic Calming Measures in Rural and Urban Areas"
- vii. First Revision of IRC:SP:63 "Guidelines for the Use of Interlocking Concrete Block Pavement"



- viii. Revision of IRC:SP:65 “Guidelines for Design and Construction of Segmental Bridges”
- ix. First revision of IRC:SP:71 “Guideline for Design and Construction of Precast Pre-Tensioned Girders for Bridges”
- x. First Revision of IRC:SP:83 “Guidelines for Maintenance, Repairs & Rehabilitation of Cement Concrete Pavements”
- xi. IRC:SP:89 Part II: “Guidelines for the Design of Stabilized Pavements”
- xii. New Manual on Universal Accessibility for Urban Roads and Streets
- xiii. New Manual for Planning and Development of Urban Roads and Streets
- xiv. New Manual for Planting and Landscaping of Urban Roads
- xv. New Guidelines for Design and Installation of Gabion Structure
- xvi. New Guidelines for Design of Integral Bridges
- xvii. New Guidelines of Flood Disaster Mitigation for Highway Engineers
- xviii. New Guidelines for Seismic Design for Road Bridges



TRAINING PROGRAMME UNDER JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

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



INTERACTION OF ESE OFFICERS-(2014 & 2015 BATCH) AND OTHER OFFICERS
OF MORTH WITH THE PRESIDENT OF INDIA AT RASHTRAPATI BHAWAN

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 VIII

ADMINISTRATION AND FINANCE

(A) ADMINISTRATION

- 8.1 Administration Wing of the Ministry of Road Transport and Highways consists of Establishment Section, General Administration Section, O&M Section and Cash Sections. The Administrative Wing is entrusted with the service and administrative matters of 913 employees (Group A, B & C) of this Ministry, House keeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.
- 8.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of this Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix 7**
- 8.3 Pension Papers of the retirees submitted to the Pay & Accounts Officer well in time and the retirement benefits paid on the last working day of the retiring officers/officials.
- 8.4 A Welfare Cell also exists in the Ministry of Road Transport and Highways which looks after all the welfare measures activity of the officers/officials in the Ministry. Farewell parties are organized by the Welfare Cell of the Ministry to bid farewell to retirees and a Memento as well as a gift is also presented. In the Ministry of Road Transport and Highways various welfare measures in respect of welfare of women employees of the Ministry were undertaken.
- 8.5 Important Days of national importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, Swach Bharat Abhiyan, Good Governance Day, Constitution Day, etc. were observed and "Pledge" taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards "Flag Day". The essays competitions both in Hindi and English were conducted during Harmony Communal Week /Vigilance Awareness Week. The participants are rewarded for their participating in these events.

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



8.6 Setting up of Information & Facilitation Counter

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

8.7 Formation of Citizen's Charter

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

8.8 Departmental Record Room

Due attention is being paid by the Ministry to records management. A total of 9,141 files were recorded and 2,195 files were reviewed/weeded out as per provision of record retention schedule till 31st December, 2017.

8.9 The grievance redressal & CPGRAMS

The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (T&C), who is designated as Director of Public Grievances. Public grievances received are referred to the concerned administrative units for speedy redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web based grievance redressal mechanism is also operational in the Ministry. A total number of 9,977 cases of public grievances were received till 31st December, 2017, all of which have already been forwarded to the concerned Wings/Divisions for prompt disposal. It includes NHAI, NHIDCL, IAHE, RT Wing and Regional Offices. Out of the total 11,615 (including brought forward cases) grievances, 9,504 have been disposed till 31st December, 2017.

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

8.10 e-office

8.10.1 The need for transforming conventional government offices into more efficient and

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

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



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

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

8.10.2 Implementation of e-office in MoRTH

- To meet the above objective MoRTH implementation e-Office with in a time span of 15 days.
- 90% of the staff are having their e-Office id's and the creation of e-office id of new joining employees are in process.
- Admin, HR, Technical, project and Financial division are communicating each other through e-office very smoothly.
- Tracking of files has now been become very easy.
- The conversion of Physical files into electronic files are in process.
- Significant changes can be seen to achieve the goal of paperless office.
- Implementation of digital signature for authentication has also implemented.
- Reports can be generated as:
 1. Park file
 2. Close file
 3. Receipt Received.
 4. Pending of Receipt (section wise)

8.11 Grievance & Citizen's Charter Cell

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

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

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



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

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



(B) FINANCE

8.12 Accounts and Budget

8.12.1 Ministry of Road Transport & Highways is headed by Secretary to the Government of India and he is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and the Pr. Chief Controller of Accounts. The Accounts and Budget Wings of the Ministry of Road Transport & Highways are functioning under the Pr. Chief Controller of Accounts. The office of the Pr. Chief Controller of Accounts is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules etc. Pr. CCA office has been entrusted the task of preparation of Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts rendering Technical advice to the Ministry on financial and accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

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

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

(i) Payments

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

(ii) Receipts

- Accepting, budgeting and accounting the receipts of the Ministry.



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

(iii) Submission of Accounts & Reports

- Preparation of Monthly Accounts of the Ministry of Road Transport & Highways, Statement of Central Transaction, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure and the Director General of Audit, Central Revenues.
- Preparation of Annual Budget including the performance Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
- Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
- Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
- Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
- Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz. AS & FA Secretary etc for monitoring the expenditure.
- Preparation of material for Annual Report for submission to Ministry, Accounts at a Glance and flash figure of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.
- Preparation of Monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.
- Preparation of State wise monthly expenditure in respect of All RPAOs/PAOs for further submission to Ministry.

(iv) Budget

- Preparation and submission of Annual Budget Estimates and Revised Estimates re-

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.



appropriation of funds of the Ministry of Road Transport & Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.

- Vetting of Demands for Grants yearly after incorporating actual expenditure.
- Monitoring/Disposal of all Audit paras and Observations made by the C&AG of India (Civil and Commercial) and coordination with Monitoring Cell of the Department of Expenditure, M/o Finance for the 'Action Taken Note' / Explanatory Notes on saving and review and ATN notes on selected Grants of Public Accounts Committee (PAC) reports also.
- Preparation of Annual Estimates of Review Receipts, Interest Receipt & Public Accounts.

(v) Internal Audit

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

The officers of the Internal Audit wing as well as offices posted in other section have been imparted various trainings related to Internal Audit in the past.

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

The major responsibilities of Internal Audit are as follows:

- Internal audit/ Inspection of accounts of all Wings of the Ministry and test check of the Accounting of the Public Works Divisions (NH) of State Government Involved in construction and maintenance of National Highways Roads & Units of the Ministry.
- Monitoring and disposal of all audit paras and observations coming under the preview of Public Accounts Committee and other Parliamentary Committees.
- Internal Work Study in all the wings of the Ministry and coordination with the 'Staff Inspection Unit' of the Ministry of Finance.



- Preparation of Annual Review of the performance of Internal Audit.

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

(vi) **Computerization of Accounts**

- Computerized Accounting (COMPACT):** is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compliance and New Pension Scheme and was successfully implemented in all PAO's/RPAO's. This brought about not only very efficient payment system and timeliness into preparation of accounts but also resulted in a greater transparency in the whole process.
- Contact:** Used in Principal Accounts office for compilation of Monthly Accounts. Every month a detailed review of the Receipts and Expenditure for different Grant is prepared and submitted to CGA office and expenditure statements to the US (Budget), AS&FA and Secretary of the Ministry. This includes Major Head wise, Object Head wise and Scheme wise pattern of expenditure. Head wise estimates and Receipts of various non- tax revenue items, comparison with the previous year's figure and position of the outstanding UC's etc.
- E-Lekha:** A web based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAO's/RPAO's have been fully integrated with the based accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being by various Departments of the Ministry.
- 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 DDO's and PAO for online processing of sanctions, bills and payments of all types of expenditure. This is being implemented in different phases. In the first phase, it is proposed to make all payments of PAO except Salaries, Pension & GPF through PFMS. The CGA has decided to roll out phase I w.e.f. 1.10.2015 in Delhi/NCR based PAO/NCDDO's (This would mean a spread of around 40 departments including nearly 90 PAOs and 500 DDOs).



बाएं मुड़ना मना है
Left Turn Prohibited



8.12.4 National Permit Fee Scheme

- (i) In the year 2010-11, the Ministry of Road Transport & Highways adopted a new National Permit Scheme for transport of goods vehicles in the country and had taken up the responsibility of coordinating for the collection of the National Permit Fee from almost 1200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/Union Territories as per agreed formula every month.
- (ii) As per the National Permit Fee Scheme, the fee is being collected by the Ministry of Road Transport & Highways, Govt. of India and distributed to the States/Uts as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.
- (iii) Consequent upon the instruction issued by the Ministry in this regards, the Online System of collection of Consolidated Fee for National Permit through the State Bank of India branches (Accredited Banker for collection of Consolidated Fee for National Permit) on nation-wide network, its reporting to the concerned authorities and accounting by the PAO (Sectt.) MoRTH, New Delhi has been going on smoothly.
- (iv) A specific Accounting Procedure for the collection, reporting and accounting of the New Consolidated Fee for National Permit by the Ministry of Road Transport & Highways has been chalked out by the Office of the Controller General of Accounting for use by various implementing agencies. This large scale nation-wide network scheme, in addition to administrative responsibilities imposes the workload and accounting on the Pr. CCA Organization for money and accounting for the same. Statement Showing the State - wise Disbursement of National Permit fee at **Annexure 8**

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

- (i) In terms of the guidelines issued by the Ministry of Finance, Department of Expenditure, the Standing Audit Committee (SAC) chaired by Secretary (RT&H) reviews and monitors the progress of furnishing of Action Taken Notes in respect of the Reports/Paras of the Public Accounts Committee (PAC) and Audit Reports/Paras (Civil) as per the printed reports of the Comptroller & Auditor General of India which are within the purview of PAC. SAC also reviews and monitors Audit Paras as per printed reports of C&AG falling in the Commercial category which are within the purview of Committee on Public Undertaking. As per further instructions issued by Ministry of Finance, SAC meetings have also chaired at JS/AS level, there is also a mechanism of Adhoc Committee to review the progress of furnishing replies to Inspection Paras of Audit.
- (ii) **During the period from 1.4.2017 to 31.12.2017:** Final ATN in respect of CAG's Para No. 18.1 of



Report No.12 of 2017-“Unfruitful Expenditure due to inefficient planning” was sent to Lok Sabha Secretariat.

- (iii) Final ATNs on the following Audit Paras (Commercial) were also sent to Lok Sabha Sectt. (COPU Branch):
- Para 13.1 Report CA No. 8 of 2012-13 – Review of operations of special purpose vehicles (SPVs) formed for implementation of port road connectivity to major ports.
 - Report No.36 of 2014 – Report of C&AG on performance audit of implementation of Public Private Partnership projects in NHAI.
 - Para 2.2 Report No.15 of 2016 – Undue benefits to the concessionaire relating to four lanning project between Hazaribagh-Ranchi Section of NH-33.
- (iv) In addition to the above, meetings of the Standing Audit Committee (SAC) chaired by Joint Secretary were also held from time to time to expedite replies on the part of the Ministry in respect of Inspection Reports/Paras and Draft Audit Paras of Audit on various matters and for the settlement of Inspection Paras/DAPs with Audit.
- (v) Status of pending of C&AG (Commercial) Paras is reflected in **Appendix-17**.

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

The actual expenditure for the year 2017-18 (upto 31st December, 2017) has been reflected in **Appendix 9**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **Appendix 10** and the Details receipts of expenditure for the three years have been reflected in **Appendix 11**. Highlights of accounts are at **Appendix 12**.

(C) VIGILANCE

- 8.13.1 The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Chief Vigilance Officer. Joint Secretary (Estt., GA & NHIDCL) is also part time CVO of this Ministry appointed with the approval of the Competent Authority. National Highways Authority of India (NHAI) which is an autonomous body under Ministry of Road Transport & Highways has a separate full time Chief Vigilance Officer. This Ministry handled 82 complaints including 17 fresh complaints received during this year. Out of these 82 complaints, 35 have been disposed of.
- 8.13.2 During the year, besides dealing with vigilance related complaints (in consultation with the Central Vigilance Commission where required), special emphasis was laid on preventive

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**



vigilance. Emphasis was given to enforce proper implementation of the instructions and procedures laid down for processing requests for issue of NOC for retail outlets of auto fuels and access to private properties on “first come first serve basis” and the 30 days’ time limit for processing NOC cases and settling of bills and payment under Direct Payment Procedure “on first come first serve basis.” Online tracking of the applications for access permission to retail outlets, private properties etc. on National Highways has been initiated.

8.13.3 The Observance of the Vigilance Awareness Week commenced with the integrity Pledge by AS&FA to the staff of Ministry of Road Transport and Highways and Ministry of Shipping jointly. An Essay Completion in English on the topic ‘**Fighting corruption with information and communication technology**’ and in Hindi on the topic ‘**Recent innovations in tackling corruption**’ for the staff of the Ministry was organized during the Vigilance Awareness Week. 13 articles in Hindi and 09 in English were received which evaluated by a panel of two (2) officers set up for the purpose and the winners were suitably awarded by Joint Secretary (Highway) in a function held on 06.11.2017.

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

- E-Pledge with link to CVC uploaded on Ministry's website.
- Selected quotes on theme of corruption were run at TV screen installed near reception (Main Entrance)
- Quotations on the theme of corruption were uploaded on twitter account of the Ministry.
- An Essay writing competition on the topics “**Fighting corruption with information and communication technology**” in English and “**Recent innovations in tackling corruption**” in Hindi has been organized. Cash prize would be awarded to officials whose articles are adjudged First, Second and Third in Hindi and English respectively.

Sensitization Programmes on vigilance awareness for senior officers of the Ministry was held on 06.11.2017.

(D) **Right to Information Act-Implementation**

8.14 The main objectives of the RTI Act are to promote transparency and accountability in the

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

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



functioning of every Public authority and to set up a practical regime for giving citizens access to information that is under the control of public authorities. It is an attempt to move from opaqueness to transparency, ultimately leading to good governance. Central Information Commission (CIC) and State Information Commission (SIC) have been set up to promote transparency and accountability in the working of public authority. As per the RTI Act, Nodal Officer, RTI Section, PIOs, Appellate Authorities are fully functional in this Ministry. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning this Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. A web portal enabling citizens to apply for information under the RTI Act online and also the Appeals has been introduced by Department of Personnel & Training and is fully functional in this Ministry. The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. Three organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament, National Highways Infrastructure Development Corporation Limited (NHIDCL) a Public Sector Undertaking under this Ministry and Indian Academy of Highway Engineers (IAHE) (formerly known as NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act. This Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants. A total of 6, 692 RTI applications have been received till 31st December, 2017 which includes brought forward as well as physical and online applications. Any of which if intended for more than one PIO was forwarded under system generated separate registration numbers. Likewise, till 31st December, 2017, a total number of 629 appeals (including brought forward) has been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders / alerts to concerned PIOs/ FAAs through their emails. By using the facility available in the online system, monitoring of the disposal of RTI Applications/ Appeals is also done from time to time.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ज़ाइवर 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.



HINDI PAKHWARA



e-GOVERNANCE IN LAND ACQUISITION



CHAPTER IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

9.1 Machinery for Implementation

At present, in Hindi Section, there are two Assistant Directors (O.L.) and 03 Translators in position. One Assistant Director (O.L.) viz. Assistant Director (Implementation) deals with the work relating to implementation of official language policy whereas the other Assistant Director (O.L.) viz. Assistant Director (Translation) deals with the work relating to translation. It may be mentioned that at present one post of Assistant Section Officer for assisting in implementation-work and two posts of Junior Translators for assisting in translation-work are lying vacant. Besides monitoring the implementation of the Official Language Policy and the Annual Programme, Hindi Section undertakes translation-work from English into Hindi and vice-versa of the material received from various sections/ divisions of the Ministry.

9.2 Official Language Implementation Committee

The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Administration & Official Language). Meetings of OLIC were held on 28th March, 2017, 14th June, 2017, 29th September, 2017 and December, 2017. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from sections/ divisions of the Ministry and the offices under its control, were reviewed in these meetings and remedial measures were suggested to improve and enhance use of Hindi in official work.

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

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



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

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



9.4 Specific Measures Taken for Promoting use of Hindi Training in Hindi teaching, Hindi Typewriting and Hindi Stenography:

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

9.5 Cash Awards and Incentive Scheme:

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

9.6 Celebration of Hindi Divas and Hindi Pakhwara

On the occasion of Hindi Divas on 14th September, 2017 the message of the Hon'ble Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 1st September, 2017 to 15th September, 2017. Competitions were held in Essay writing in Hindi, Rajbhasha Gyan, Noting & Drafting in Hindi, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech and Hindi Handwriting. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. Two Hindi workshops were also organized by this Ministry on 18th September, 2017 and 19th September, 2017 in respect of "Implementation of Official Language Policy: Difficulties & Resolution" and "Optimum use of the Hindi in official work" respectively. Joint Secretary (Administration & Official Language) gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 10 October, 2017. During Hindi Pakhwara held this year, a total of 65 officers/employees participated in the competitions.

9.7 Propagation of Information Technology

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

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

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



CHAPTER X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

The Ministry of Road Transport and Highways is making sincere efforts for effective implementation of the Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of DoPT. The status as on 31st December, 2017 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as under.

Group	Sanctioned Strength	No. of persons with disabilities appointed
TECHNICAL		
A	242	2
B	81	2
C	07	0
TOTAL	330	4

Group	Sanctioned Strength	No. of persons with disabilities appointed
NONTECHNICAL		
A	58	0
B	248	0
C	277	5
TOTAL	583	5

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

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

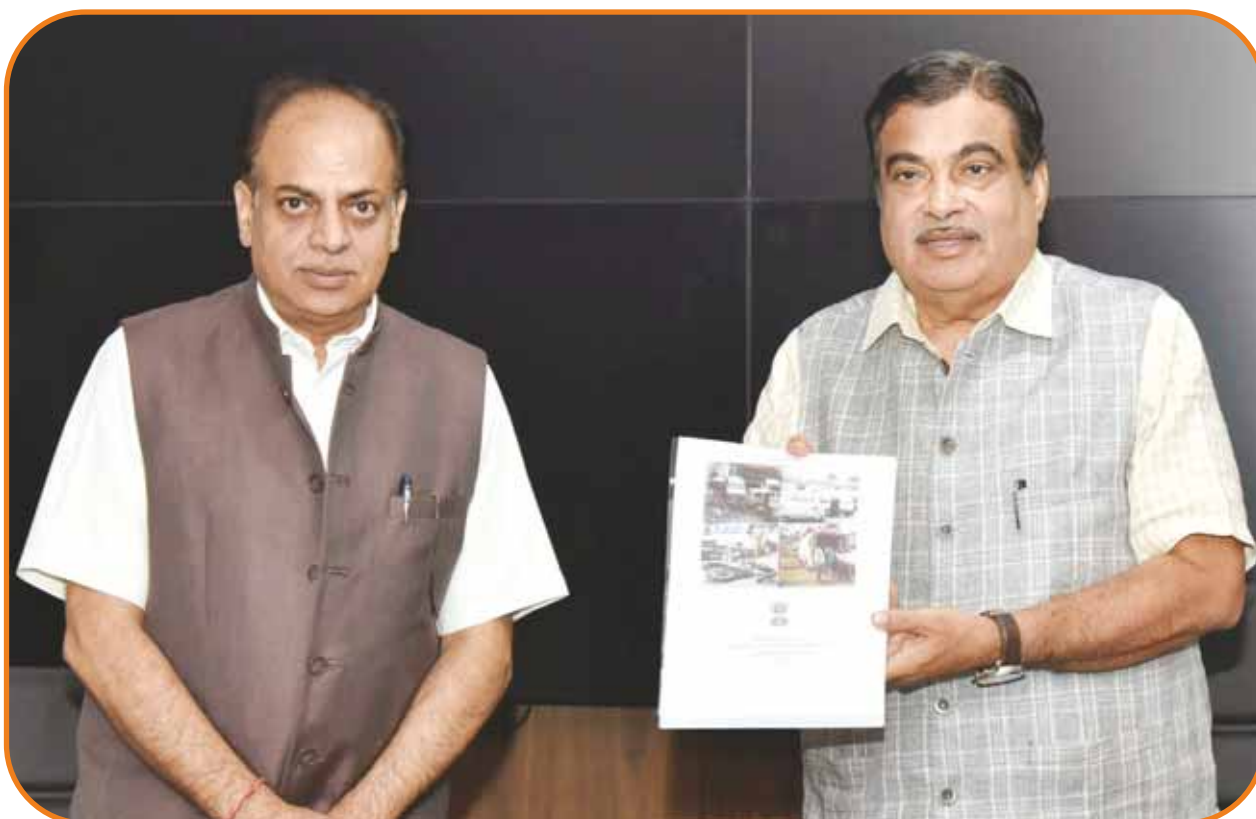


आगे चलना या
दाएं मुड़ना अनिवार्य
**Compulsory Ahead
or Turn Right**

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



**HON'BLE MINISTER ADDRESSING AT THE
RELEASE OF PUBLICATION "ROAD ACCIDENTS IN INDIA-2016"**



RELEASE OF PUBLICATION TITLED "ROAD ACCIDENTS IN INDIA-2016"

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

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



CHAPTER XI

TRANSPORT RESEARCH

- 11.1 The Transport Research Wing (TRW) of the Ministry of Road Transport & Highways (MoRTH) is involved in collection, compilation, dissemination and analysis of data on roads and road transport sector including road accidents. The Wing is also responsible for rendering research and data support to the Ministry for policy planning and monitoring. In this direction, the Wing is working for systemic improvement of data quality and is also taking up studies on key areas in road transport sector through reputed institutions.
- 11.2 Consistent efforts are being made to improve the quality of road and road transport data (including data of road accidents) so as to support Ministry's schemes and interventions. Efforts are being made to integrate the MoRTH databases with those of the Ministry of Statistics and Programme Implementation and the Ministry of Home Affairs.
- 11.3 In the roads and road transport sector, the TRW disseminates data through four annual publications, namely, Basic Road Statistics, Road Transport Year Book, Road Accidents in India and Review of Performance of State Road Transport Undertakings.
- (i) **Basic Road Statistics of India:** The publication provides comprehensive information on the road network in the country including National Highways; State Highways & District Roads (constructed by State PWDs); Rural Roads of PMGSY, those constructed by State PWD and Rural Work Departments and Panchayats; Urban Roads under Municipalities, Ports Trusts and Military Engineering Services; and Project Roads of different organisations such as Railways, Border Roads Organisation, Coal PSUs, State Departments such as Forest, Power, Irrigation etc.
 - (ii) **Road Transport Year Book:** It is the primary source of information/data on number of registered motor vehicles; motor vehicle taxation structure; licences and permits and revenue realized from road transport in various States and UTs and in million-plus cities of the country.
 - (iii) **Road Accidents in India:** The publication provides State/UT-wise data on all facets of road accidents, fatalities and injuries during a calendar year. The TRW collects data on a calendar basis from the Police Departments of States/UTs in prescribed UNESCAP APRAD format (United Nations Economic and Social Commission for the Asia Pacific Road Accident data. The latest issue of Road Accidents in India, 2016 was released on 6th September, 2016.

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.



गति सीमा
Speed Limit



- (iv) **Review and Performance of State Road Transport Undertakings (SRTU):** The publication presents review of the physical and financial performance of SRTUs during the financial year under report. The latest issue of Review of Performance of State Road Transport Undertakings for April 2015 – March 2016 was released in October, 2017.
- 11.4 During the year under review, TRW had finalised the new format for recording and reporting road accidents and circulated to all the States and UTs for adoption. The intention of new format is to reinforce objectivity in data reporting by laying greater emphasis on capturing the events and circumstances of road accidents in the data and thereby minimise subjectivity. To sensitize and familiarize the police personnel with the new data format and to get their feedbacks, a national level workshop at IIT-Delhi and five zonal workshops at IIT-Kharagpur, IIT-Guwahati, IIT-Madras, IIT-Kanpur and IIT-Bombay were organised through respective IITs.
- 11.5. In respect of the publication, Road Accidents in India 2016 and Review of Performance of State Road Transport Undertakings (SRTUs) 2015-16 were finalised during the period under review. The Publication Basic Road Statistics 2015-16 is under finalisation. The major highlights of the Roads and Road Transport Sector in India as evident from the data of the **publications** are as follows:
- Road Transport Year Book 2015-16 is under preparation. The number of registered vehicles in the country stands at over 2,100 lakh in 2015 and has recorded an annual compound growth rate of 9.8 per cent during 2005 to 2015. Two-wheelers constitute 73.5 per cent of total registered vehicles as on 31.3.2015 **Appendix 13**.
 - During the calendar year 2016, the total number of road accidents is reported at 4,80,652 causing injuries to 4,94,624 persons and claiming 1,50,785 lives in the country. The number of road accidents and persons involved for the calendar years from 2005 to 2016 is at **Appendix 14**.
 - As compared to 2015, the numbers of road accidents and injured victims have declined in 2016 by 4.1 per cent and 1.1 per cent respectively. However, the number of persons killed in road crash has increased by 3.2 per cent over the previous year, i.e, 2015.
 - Accident severity expressed in terms of number of persons killed per 100 accidents, has gone up from 29.1 in 2015 to 31.4 in 2016.
 - Age profile of road accident victims for the calendar year 2016 reveals that the youth of age group 18 - 35 years accounted for 46.3 per cent (69,851 persons).



- Two-wheelers accounted for the highest share in total number of road accidents (33.8 per cent) in 2016, followed by cars, jeeps and taxis (23.6 per cent), trucks, tempos, tractors (21.0 per cent), Buses (7.8 per cent), Autorickshaws (6.5 per cent) and others (2.8 per cent).
- Drivers' fault is single most important factor responsible for road accidents (84 per cent), killings (80.3 per cent) and injuries (83.9) on all roads in the country during 2016. Within drivers' fault category, exceeding lawful speed accounted for a highest share of 66.5 per cent in accidents and 61.0 per cent of accident deaths.
- The stock of road network (Provisional) as on 31.3.2016 was 56.03 lakh km. The break-up of major categories is as follows :

National Highways	1,01,011 km
State Highways	1,76,166 km
District Roads	5,61,940 km
Rural Roads	39,35,337 km
Urban Roads	5,09,730 km
Project Roads	3,19,109 km

The road density for the country as on 31.3.2016 was 170 km per 100 square km. The percentage of surfaced roads to total road length was 62.5 per cent. Category-wise break-up of total road length from 1951 to 2016 is at **Appendix 15**.

- The reporting 47 SRTUs operated 1,29,179 buses and performed 148 crore passenger kilometres per day during 2015-16. The combined physical and financial performance of STRUs during 2014-15 and 2015-16 is at **Appendix 16**.
- The combined net loss of STRUs in 2015-16 was 11,349.78 crore as against the net loss of ₹ 10,587.98 crore in 2014-15.
- In 2015-16 only 7 SRTUs reported net profit.
- The revenue and cost structure of SRTU and their net profits/losses are determined by underlying operational efficiency parameters within which each SRTU functions. These include fleet vintage, fleet utilisation, occupancy ratio, staff productivity, etc., Any remedial action would necessarily be SRTU-wise on each of the cost and revenue parameters addressing underlying efficiency parameters.

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

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



पशु
Cattle



**MOUS EXCHANGED DURING THE STATE VISIT
OF CROWN PRINCE OF ABU DHABI TO INDIA.**



**MEETING WITH DELEGATION HEADED BY THE FIRST
DEPUTY MINISTER OF TRANSPORT OF THE RUSSIAN FEDERATION.**

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

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



CHAPTER XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry engaged in various bilateral and regional level activities for cooperation with neighbouring and countries during 2017-18.

12.2 Major Initiatives Taken by International Cooperation Division

12.2.1 MoU between India and Nepal

A MoU between India and Nepal for laying down implementation arrangement on cost sharing, schedules and safeguard issues for construction of a new Bridge over River Mechi at Indo-Nepal Border at an estimated cost of Rs.158.65 crores has been signed in August 2017. This will be funded by Government of India through an ADB loan. The new bridge is part of up-gradation of the Kakarvitta (Nepal) to Panitanki Bypass (India) on NH 327B, covering a length of 1,500 mtrs. including a 6-lane approach road of 825 mtrs. Mechi Bridge is the end-point of Asian Highway 02 in India leading to Nepal and provides critical connectivity to Nepal.

12.2.2 MoU between India and United Arab Emirates (UAE)

To foster Bilateral Cooperation in the Road Transport & Highways sector, a MoU was signed in January, 2017 during the visit of Crown Prince of Abu Dhabi to India during the Republic Day Celebrations, 2017. The MoU envisages cooperation, exchange and collaboration between India and UAE for promoting increased investment in infrastructure development and logistics efficiency. A Joint Working Group (JWG) has been formed under the MoU from both the sides.

12.2.3 Motor Vehicles Agreement (MVA) between India and Afghanistan

A Motor Vehicles Agreement (MVA) for regulation of passenger, personal and cargo vehicular traffic between India and Afghanistan was signed in September, 2017 for enhanced regional connectivity through road transport and for promoting cross-border road transportation for increased trade with Afghanistan via the land route.

12.2.4 IMT Friendship Motor Rally-II, 2017

India-Myanmar-Thailand (IMT) Friendship Motor Rally-II, 2017, supported by MoRTH from Guwahati to Bangkok, was organized jointly by Kalinga Motor Sports Club (KMSC), Bhubaneswar and Mahindra Adventure, Mumbai. The Rally started from Guwahati, India on 24.11.2017 and proceeded through Myanmar to reach at Bangkok, Thailand on

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

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



बायीं ओर पार्श्व सड़क
Side Road Left



03.12.2017 covering a distance of about 5000 kms to return to Guwahati on 22.12.2017. The essence of the event was to propagate IMT Motor Vehicle Agreement and the Governments initiative along the planned route.

12.2.5 Co-operation Framework Agreement between IAHE, India and IFEEER, Morocco

A Cooperation Framework Agreement between Indian Academy of Highway Engineers (IAHE), India and Institute of Training in Engines and Road Maintenance (IFEER), Morocco IAHE, Noida has been signed on 14.12.2017 during the visit of Moroccan Delegation led by Mr. Abdelkader Amara, Hon'ble Minister of Equipment, Transport, Logistics and Water of the Kingdom of Morocco to Delhi. The Agreement envisages bilateral cooperation in the field of training in Engines and Road Maintenance of Moroccan Engineers.

12.2.6 New Bus Service on Kolkata --Dhaka

An Agreement for starting a new bus service on Kolkata --Dhaka route via Khulna in Bangladesh was signed between the two countries and the inaugural service flagged off on 8th April, 2017 from Kolkata.

12.3 Training/Seminar in collaboration with Japan International Cooperation Agency (JICA)

(i) Capacity Development Project on Highways in Mountainous Regions

Natural conditions in the states containing mountainous regions of India are generally severe due to the steep terrain and the vulnerable geological conditions with fragile or fractured rocks widely distributed. In order to address the challenges, "Capacity Development Project on Highways in Mountainous Regions" has been implemented in collaboration of MoRTH, NHAI, NHIDCL state PWDs and other relevant organizations supported by Japan International Cooperation Agency (JICA) for 5 years since April 2016. JICA has dispatched two long term experts for MoRTH and NHAI as well as short term expert team consisting of eleven experts.

- (ii) In this project, guidelines for road planning, slope protection & high embankment, mountain bridge, mountain tunnel and operation & maintenance on arterial roads in hilly area will be developed including the input of advanced technologies for hill roads development in the world. In addition, model activities including Japan training jointly conducting with IAHE, seminar, workshop and pilot projects will be conducted to disseminate and apply the guidelines. Currently the Japanese experts are conducting site surveys in order to understand current situations as well as to discuss the problems and solutions on Indian hill roads.



CHAPTER XIII

INITIATIVES UNDER SWACHH BHARAT MISSION (SBM)

- 13.1 The Ministry of Road Transport & Highways (MoRTH) and its associated organisations have been actively involved in the implementation of the flagship programme, namely, Swachh Bharat Mission (SBM).
- 13.2 The main substantive on-going activity of the SBM for MoRTH, which was initiated in 2016-17 is the construction of toilets for men & women separately at the 372 NHAI toll plazas (on the upside and downside of highways). The activity envisages 4 toilet units per toll plaza (amounting to a total of 1,488 toilet units). In addition, litterbins are also placed at the toll plazas. Due to road safety reasons, the signages for toilets are being painted on the toll plaza toilet walls. These also carry swachhta messages.
- 13.3 The above NHAI toll plazas are spread across 20 States coming under the purview of 20 Regional Offices of NHAI. Close monitoring - toll plaza-wise of the progress in toilet construction is done on a monthly / quarterly basis with officials of NHAI.
- 13.4 The cumulative progress under this activity as on 31.12.2017 is that a total of 237 NHAI toll plazas have been placed with completed 394 Gents toilet units and 396 Ladies toilet units.
- 13.5 In 2017-18, an allocation of ₹ 91 crore has been provided in the Swachhta Action Plan (SAP) incorporated in MoRTH Budget. An amount of ₹ 100 crore has been provided (provisionally) in the Swachhta Action Plan 2018-19.
- 13.6 The following activities have been approved under SAP 2017-18 & 2018-19:
 - Construction of 1007 toilets units (ladies & gents) at toll plazas by NHAI (600 units in 2017-18; and 407 units in 2018-19;
 - Litterbins at bus stops: Installation of 1,000 (nos.) litterbins at bus stops en-route the National Highways by NHAI (500 nos. in 2017-18 and 500 nos. in 2018-19);
 - Public awareness: Public awareness through display of 1000 (nos.) painting on walls/hoardings/banners by NHAI (500 nos. in 2017-18 and 500 nos. in 2018-19;
 - Toilet facilities in North Eastern Region: Construction of toilets at 80 locations (40/Year) in

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दाहिनी ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीर्घ 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.



NER by NHIDCL;

- Litterbin installation: Installation of litterbins at 54 locations in J&K and Uttarakhand by NHIDCL (14 in 2017-18 & 40 in 2018-19).

13.7 The Ministry and its associated organisations observed the Swachhta Pakhwada during 16th July – 31st July, 2017. The activities undertaken by Roads Division of MoRTH, NHAI, IAHE during the fortnight were as per the approved Action Plan.

13.8 The main theme behind the pakhwada activities was

- i. the substantive on-going SBM activities of construction of toilets and provision of litterbins at 372 NHAI toll plazas;
- ii. the additional activities taken up during the fortnight by Regional offices of MoRTH and NHAI were as follows :
 - Provision of temporary toilets and drinking water at toll plazas where construction of permanent toilets is in progress.
 - Cleaning drive of major roads including drains;
 - Making road-side dhabas/eating joints and other establishments litter free.
 - Swachhta Pakhwada awareness campaign by field offices of MoRTH and NHAI.
 - Giving wide publicity through display of SBM messages on banners
 - Stepping up tree plantation under National Green Highways Project – planting of saplings and ensuring their maintenance and growth.
 - Cleanliness at bus stands and bus depots and at RTO office.

13.9 Necessary communications were issued to all the associated organisations to carry out the above activities. The State/UT Transport Departments were also asked to replicate cleanliness drive at major bus stands.

13.10 The activities undertaken and the achievement during the pakhwada are as follows :



Sr. No.	Activities	Achievement
i.	Open Defecation Free Toll Plaza	155 toll plazas are ODF - placed with 621 toilet units for men and women.
ii.	Organise Swachhta Pakhwada Workshops	1,587 Nos.
iii.	Making all road side dhabas litter-free	2,572 Nos.
iv.	Massive cleanliness drive/Mega road cleaning event/Shramdan	2,065 Nos.
v.	Generation of less waste during road building	1,393 Nos.
vi.	Engage with road construction agencies to maintain adequate sanitation facilities during road and bridge construction.	1,220 Nos.
vii.	Ensure litter free construction sites	1,271 Nos.
viii.	Display of swachhta message through banners, posters and hoardings	5,273 Nos.
ix.	Tree plantation and ensuring maintenance and growth	1.08 lakh nos.
x.	Installation of flex boards of Swachhta and against littering at every 25 km distance from the nearest toll plaza and on all the toll plazas	3,926 Nos.
xi.	Installation of dustbins at all the Bus Stops on National Highways	4,368 Nos.
xii.	Mandatory cleaning of all the drains either Kacha or Pakka on National Highways	3,636.74 Km.
xiii.	Cleaning of carriageway of National Highways (Rural/Urban)	9,365.99 Km
xiv.	Painting of Swachh Bharat slogans on wall of the toilet blocks.	933 Nos.

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.



- 13.11 The Indian Academy of Highway Engineers, a leading training institute for highway engineers located in NOIDA in the NCR successfully observed the special cleaning drive in the fortnight.
- 13.12 The details of above were forwarded to Cabinet Secretariat and the nodal Ministry, Ministry of Drinking Water & Sanitation.
- 13.13 The Pakhwada was followed by a successful Swachhta Hi Sewa (SHS) campaign by MoRTH between 15th September to 2nd October, 2017. The SHS campaign was primarily a Jan Andolan having three components:
- Jagrukta Abhiyan: which is mass mobilization of public at large using IEC techniques.
 - Shauchalaya Nirman: ODF achievement through construction of toilets on large scale with involvement of multiple organizations- schools, Self help groups, corporates, Central Police forces, health care institutions etc.
 - Swachh Gandhi Jayanti: To celebrate the three years of Swachh Bharat Mission awards were envisaged for persons and institutions contributing to the SBM in exemplary manner
- 13.14 As in the case of Pakhwada, the SHS campaign was also observed in right spirit by the Ministry and its organisations. The general public from nearby villages adjoining highways was involved in the shramdaan in construction of temporary / permanent toilets. Jagrukta Abhiyan on “swachhta” by field offices of MoRTH, NHAI, NHIDCL & IAHE was done. The States/UTs were asked to conduct similar campaign in bus stands/RTO offices.



**HON'BLE MINISTER INITIATING A CLEANING CAMPAIGN,
AS PART OF SWACHH BHARAT MISSION**



Appendix - 1

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

- I. THE FOLLOWING SUBJECTS WHICH FALL WITHIN LIST 1 OF THE SEVENTH SCHEDULE TO THE CONSTITUTION OF INDIA:**
 1. Compulsory insurance of motor vehicles.
 2. Administration of the Road Transport Corporations Act, 1950 (64 of 1950).
 3. Highways declared by or under law made by Parliament to be national highways.
 4. Issuance of notifications under clause (a) of section 3 and sections 3A, 3D, 7 and section 8A of the National Highways Act, 1956 (48 of 1956) without being scrutinised and vetted by the Legislative Department.
- II. IN RESPECT OF THE UNION TERRITORIES:**
 5. Roads other than National Highways.
 6. Administration of the Motor Vehicles Act, 1988 (59 of 1988) and taxation of motor vehicles.
 7. Vehicles other than mechanically propelled vehicles.
- III. OTHER SUBJECTS WHICH HAVE NOT BEEN INCLUDED UNDER THE PREVIOUS PARTS:**
 8. Central Road Fund.
 9. Coordination and Research pertaining to Road Works.
 10. Road works financed in whole or in part by the Central Government other than those in the North Eastern Region.
 11. Motor vehicles legislation.
 12. Promotion of Transport Co-operatives in the field of motor transport and inland water transport.
 13. Formulation of the privatisation policy in the infrastructure areas of roads.
- IV. AUTONOMOUS BODIES:**
 14. National Highways Authority of India.
- V. SOCIETIES/ASSOCIATIONS:**
 15. Indian Academy of Highway Engineers.
- VI. PUBLIC SECTOR UNDERTAKINGS:**
 16. Indian Road Construction Corporation.
 17. National Highways and Infrastructure Development Corporation Ltd.
- VII. ACTS:**
 18. The Road Transport Corporations Act, 1950 (64 of 1950).
 19. The National Highway Act, 1956 (48 of 1956).
 20. The Motor Vehicles Act, 1988 (59 of 1988).
 21. The National Highways Authority of India Act, 1988 (68 of 1988).

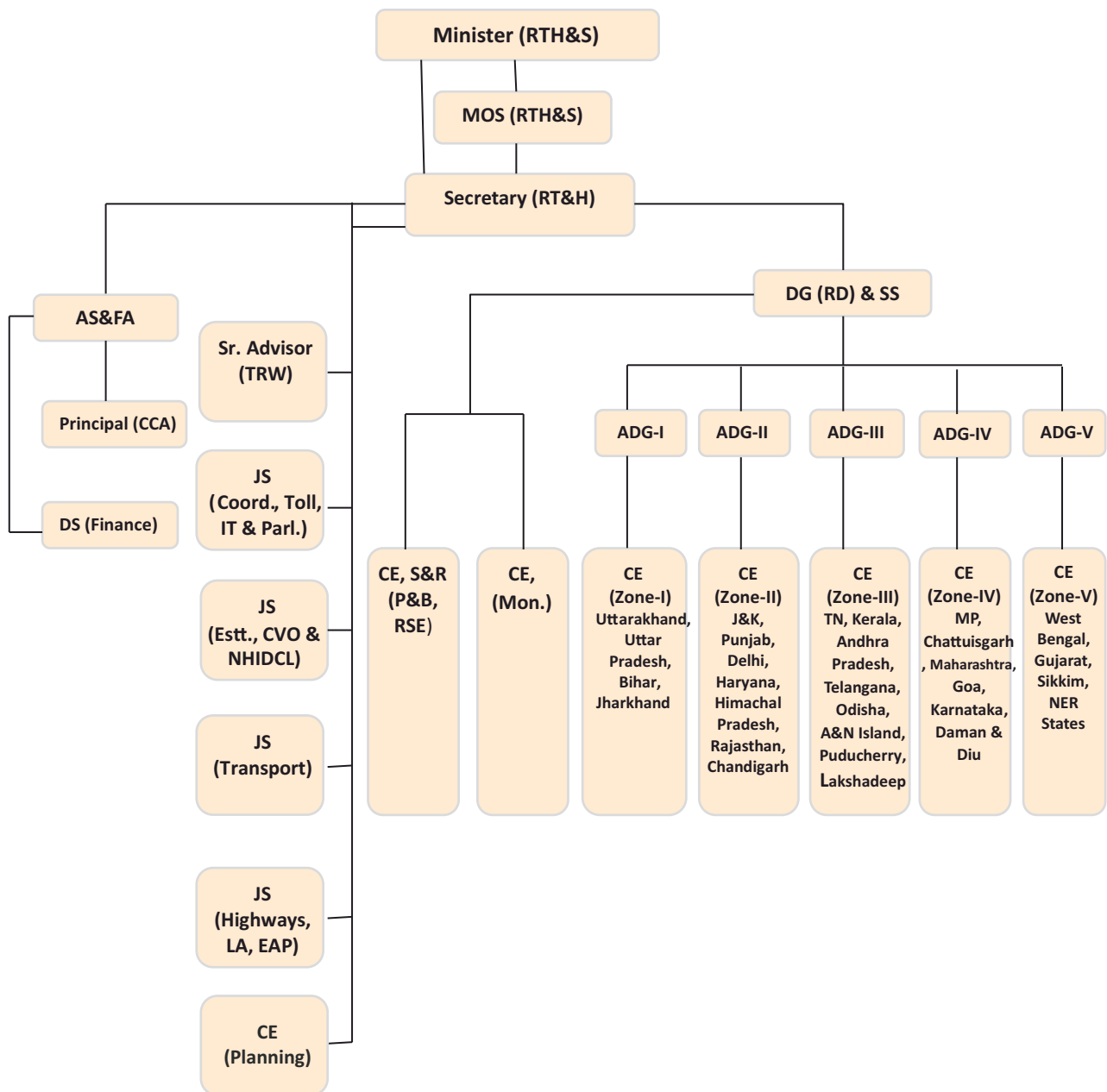


बिखरी बजरी
Loose Gravel



Appendix - 2

ORGANISATION CHART OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS



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.

Appendix - 3

LIST OF STATE WISE NATIONAL HIGHWAYS IN THE COUNTRY

Sr. No.	Name of State	National Highway No.	Total Length (In Km.)
1	Andhra Pradesh	16 G.Q., 216, 216A, 716, 716A, 26, 326, 326A, 30, 40, 140, 42, 44 N.S., 65, 165, 365 BB, 565, 67, 69, 71, 75, 340, 765, 340C, 516D, 544D, 167, 167B, 167A, 516E, 544DD, 544E, 65&5 New- All new number	6,383.2
2	Arunachal Pradesh	13, 15, 115, 215, 315, 415, 515, 315A, 113, 313, 513, 713, 713A- All new number	2,537.4
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 117A New, 127B New, 127E New, 151, 152, 153, 154, 315A New, 127C New & 127D New, 208A New, 329 New, 329A New, 427 New, 627 New, 702 New, 702C New, 702D New, 715A New	3,844.7
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107, 110, 120 New, 122A New, 131A New, 133 New, 133B New, 219 New, 227 A New, 327A New, 327 Ext. New, 333 New, 333A New, 333B New, 527A New, 527C New, 727 A New, 120 New	4,838.8
5	Chandigarh	5- New number	15.3
6	Chhattisgarh	6, 12A, 16, 43, 45Ext New, 78, 111, 130A New, 130B New, 130C New, 130CD New, 130D New, 149B New, 163A New, 200, 202, 216, 217, 221, 343 New, 930 New	3,523.2
7	Delhi	9, 19, 44, 48, 148A- All new number	78.9
8	Goa	748, 66, 366, 566, 748AA- All new number	292.9

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

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



दाहिना मोड़ Right Hand Curve



Sr. No.	Name of State	National Highway No.	Total Length (In Km.)
9	Gujarat	NE-1, 53 New, 48 New, 47 New, 41 New, 27 New, 147 New, 151 New, 51 New, 68 New, 56 New, 64 New, 58 New, 848 New, 848A New, 848 B New, 251 New, 753 B New, 341 New, 351 New, 953 New, 927D New, 168-A New, 168 New	5,456.0
10	Haryana	1, 2, 8, 10, 11 New, 21A, 22, 54 New, 64, 65, 71, 71A, 72, 73, 73A, 71B, 148B New, 236, 248 A New, 254 New, 334B New, 152A New, 352A, 444A New, 703 New, 709 Ext New, 709A New, NE-II, 907G New, 352R New, 352W New	2,740.6
11	Himachal Pradesh	1A, 3 New, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88, 73A, 154A New, 305 New, 503 New, 503A New, 503 Ext. New, 505 New, 505A New, 705 New, 907 A New	2,642.5
12	Jammu & Kashmir	1A, 1B, 1C, 1D, 3 New, 144 New, 144A New, 301 New, 444 New, 501 New, 701 New, 244 New	2,601.0
13	Jharkhand	2, 6, 23, 31, 32, 33, 43 New, 75, 78, 80, 98, 99, 100, 114A New, 133 New, 133A New, 133B New, 143A New, 220 New, 333 New, 333A New, 343 New & 419 New	2,661.2
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 548H New, 748AA New, 50 New, 63, 67, 67 New, 150 New, 150 Ext. New, 150A New, 160 New, 161A New, 166E New, 167 New, 367A New, 169A New, 173 New, 206, 207, 209, 212, 218, 234, 275 New, 367 New, 544DD New, 544E New, 548B New, 561A New, 752K New, 766C New,	6,991.1
15	Kerala	66, 85, 183, 185, 544, 744, 766, 966, 183A, 966A, 966B- All new number	1,781.6
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 34 New, 135BB New, 43Ext. New, 45 Ext. New, 56 New, 59, 59A, 69, 69A, 75, 76, 78, 86, 92, 135B New, 135BD New, 135BG New, 146B New, 161G New, 339B New, 346 New, 147E New, 347A New, 347B New, 347C New, 543 New, 548C New, 552Ext. New, 752B New, 752C New, 752G New, 753L New, 927A New, 943 New	8,052.7

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.



Sr. No.	Name of State	National Highway No.	Total Length (In Km.)
17	Maharashtra	3, 4, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 50 New, 63 New, 69, 130D New, 150 Ext. New, 161 New, 161A New, 161E New, 161G New, 161H New, 204, 211, 222, 247 New, 848 New, 160 New, 166 New, 166A New, 166E New, 266 New, 347A New, 347C New, 348 New, 348A New, 353B New, 353C New, 353D New, 353E New, 353I New, 353J New, 353K New, 361 New, 361B New, 361C New, 361H New, 543 New, 547E New, 548 New, 548A New, 548B New, 548C New, 548CC New, 548D New, 548E New, 548H New, 561 New, 561A New, 752E New, 752G New, 752H New, 752I New, 752K New, 753 New, 753A New, 753B New, 753E New, 753F New, 753J New, 753L New, 753M New, 848A New, 930 New, 930D New, 953 New, 965 New, 965C New, 965G New, 160A New, 160B New, 753C New, 965D New, 753BB New, 160D New, 348B New, 348BB New, 753AB New	16,238.5
18	Manipur	39, 53, 102A New, 102B New, 102 C New, 129A new, 108A New, 129 New, 137 New, 137A New, 150, 155, 702A New	1,745.7
19	Meghalaya	40, 44, 217 New & 127B New	1,204.4
20	Mizoram	2, 6, 108, 302, 502A, 306A, 102B, 306, 502- All new number	1,422.5
21	Nagaland	36, 39, 61, 150, 155, 129A New, 229 New, 329A New, 702 New, 702A New, 702B New, 702D New	1,546.7
22	Odisha	5, 5A, 6, 20 New, 23, 43, 55 New, 57 New, 60, 130C New, 130CD New, 153B New, 157 New, 200, 201, 203, 203A, 215, 217, 220 New, 126 New, 316A New, 516A New, 326 New, 326A New	5,413.1
23	Puducherry	45A, 66	64.0
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95, 103 A New, 152A New, 154A New, 254 New, 354 New, 354B New, 105B New, 205A New, 344A New, 344B New, 503 Ext. New, 503A New, 703 New, 703A New, 754 New, 148B New, 148BB New	3,227.5

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.



दाहिना मोड़
Right Hand Curve



Sr. No.	Name of State	National Highway No.	Total Length (In Km.)
25	Rajasthan	3, 11New, 123 New, 8, 11, 11A, 11B, 11C, 12, 14, 15, 25 Ext. New, 54 New, 65, 458 New, 71B, 76, 58 Ext New, 758 New, 79, 79A, 89, 90, 113, 112, 114, 116, 148B New, 148D New, 158 New, 162A New, 162 New, 68 New, 168 New, 168A New, 248A New, 325 New, 709 Ext. New, 927A New, 954New, 311New, 921New, 70New, 925New, 925ANew, 911New	8,971.5
26	Sikkim	10, 310, 310A, 510, 710, 717A, 717B- All new number	463.0
27	Tamil Nadu	16 G.Q., 716, 716A, 32, 132, 332, 532, 36, 136, 136, 336, 536, 38, 138, 40, 42, 44 N.S., 544, 744, 944, 544H, 48 G.Q., 648, 948, 66, 75, 77, 79, 179A, 81, 181, 381, 381A 381B 83, 183, 383, 85, 785, 87- All new number	5,918.4
28	Telangana	30, 44, 61, 161, 161B, 63, 163, 163 extn. 63 extn., 363, 563, 65, 365, 365B, 365BB, 565, 765, 150, 167, 353C, 365A, 167 extn., 353B, 765D, 161AA, 161BB, 248BB- All new number	3,786.4
29	Tripura	8, 108, 108A, 208, 208A, 108B- All new number	853.8
30	Uttarakhand	9 New, 58, 72, 72A, 72B, 73, 74, 87, 94, 107A New, 108, 109, 123, 119, 121, 125, 309A New, 309B New, 334A, 707A New	2,841.9
31	Uttar Pradesh	2, 2A, 3, 123 New (3A Old), 7, 11, 12A, 19, 21 New, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119, 135B New, 219 New, 227 A New, 231, 232, 232A, 233, 135BB New, 235, 330 New, 330A New, 330 B New, 334B New, 334C New, 552 Ext. New, 709 A New, 709B New, 727 A New, 730 New, 730A New, 731 A New, 931 New, 931A New & NE-II, 730H New, 321 New, 731AG New, 709AD New	9,016.9
32	West Bengal	2, 2B, 6, 10 New, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A New, 116B New, 117, 131A New, 133A New, 316A New, 317A New, 327B New, 419 New, 512 New, 717 New, 717A New	3,004.3

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.



Sr. No.	Name of State	National Highway No.	Total Length (In Km.)
33	A & N Islands	4- New number	330.7
34	Dadra & Nagar Haveli	848A-New number	31.0
35	Daman & Diu	848B, 251- All new number	22.0
		Total	120,543

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



Appendix - 4

ALLOCATION FOR DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2017-18.

(₹ in crore)

Sr. No.	Name of States/Union Territories	Development*	Maintenance*
1.	Andhra Pradesh	1645.48	105.46
2.	Arunachal Pradesh	20.00	43.77
3.	Assam	121.31	112.53
4.	Bihar	1848.10	103.69
5.	Chhattisgarh	846.35	42.10
6.	Goa	400.00	29.18
7.	Gujarat	252.79	112.21
8.	Haryana	100.00	60.49
9.	Himachal Pradesh	241.45	98.32
10.	Jammu & Kashmir	30.00	14.29
11.	Jharkhand	200.00	80.04
12.	Karnataka	996.16	134.87
13.	Kerala	162.77	123.69
14.	Madhya Pradesh	850.00	69.27
15.	Maharashtra	3226.88	187.18
16.	Manipur	61.38	40.39
17.	Meghalaya	26.94	124.23
18.	Mizoram	30.00	160.93
19.	Nagaland	92.00	80.32
20.	Odisha	630.84	65.61
21.	Punjab	755.61	76.11
22.	Rajasthan	980.57	92.58
23.	Sikkim	5.75	11.08

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

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



(₹ in crore)

Sr. No.	Name of States/Union Territories	Development*	Maintenance*
24.	Tamil Nadu	700.00	77.69
25.	Telangana	395.00	76.67
26.	Tripura	33.00	53.26
27.	Uttar Pradesh	924.94	140.98
28.	Uttarakhand	701.37	41.58
29.	West Bengal	1063.00	74.08
30.	Andaman & Nicobar Islands	0.00	0.00
31.	Chandigarh	6.00	1.31
32.	D & N Haveli		0.11
33.	Daman & Diu		0.07
34.	Delhi	2.00	0.98
35.	Puducherry	15.00	1.14
36	Special Accelerated Road Development Programme for North-East Region (SARDP-NE) including Arunachal Package#**	5265	--
37	Special Programme for development of Roads In Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road**	900	--
	Total	23529.69	2436.21

*Allocation as on December, 2017

**Also Includes State Roads

State wise allocation not made

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.



आगे रास्ता चौड़ा है
Road Widens Ahead



Appendix - 5

ALLOCATION AND RELEASE UNDER CRF

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	910.76	778.94	868.00	607.40	1535.36	1299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	1535.46	1426.29	1565.32	1322.19	1271.64	2122.00
Year	2009-10		2010-11		2011-12	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	1786.56	1344.98	2714.87	2460.29	2288.65	1927.39
Year	2012-13		2013-14		2014-15	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	2359.91	2350.37	2359.91	2226.60	2642.63	2094.78
Year	2015-16		2016-17		2017-18*	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	2852.64	2369.47	7175.00	5069.82	7267.66	4138.39

*Up to December, 2017

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

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



Appendix - 6

FINANCIAL EXPENDITURE OF NHIDCL IN 2017-18

S. No.	State	Funds Spent till 30 Nov'17						Revised Likely Expenditure from Dec'17-March'18 as per actual progress of work	Revised Total fund Requirements in 2017-18
		Land Acquisition	Utility Shifting	Forest Clearance	Authority Engineer	Civil Works & DPR	Total Expenditure till 30 Nov'17		
1	Arunachal Pradesh	140.51	0.00	44.90	7.19	161.59	354.19	771.98	1126.17
2	Assam	1.93	0.12	0.71	8.00	199.04	209.80	380.32	590.12
3	Manipur	2.13	0.01	0.05	0.00	25.80	27.99	389.01	417.00
4	Meghalaya	0.00	0.00	0.00	0.00	0.62	0.62	-0.62	0.00
5	Mizoram	50.75	0.00	0.00	0.00	0.23	50.98	11.04	62.02
6	Nagaland	13.70	2.96	0.00	1.88	109.66	128.20	260.81	389.01
7	Sikkim	53.61	4.46	3.38	0.55	1.40	63.40	144.02	207.42
8	Tripura	34.78	14.48	0.00	1.26	83.26	133.78	342.84	476.62
9	J&K	0.00	1.48	0.00	1.64	0.00	3.12	589.67	592.79
10	West Bengal	1.13	0.00	0.00	0.00	0.62	1.75	10.25	12.00
11	Uttarakhand	22.20	2.78	0.39	0.00	6.19	31.56	39.96	71.52
12	A&N Islands	0.00	8.81	0.83	0.00	20.29	29.93	165.21	195.14
	Total	320.74	35.10	50.26	20.52	608.70	1035.32	3104.49	4139.81

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



Appendix - 7

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

Groups	Sanctioned Strength	Total No. of employees in position	SCs	STs	% of SCs to total employees in position	% of STs to total employees in position
TECHNICAL						
A	242	231	34	15	14.71	6.49
B	81	56	11	06	19.64	10.71
C	07	01	01	00	100.00	0
TOTAL	330	288	46	21	15.97	7.29
NON-TECHNICAL						
A	58	53	05	10	9.43	18.86
B	248	186	27	13	14.51	6.98
C	277	212	62	14	29.24	6.60
TOTAL	583	451	94	37	20.84	8.20

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 - 8

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE

Sr. No.	STATE/Union Territory	₹ in Actuals
1	Andhra Pradesh	593901649
2	Arunachal Pradesh	1031079
3	Assam	229930673
4	Bihar	748563537
5	Chandigarh	209309088
6	Chhattisgarh	293857587
7	Dadra & NH	77330944
8	Daman & Diu	74237706
9	Delhi	687729861
10	Goa	105170084
11	Gujarat	1038296806
12	Haryana	816614767
13	Himachal Pradesh	305199458
14	Jammu & Kashmir	87641736
15	Jharkhand	684636623
16	Karnataka	1326998997
17	Kerala	412431701
18	Madhya Pradesh	1618794425
19	Maharashtra	1686845656
20	Manipur	2062158
21	Meghalaya	18559427
22	Mizoram	3093228
23	Nagaland	14435110

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



Sr. No.	STATE/Union Territory	₹ in Actuals
24	Odissa	491824803
25	Punjab	571217905
26	Puducherry	157755125
27	Rajasthan	1254823449
28	Sikkim	1031079
29	Tamil Nadu	579466539
30	Telangana	213433405
31	Tripura	10310793
32	Uttarakhand	412431701
33	Uttar Pradesh	1682721339
34	West Bengal	601119204
	Total	17012807652



Appendix - 9

MAJOR HEAD WISE EXPENDITURE

(Fig. in crore)

Heads of Account	BE	RE	Expdr. Upto 12.01.2018	% of BE	R E % (R.E.)
Revenue Heads					
MH 3054 Roads and Bridges	12301.78	5049.68	10594.47	86.12	209.80
MH 3055-Road Transport	235.00	165.00	74.73	31.80	45.29
MH-3451- Secretariat Economic Services	128.92	119.92	88.24	68.44	73.58
MH3601-Grant in aid to State Govts	7162.00	13332.26	4289.58	59.89	32.17
MH3602-Grant in aid to UT Govts	75.78	141.08	9.01	11.89	6.39
Total Revenue Section	19903.48	18807.94	15056.02	75.65	80.05
Deduct Recoveries (Revenue)	-9180.31	-8672.04	-5209.13	56.74	60.07
Total Revenue (Net)	10723.17	10135.90	9846.89	91.83	97.15
MH-4552-Capital Outlay on NER	5765.00	5265.00	0.00	0.00	0.00
MH 5054- Capital Outlays on Roads & Bridges	94685.66	89146.20	87006.63	91.89	97.60
MH 5055- Capital Outlay on Road Transport	15.00	6.00	2.28	15.20	38.00
Total Capital Section (Gross)	100465.66	94417.20	87008.91	86.61	92.15
Deduct Recoveries (Capital)	-46288.83	-43553.10	-35404.41	76.49	81.29
Total Capital Section (NET)	54176.83	50864.10	51604.51	95.25	101.46
Gross Total (Revenue+Capital)	120369.14	113225.14	102064.94	84.79	90.14
Deduct Recovery (Revenue+Capital)	-55469.14	-52225.14	-40613.54	73.22	77.77
Total (Revenue+Capital) Net	64900.00	61000.00	61451.40	94.69	100.74

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.



खतरनाक गहराई
Dangerous Dip



Appendix - 10

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

REVENUE RECEIPTS

(₹ in crore)

ITEMS/YEAR	2014-15	2015-16	2016-17	Up to Dec-2017
TAX REVENUE	159.98	277.10	374.60	256.31
NON TAX REVENUE	6158.84	7017.74	7463.31	6759.53
GROSS REVENUE RECEIPTS	6318.82	7294.84	7831.51	7015.84

Appendix - 11

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(₹ in crore)

MAJOR HEAD	2014-15	2015-16	2016-17	Up to Dec-2017
1 0021-Taxes on Income other than Corporation Tax	159.98	277.10	374.60	256.31
2 0049- Interest Receipts	30.15	127.74	135.61	63.83
3 0058-Stationery and Printing	0.01	-	-	-
4 0059-Public Works	0.00	0.12	0.00	-
5 0070-Other Administrative Services	0.02	0.00	0.00	0.00
6 0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.69	0.46	0.60	0.93
7 0075 Miscellaneous General Services	1.78	1.77	1.77	1.61
8 0210-Medical and Public Health	0.23	0.24	0.27	0.40
9 0216-Housing	0.15	0.16	1.27	0.11
10 1054 - Roads and Bridges	6125.76	6887.24	7323.72	6692.64
11 1475 - Other General Economic Services	0.06	0.01	0.07	0.01
TOTAL	6318.83	7294.84	7837.91	7015.84



Appendix - 12

HIGHLIGHTS OF ACCOUNTS

Receipts Amount (₹ In thousands)		Disbursements Amount (₹ In thousands)	
A. Revenue Receipts		Revenue Expenditure	
1 Tax Revenue	3746031	General Service	146989
2 Non Tax Revenue	74623199	Social Service	14858
Interest Receipts	1356085	Economic Service	107854234
Other Non-Tax Revenue	73267114	Grants in Aid & Cont.	9173
Total Revenue Receipts	78369230	Total Revenue Expenditure	108025254
B. Capital Receipts		Capital Expenditure	
Loans for other Transport Service		Economic Service	411205392
Loans and Advances to State Governments		Loans and Advances	474
Loans to Government Servants	2335		
Total Capital Receipts	2335	Total Capital Expenditure	411205866
Total Consolidated Fund of India	78371565	Total Consolidated Fund of India	519231120
Public Account		Public Account	
Small Savings Provident Fund A/c	189221	Small Savings Provident Fund A/c	89899
Provident Fund	189221	Provident Fund	89899
Other Accounts		Other Accounts	
Reserve Funds	457530400	Reserve Funds	429042098
Reserve Funds not bearing interest	457530400	Reserve Funds not bearing interest	429042098
Deposit and Advances	29083976	Deposit and Advances	25246694
Deposit bearing interest	0	Deposit bearing interest	0
Deposit not bearing interest	29083968	Deposit not bearing interest	25246678
Advances	8	Advances	16
Suspense and Miscellaneous	502647190	Suspense and Miscellaneous	94212541
Suspense	502647190	Suspense	94212541
Other Accounts		Other Accounts	
Total Public Accounts	989450787	Total Public Accounts	548591232
Total Receipts	1067822352	Total Expenditure	1067822352

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

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



आगे अवरोध है
Barrier Ahead



Appendix - 13

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA - 2003-2015

Year (As on 31st March)	All Vehicles	Two Wheelers	Cars, Jeeps and Taxis	Buses@	Goods Vehicles	Others*
2003	67007	47519	8599	721	3492	6676
2004	72718	51922	9451	768	3749	6828
2005	81499	58799	10320	892	4031	7457
2006	89618	64743	1526	992	4436	7921
2007	96707	69129	12649	1350	5119	8460
2008	105353	75336	13950	1427	5601	9039
2009	114951	82402	15313	1486	6041	9710
2010	127746	91598	17109	1527	6432	11080
2011	141866	101865	19231	1604	7064	12102
2012	159491	115419	21568	1677	7658	13169
2013	176044	127830	24056	1814	8307	14037
2014	1 90704	139410	25998	1887	8698	14712
2015	2,10023	154298	28611	1971	9344	15799

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

@ Includes omni buses.

Source: Offices of State Transport Commissioners/UT Administrations

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

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



Appendix - 14

Number of Road Accidents and Persons Involved : 2005 to 2016

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
2005	439255	83491 (19.0)	94968	465282	21.6
2006	460920	93917 (20.4)	105749	496481	22.9
2007	479216	101161 (21.1)	114444	513340	23.9
2008	484704	106591 (22.0)	119860	523193	24.7
2009	486384	110993 (22.8)	125660	515458	25.8
2010	499628	119558 (23.9)	134513	527512	26.9
2011	497686	121618 (24.4)	142485	511394	28.6
2012	490383	123093 (25.1)	138258	509667	28.2
2013	486476	122589 (25.2)	137572	494893	28.3
2014	489400	125828 (25.7)	139671	493474	28.5
2015	501423	131726 (26.3)	146133	500279	29.1
2016	480652	136071 (28.3)	150785	494624	31.4

Figures within parentheses indicate share of fatal accidents in total accidents.

* Number of persons killed per 100 accidents

Source: Information supplied by States/UTs (Police Departments).

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

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



टी - तिराहा
T - Intersection



Appendix - 15

ROAD NETWORK BY CATEGORIES: 1951 to 2016

Road Category	1951	1961	1971	1981	1991	2001	2011	2015	2016 (P)
National Highways	19811 (4.95)	23798 (4.54)	23838 (2.61)	31671 (2.13)	33650 (1.45)	57737 (1.71)	70934 (1.52)	97991 (1.79)	101011 (1.80)
State Highways	^	^	56765 (6.20)	94359 (6.35)	127311 (5.47)	132100 (3.92)	163898 (3.50)	167109 (3.05)	176166 (3.14)
Other PWD Roads	173723 (43.44)	257125 (49.02)	276833 (30.26)	421895 (28.40)	509435 (21.89)	736001 (21.82)	998895 (21.36)	1101178 (20.12)	#
District Roads									561940 (10.03)
Rural Roads	206408 (51.61)	197194 (37.60)	354530 (38.75)	628865 (42.34)	1260430 (54.15)	1972016 (58.46)	2749804 (58.80)	3337255 (61.00)	3935337 (70.23)
Urban Roads	0 (0.00)	46361 (8.84)	72120 (7.88)	123120 (8.29)	186799 (8.03)	252001 (7.47)	411679 (8.80)	467106 (8.54)	509730 (9.10)
Project Roads	0 (0.00)	0 (0.00)	130893 (14.31)	185511 (12.49)	209737 (9.01)	223665 (6.63)	281628 (6.02)	301505 (5.50)	319109 (5.70)
Total	399942	524478	914979	1485421	2327362	3373520	4676838	5472144	5603293

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

P: Provisional.

^ Included in Other Public Works Department roads;

Included in of District Roads, Rural Roads & Urban Roads. In the previous publication of BRS, OPWD included District roads & village/rural roads. From BRS 2015-16 (this year's publication) the District roads are a separate category on village/rural roads of PWD are included under 'Rural Roads' category.

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

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

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



Appendix - 16

COMBINED PHYSICAL PERFORMANCE OF 47 STATE ROAD TRANSPORT UNDERTAKINGS - 2014-15 & 2015-16

Sr. No.	Item	2014-15	2015-16
A.	Physical performance		
1.	Fleet held (No.)	141431	142855
2.	Fleet in operation (No.)	128401	129179
3.	Fleet utilisation (in percentage)	90.79	90.43
4.	Passenger/km offered (in crore)	76045.60	77590.16
5.	Passenger/km performed (in crore)	53793.04	54041.76
6.	Occupancy ratio	70.74	69.65
7.	Staff/Bus ratio	5.25	5.17
8.	Staff productivity (bus-km/staff/day)	58.83	59.13
9.	Vehicle productivity (bus-km/bus/day)	308.60	305.59
B.	Financial Performance		
1.	Total Revenue (₹ in crore)	50934.02	51748.34
	of which total traffic earnings (₹ in crore)	42684.19	43881.10
2.	Total cost (₹ in crore)	62845.91	64377.09
	of which staff cost (₹ in crore)	25865.22	29097.35
3	Net profit/loss (-)# (₹ in crore)	-10587.98	-11349.78

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 STRUs.

Source: Various State Road Transport Undertakings.

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

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



अग्रिम मार्गदर्शक
गंतव्य चिन्ह
Advance Direction
Sign

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



Appendix - 17

STATUS OF PENDING C&AG PARAS NO. 2.1, 2.2, 2.3 OF REPORT NO. OF 2016 & 12.1, 12.2, 12.3 AND 12.4 OF REPORT NO.9 OF 2017

Para No.	Gist of para	Ministry's Remarks
2.1	Undue financial benefit to the concessionaire of ₹ 51.03 crore by NHAI- (PIU Begusarai)	Revised reply sent to C&AG by P&P Section on 31.10.2017 for dropping of the Audit Para
2.2	Undue financial benefit to the concessionaire of ₹ 47.05 crore by NHAI - four-laning project between Hazaribagh-Ranchi Section of NH-33.	Final ATN sent to COPU (Lok Sabha Sectt.) on October, 2017.
2.3	Undue benefit to the concessionaire of ₹ 31.90 crore by NHAI - (PIU Darbhanga).	Revised reply sent to C&AG by P&P Section on 28.11.2017 for dropping of the Audit Para .
12.1	Undue benefit to the concessionaire of ₹ 209.20 core by NHAI(Hyderabad Bangalore Toll Road)	ATN sent to C&AG by P&P Section on 21.11.2017 for dropping of the Audit Para
12.2	Loss of revenue on account of failure to charge user fee since completion of the project. (Cochin port and Kalmasery Junction on NH-47 to Bolgatty Island)	ATN sent to C&AG by P&P Section on 06.09.2017 for dropping of the Audit Para.
12.3	Incorrect revenue projection in financial analysis (Dankuni Kharagpur Section of NH-6)	ATN sent to C&AG by P&P Section on 12.10.2017 for dropping of the Audit Para .
12.4	Toll Operation in NHAI	Further clarification sought by C&AG vide letter dt. 07.12.2017 is under process.

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

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



Inauguration of 9.2 km long Chenani-Nashri Tunnel in Jammu Kashmir.



सत्यमेव जयते

सड़क परिवहन और राजमार्ग मंत्रालय

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