GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS
Parliament Street 1,
Transport Bhavan
New Delhi-110001

No.RW/NH-14019/15/2004-P&M

Dated: 29th April, 2005

The Minutes of the Meetings of Committee for deviations on Retail Outlets held on 17.3.2005 and 29.3.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)
Chief Engineer (Planning)
Telefax: 23710134

Encl: As above.

To

1. The Chairman, National Highways Authority of India,
G 5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&H
3. The Additional Director General, DORT&H
4. The Addl. Secy. & Financial Advisor, M o SRT&H
5. The Joint Secretary, Ministry of Petroleum & Natural Gas,
Shastri Bhawan, New Delhi.

Copy also to:
1. CE(P-1), CE(P-2), CE(P-4), CE(P-7)
2. CE(S&R)
3. The representatives of Oil Companies:
   f) Director (M) - M/s BPCL Ltd.
   g) Director (M) - M/s HPCL Ltd.
   h) Director (M) - M/s IOC Ltd.
   i) Director (M) - M/s IBPCL Ltd.
   j) Director (M) - M/s Essar Oil Ltd.

Copy to: PS to Secretary (RT&H)
Minutes of the Meeting of Committee of deviations held on 17.3.2005 and 29.3.2005 at Transport Bhavan, New Delhi

The meeting of the Committee was held on two different days. The first meeting was held on 17.3.05 and the second was held on 29.3.2005. The list of participants is at Annex I.

I. Confirmation of the Minutes of the Meeting held on 16.12.2004

Brief records of the discussion of the first meeting held on 16.12.2004 was circulated vide this Ministry’s circular letter dated 29th December 2004. No comments were received on this brief. The brief records of discussions were therefore confirmed.

II. Action Taken Note on the decisions of the meeting held on 16.12.2004

The action take note on the various issues was already circulated along with the agenda papers.

(i) Secretary (RT&H) mentioned in the previous meeting he had requested for the preparation of different types of standard layouts and models for the retail outlets. He enquired about the status in this regard. Some companies informed that it had already prepared standard layouts. Secretary (RT&H) requested that models of standard outlets could be shown or a power point presentation could be made in the next meeting. The representatives agreed to that.

(ii) The list of 392 petrol pumps which do not meet the norms of this Ministry was also furnished by the Ministry of Petroleum.

III. Consideration of new proposals submitted to the Committee

The cases requiring relaxation due to minor deviations were discussed case by case. The list showing these cases and the decisions taken on these cases is at Annex II.

In this connection it was noted that there were minor deviations in some cases due to existence of a fuel station of a different company within the minimum prescribed distance as per Ministry’s guidelines. The representatives of the Oil Companies informed that in a previous meeting held at Ministry of Petroleum it was decided that the oil companies concerned would submit necessary proposals for approval to the Ministry after taking necessary corrective measures for the existing petrol pumps which did not meet the prescribed guidelines laid down as per the Ministry’s the then prevalent guideline the Ministry. Secretary (RT&H) requested the Oil Companies to place before the Committee the relevant decisions taken in the meeting of the Ministry of Petroleum for further consideration. Such cases of petrol pumps which did not meet the criteria of the distance between two retail outlets and which were submitted to the Committee would be considered after submission of the necessary details by the Ministry of Petroleum.
IV. On 29.3.2005, the representatives of the Indian Oil Companies made a presentation on their Jubilee Retail Outlets which provided facilities, besides oil pumps, like restaurants, dormitories, sufficient parking space, service stations, bathrooms etc.

The meeting ended with the vote of thanks to the Chair.
Annex I

Officers present in the Committee Meeting for Deviations held on both days
i.e. 17.3.2005 & 29.3.2005

MOSRT&H

(i) Secretary (RT&H) - in Chair
(ii) Shri Indu Prakash, DG(RD) & Member (Tech.), NHAI
(iii) Shri V. Velayutham, ADG
(iv) Shri S.B. Basu, CE (PL)
(v) Shri T.B. Banerjee, CE (P-2)
(vi) Shri V.K. Sinha, CE (P-5) - (Attended on 17.3.2005)
(vii) Shri A.P.S Sethi, CE (P-7)
(viii) Shri A.N. Dhodapkar, CE(S&R)
(ix) Shri R.D. Dohare, CE (P-4) - (Attended on 29.3.2005)
(x) Shri T. Shrinidhi, Dir. (F) - (Attended on 17.3.2005)
(xi) Shri A.K. Nagpal, SE (P-1)
(xii) Shri U.M. Shambharkar, EE (P-2) - (Attended on 29.3.2005)
(xiii) Shri D.K. Gupta, DS(F) - (Attended on 29.3.2005)

Ministry of Petroleum

(i) Shri D.K. Banerjee, US - (Attended on 17.3.2005)

Oil Companies

Shri T.K. Ganguly, CM, M/s IOCL - (Attended on 17.3.2005)
Shri S. Debnath, AM, M/s IOCL - (Attended on 17.3.2005)
Shri G. Pawan, M/s IOCL.
Shri K. Phani Rama Mata, M/s IOCL - (Attended on 17.3.2005)
Shri Onkar Nath, M/s HPCL
Shri K.S. Unni, M/s HPCL.
Shri T.S. Sawhney, M/s HPCL.
Shri Ashok Mehta, M/s BPCL
Shri Pallav Ghosh, GM, M/s BPCL - (Attended on 17.3.2005)
Shri Arun Singh, M/s BPCL - (Attended on 29.3.2005)
Shri K. Sivakumar, M/s BPCL - (Attended on 29.3.2005)
Shri A.K. Handa, M/s EOL - (Attended on 29.3.2005)
Shri A.K. Bhutnagar, M/s EOL - (Attended on 29.3.2005)
Shri D. Jirley, M/s IBPCL - (Attended on 29.3.2005)
Shri U.S. Kale, M/s IBPCL - (Attended on 17.3.2005)
<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometer age</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification and Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Haryana</td>
<td>8</td>
<td>46.78 (LHS)</td>
<td>M/s IOCL</td>
<td>The siting and layout plan are not in-conformity to the Ministry’s guidelines with respect to minimum distance from the nearest side road, gap in the median at location of proposed fuel station and change in the standard layout for acceleration lane.</td>
<td>The Oil Company has proposed construction of 700 m long service road which ends at the side road, for segregation of traffic bound for the proposed fuel station. Acceleration lane will not be required as the service road will be meeting the side road and the traffic after merging with the side road will meet the National Highway. This provision of 700 m long service road will take care of the requirement of acceleration length and problem due to gap in the median. Thus the road safety aspects are taken care of. The site has also been earmarked by the Haryana State Industrial Development Corporation, a Public Sector undertaking of the Govt. of Haryana. In view of the above, the relaxation of the above mentioned minor deviation of the norm was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td>2.</td>
<td>Haryana</td>
<td>65</td>
<td>8.33 (LHS)</td>
<td>M/s HPCL</td>
<td>Location of existing fuel station with unauthorized access at a distance of 210 m from the proposed fuel station.</td>
<td>The existing fuel station of M/s IBPL at a distance of 200 m from the proposed retail outlet is having an unauthorised access. The Engineer-in-Chief, Haryana PWD has informed that the unauthorized access to M/s IBP Fuel Station has been cut off and if M/s IBP apply for Ministry’s permission, as a second entrant, they will be asked to construct service road as a case of clustering. This case was deferred for future meetings and to be considered after the receipt of the relevant details from the Ministry of Petroleum.</td>
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<tr>
<td>No.</td>
<td>Location</td>
<td>Milestone</td>
<td>Company</td>
<td>Details</td>
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<tr>
<td>3.</td>
<td>Punjab</td>
<td>1A</td>
<td>M/s IOCL</td>
<td>Lengths of deceleration lane and acceleration lane are less than the specified lengths and are without earthen shoulders of 2.25 m. Oil Company was asked to find the possibility of acquiring additional land for earthen shoulders of acceleration lane and deceleration lane. Oil company officials stated that despite their best efforts additional land for construction of 2.25 m earthen shoulders for acceleration and deceleration lane could not be acquired. NH 1A in this section is having a 4-lane divided carriageway and the traffic on the acceleration-deceleration lanes of petrol pump would move in one direction, therefore with 5.5 m wide service road without earthen shoulders will be sufficient for the safe movement of the traffic. Keeping in view of this, the relaxation of the above mentioned minor deviations of the norm was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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<tr>
<td>4.</td>
<td>Punjab</td>
<td>64</td>
<td>M/s IOCL</td>
<td>Existence of fuel station (not approved by the Ministry) at 14 m away from the proposed fuel station. Existing fuel stations of M/s IRP (40 m away on opposite site from the proposed retail outlet of IOCL) and HPCL (85 m away on opposite site from the proposed retail outlet of IOCL) have not taken any permission from Ministry of Road Transport &amp; Highways. M/s IOCL is the first applicant in this reach. The proposal of M/s IRP has been returned by RO Chandigarh stating that the instant proposal of M/s IOCL at km 40.145 (RHS) has already been forwarded to the Ministry. Another proposal of M/s HPCL at km of 40.145 (RHS) has already been returned by the concerned Executive Engineer of Punjab State PWD. This case was deferred for future meetings and to be considered after the receipt of the relevant details from the Ministry of Petroleum.</td>
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<td>5.</td>
<td>Punjab</td>
<td>95</td>
<td>M/s HPCL</td>
<td>Location of petrol pump at 220 m from the intersection with brick paved road of width 4.5 m as against the norms of 300 m. A brick paved road of width 4.5 m is at a distance of 220 m as per clause No 4.3.1 of Ministry’s guidelines. The road of 220 m is for providing an access to a brick kiln. RO Chandigarh after site inspection has reported that the above mentioned road ends at a distance of 100 m from NH and provide access to brick kiln. This road may be treated as an access to private property and may not be considered as an intersection. Keeping</td>
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<td></td>
<td>State</td>
<td>Pax</td>
<td>Latitude (LHS)</td>
<td>Company</td>
<td>Reason</td>
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<td>6</td>
<td>Rajasthan</td>
<td>12</td>
<td>217.408</td>
<td>M/s BPCL</td>
<td>Existence of retail outlet on the opposite side of the proposed retail outlet at a distance of 90 m against the minimum requirement of 300 m.</td>
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<td></td>
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<td></td>
<td>(LHS)</td>
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<td>In view of this, the relaxation of the above mentioned minor deviation was recommended.</td>
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<td>The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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<tr>
<td>7</td>
<td>Haryana</td>
<td>71</td>
<td>368.550</td>
<td>M/s IOCL</td>
<td>Existence of fuel station at a distance less than 300 m from the proposed fuel station. Available ROW is 20.12 m, the deceleration and acceleration lanes are not as per Ministry's standard layout plan.</td>
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<td>(LHS)</td>
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<td>Existing fuel station was at a distance of 180 m from the proposed fuel station of M/s IOCL and accordingly 7 m wide service road has been proposed without separator Island due to non-availability of Right of Way. However, kerb stones might be erected between service road and the existing National Highway which would serve as a separator between service road and National Highway. By this safety requirements could meet an acceleration lane and deceleration lane with 5.5 m width and 1 m earthen shoulder (due to non-availability of Right of Way) might also meet the safety requirement.</td>
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<td>In view of the above, relaxation of the above mentioned minor deviation of norm was recommended.</td>
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<td>The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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<tr>
<td>8</td>
<td>Karnataka</td>
<td>17</td>
<td>8.967</td>
<td>M/s IOCL</td>
<td>Existence of a check barrier at a distance of 803.0 m from the proposed retail outlet against the minimum requirement of 1000 m.</td>
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<td>(LHS)</td>
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<td>It was informed during the meeting that though the check barrier is at a distance of 803 m from the proposed outlet there was no queuing of vehicles which affect the entry and exit of the traffic to the proposed retail outlet. Therefore there would be no traffic hazard. Moreover, the proposed retail outlet was located in the fast developing suburb of Mangalore. There was only one existing retail outlet in the area.</td>
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<td>Keeping in view of above, the relaxation of the above mentioned minor deviation of norm was recommended.</td>
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<td>The case was recommended for relaxation considering the</td>
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<td>No.</td>
<td>State</td>
<td>Pet. No.</td>
<td>Area</td>
<td>Company</td>
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<td>9.</td>
<td>Karnataka</td>
<td>17</td>
<td>315.229 (LHS)</td>
<td>M/s BPCL</td>
<td>Existence of an earthen road 3.0 m width of about 250 m length on the opposite side of the proposed retail outlet at a distance of 62 m against the minimum requirement of 300 m.</td>
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<td>The existing 3.5 m wide road is an access road to 20 private houses and terminates after 250 metre. The traffic on this access road was reported to be negligible. Therefore, there would be no traffic hazard.</td>
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<td>In view of above, relaxation of the minor deviation in the norm of above mentioned retail outlet was recommended.</td>
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<td>The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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<td>10.</td>
<td>Karnataka</td>
<td>13</td>
<td>52.155 to 52.202 (RHS)</td>
<td>M/s BPCL</td>
<td>Existence of another retail outlet just in the opposite side of the proposed fuel station against the minimum requirement of 300 m.</td>
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<td>Considering the safety of traffic and as per the present guidelines the Committee could not recommend the proposal in the present form for relaxation.</td>
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<td>11.</td>
<td>Karnataka</td>
<td>206</td>
<td>76.4225 (LHS)</td>
<td>M/s HPCL</td>
<td>Existence of another retail outlet in the opposite side, at a distance of 27 m from the proposed fuel station against the minimum requirement of 300 m.</td>
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<td>Considering the safety of traffic and as per the present guidelines the Committee could not recommend the proposal in the present form for relaxation.</td>
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<td>12.</td>
<td>Karnataka</td>
<td>48</td>
<td>300.018 (LHS)</td>
<td>M/s IOCL</td>
<td>The existence of an earthen road of 3.0 m width adjoining to the proposed site against the minimum requirement of 100 m, a village road and MDR of 3.50 m width at a distance of 200 m against the minimum requirement of 300 m and 1000 m respectively.</td>
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<td>Considering the safety of traffic and as per the present guidelines the Committee could not recommend the proposal in the present form for relaxation.</td>
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<td>No.</td>
<td>State</td>
<td>Group</td>
<td>Site No.</td>
<td>Company</td>
<td>Description</td>
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<td>13.</td>
<td>Kerala</td>
<td>17</td>
<td>26/680 (RHS)</td>
<td>M/s IBPCL</td>
<td>Existence of check barrier at a distance of 772 m from the proposed fuel station against the minimum requirement of 1000 m. The proposed site was on the RHS (facing Kerala side) of the National Highway. The sales tax barrier was reported to be meant for the vehicle entering Karnataka and is located on the LHS. The vehicle leaving Kerala (i.e. on RHS) did not require to stop at the barrier. It was also informed that the location of barrier laybys were provided and vehicles coming from Karnataka were parked in the laybys and shoulders. Therefore, there would be no traffic hazard. The barrier was also reported to be temporary in nature. It was also reported that there was no retail outlet within 13 km from the proposed site in Kerala and 8 km in Karnataka. In view of above relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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<td>14.</td>
<td>Punjab</td>
<td>IA</td>
<td>13.220 (RHS)</td>
<td>M/s IOCL</td>
<td>The distance from the existing fuel station is 922 m against 1000 m. The distance from a side road having width more than 3.5 (3.6 to 3.8 m) is 138 m against 300 m. A gap in the central median exists at a distance of 761.5 m against 1000 m. Further it has been reported that the fuel station has already been commissioned without obtaining NOC from this Ministry. The distance from the existing fuel station at 922 m which was marginally lesser than stipulated 1000 m and State PWD has reported that the width of side road generally varies from 3.05 to 3.07 m but its width at intersection is more than 3.5 m as additional widening was required near the Inter Section. Gap in median which was at a distance of 761.5 m facilitated only ‘U’ turning at this location. Keeping in view of this, the relaxation of the above mentioned minor deviations of the norm was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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<td>15.</td>
<td>Punjab</td>
<td>22</td>
<td>25.697 (RHS)</td>
<td>M/s IOCL</td>
<td>A fuel station exists at a distance of 163 m away on the opposite side of the proposed location of the fuel station as against a</td>
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</table>

This case was deferred for future and to be considered after the receipt of the relevant details from the Ministry of Petroleum.
<table>
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<tr>
<th></th>
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<th>Minimum of 300 m for undivided carriageway as per Ministry's guidelines.</th>
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</thead>
<tbody>
<tr>
<td>16.</td>
<td>Punjab</td>
<td>15</td>
<td>398.952 (LHS)</td>
<td>M/s Essar Oil Ltd. The proposed fuel station is sited by next to the existing fuel station with common access. Another fuel station exists at a distance of 268 m with separate access from main carriageway.</td>
</tr>
</tbody>
</table>

The proposed fuel station which was to be sited next to the existing fuel station of M/s IOCL and a common access through 7 m wide service road was proposed which would be constructed at the private land to be acquired by the Oil Company. Another fuel station existed at distance of 268 m on the same side of the proposed retail outlet which was having a separate access from the main carriageway. The proposed fuel station was not connected with the existing fuel station on same side which is at a distance of 268 m against the prescribed distance of 300 m by service road due to non availability of Right of Way. Clustering of one existing retail outlet with service road of 7 m width had been done but due to non availability of Right of Way clustering with another fuel station could not be done.

The case was recommended for relaxation considering the above reasons and justification of deviation for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

| 17. | Uttar Pradesh | 92 | 69.552 (RHS) | M/s IOCL i) The distance from the check barrier/toll plaza is 547 m against the minimum requirement of 1000 m. ii) The construction of acceleration and deceleration lanes are not as per Ministry's guidelines. |

It was requested that the details and the length of queuing at the barrier may be furnished and possibility of providing acceleration and deceleration lanes by the side of the trees may be examined. Thereafter these would be discussed in the next meeting.
GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
(Department of Road Transport & Highways)

Transport Bhawan,
No.1 Parliament Street
New Delhi-110001

No.RW/NH-14019/15/2004-P&M

21st June, 2005

The Minutes of the Meetings of Committee for deviations on Retail Outlets held on 27.05.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)
Chief Engineer (Planning)
Telefax : 23710134

Encl:- As above.

To,

1. The Chairman, National Highways Authority of India,
   G-5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&H
3. The Additional Director General, DORT&H
4. The Addl. Secy. & Financial Advisor, M/o SRT&H
5. The Joint Secretary, Ministry of Petroleum & Natural Gas,
   Shastri Bhawan, New Delhi.

Copy also to:

1. CE(P-1), CE(P-2)
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3. The representatives of Oil Companies:
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   (ii) Director (M) - M/s HPCL Ltd.
   (iii) Director (M) - M/s BPCL Ltd.
   (iv) Director (M) - M/s Essar Oil Ltd.
   (v) Director (M) - M/s Reliance Industries Ltd.

Copy to: PS to Secretary (RT&H)
Minutes of the Meeting of Committee of deviations with regard to permission for access to fuel stations on National Highways held on 27.5.2005 at Transport Bhavan, New Delhi.

The list of participants is at Annex. I.

The cases requiring fuel stations involving minor deviations were considered case by case. The list showing these cases and decision on these cases is at Annex.II.

The meeting ended with the vote of thanks to the Chair.

xxxxxx
Annex. I

List of participants who attended the Meeting of Committee of deviations held on 27.5.2005

MOSRT&H

1. Shri Dhanendra Kurnar, Secretary (RT&H) - in Chair
2. Shri V. Velayutham, ADG
3. Shri S.B. Basu, CE (PI.)
4. Shri A.N. Dshadapkar, CE(S&R),
5. Shri A.K. Nagpal, SE(P-1)
6. Shri R.B. Singh, SE(P-2)
7. Shri U.M. Shambhankar, EE(P-2)

NHAI

8. Shri L.K. Joshi, M(A)
9. Shri R.P. Khandelwal, GM

Oil Company

10. Shri Anil Arora, Consultant, M/s Indian Oil Corp.Ltd.,
## ANNEX II

### LIST OF CASES INVOLVING MINOR DEVIATIONS CONSIDERED DURING THE MEETING HELD ON 27.5.2005

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometer Age</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification &amp; Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Haryana</td>
<td>NH-1</td>
<td>Km 104.300</td>
<td>M/s IOCL</td>
<td>The existence of the median gap at a distance of 101 m which is less than specified distance of 300 m.</td>
<td>This is a four-lane section of National Highway. The opening of the median is after the proposed retail outlet considering the direction of the traffic. There is no side road at the location of existing median gap. The gap in the median has been provided only to facilitate U-turn. No other traffic maneuver is involved at this intersection. In view of above, relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td>2.</td>
<td>Haryana</td>
<td>NH-10</td>
<td>Km 111.165</td>
<td>M/s HPCL</td>
<td>Minimum distance of the Retail Outlet from the existing side road leading to a Sugar Mill is less than the specified distance.</td>
<td>It was brought out in the meeting that a service road of 7.0 width is proposed to be constructed by M/s HPCL providing common access to sugar Mill and the proposed fuel station. An undertaking to construct and maintain the said service road has been furnished by M/s HPCL. Since provision of service road will separate the traffic bound for sugar Mill and proposed HPCL fuel station from the main carriageway, there would be no traffic hazard. In view of above, relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td>No.</td>
<td>State</td>
<td>NH</td>
<td>KM</td>
<td>Company</td>
<td>Note</td>
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<td>3.</td>
<td>Haryana</td>
<td>NH-21A</td>
<td>Km 16.144 (LHS)</td>
<td>M/s BPCL</td>
<td>Existing HPCL Fuel station is at a distance of 171 m from the proposed fuel station of M/s BPCL on opposite side. Since the distance between two fuel stations is less than 300 m, it is a case of clustering of fuel stations and service road for common access to both the fuel stations is not possible as the fuel stations are on the opposite sides. The proposed fuel station falls in Hilly terrain and construction of service road is not a precondition as per Ministry's guidelines. The proposed fuel station falls in Hilly terrain. Keeping in view the limited availability of land in the hilly terrain suitable for construction of fuel station, the above case has been recommended for consideration. In view of above, relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Punjab</td>
<td>NH 22</td>
<td>Km 19.857 (LHS)</td>
<td>M/s IOCL</td>
<td>The proposal is in conformity with Ministry's guidelines except that one more proposal at km 19.76 (RHS) of NH-22 of M/s Essar Oil Ltd. These two proposals are located at a distance of 50 m apart but on the opposite side. These proposals if considered individually, conform to the Ministry's guidelines but together needs relaxation with respect to minimum distance from the other fuel station. The proposal as per the present condition does not meet the guidelines. It was decided the case might be referred to the CE(S&amp;R) for examining the proposal from the consideration of the safety of traffic.</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>State</td>
<td>NH</td>
<td>Km</td>
<td>Company</td>
<td>Distance and Safety Details</td>
<td></td>
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<tr>
<td>5.</td>
<td>Punjab</td>
<td>NH 22</td>
<td>19.76 (RHS)</td>
<td>M/s Essar Oil Ltd.</td>
<td>Same as above. The proposal as per the present condition does not meet the guidelines. It was decided the case might be referred to the CE(S&amp;R) for examining the proposal from the consideration of the safety of traffic.</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Punjab</td>
<td>NH-64</td>
<td>177.538 (LHS)</td>
<td>M/s Reliance Industries Ltd.</td>
<td>A link road having width of 3.04 m exists on opposite side at the proposed location of the fuel station as against a minimum of 100 m as specified. The link road existing on the opposite side was constructed as an approach road to then existing Sabji Mandi and having a length of 0.7 km. Since the Sabji Mandi has been shifted to a new location, the traffic on this link road is negligible. Further it has been reported that there is no interference with NH traffic at this location. In view of above, relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Uttar Pradesh</td>
<td>NH - 2</td>
<td>263.000 (Ch.262.520) (RHS)</td>
<td>M/s IOCL</td>
<td>The distance from the nearest fuel station is 670 m against the minimum requirement of 1000 m. The proposed fuel station falls in the close proximity of another fuel station and access to the proposed fuel station is from a common service road, which is not continuous. There is an irrigation canal and canal road at a distance of 150m from the proposed site. In view of existing canal, it is not possible to provide a continuous service road connecting the two retail outlets. In view of physical barrier of canal, independent approaches to the retail outlets with acceleration and deceleration and 7 m wide service road in front of the proposed retail outlet have been proposed. The proposed fuel station will not interfere on the free flow of traffic on NH-2. In view of above, relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>State</td>
<td>NH</td>
<td>Kms</td>
<td>Company</td>
<td>Details</td>
<td>Reason</td>
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<td>-----</td>
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<tr>
<td>8.</td>
<td>Uttar Pradesh</td>
<td>NH-24</td>
<td>226.716 (RHS)</td>
<td>M/s IOCL</td>
<td>There exists a 3.0m wide village road going to village Patti (population 500) at a distance of 34 m against the minimum requirement of 100 m from the site of the proposed fuel station.</td>
<td>The village road has been recently constructed after the NOC granted by the main District Administration. This village road is not connecting the National Highways directly. It is connected to the deceleration lane and a 7 m wide service road in front of the proposed retail outlet. Therefore this road does not interfere with the traffic moving on the National Highways. In view of above, relaxation of the minor deviation of norm of the above mentioned retail outlet was recommended. The case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td>9.</td>
<td>Uttar Pradesh</td>
<td>NH-96</td>
<td>93.150 (LHS)</td>
<td>M/s BPCL</td>
<td>There exists a fuel station in front of the proposed one (on the opposite side) against the minimum requirement of 300 m.</td>
<td>It was reported during the meeting that the case was sub judice. Therefore this case was not taken up for consideration.</td>
</tr>
</tbody>
</table>
GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS

Parliament Street 1,
Transport Bhawan
New Delhi-110001

No.RW/NH-14019/15/2004-P&M

Dated: 6th July, 2005

The Minutes of the Meeting of Committee for deviations on Retail Outlets held on 20.6.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)
Chief Engineer (Planning)
Telefax: 23710134

Encl: As above.

To

1. The Chairman, National Highways Authority of India,
   G 5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&H
3. The Additional Director General, DORT&H
4. The Addl. Secy. & Financial Advisor, M/o SRT&H
5. The Joint Secretary, Ministry of Petroleum & Natural Gas,
   Shastri Bhawan, New Delhi.

Copy also to:
1. CE(P-1), CE(P-2), CE(P-4), CE(P-7) & CE(P-8)
2. CE(S&R)
3. The representatives of Oil Companies:
   a) Director (M) - M/s BPCL Ltd.
   b) Director (M) – M/s HPC Ltd.
   c) Director (M) – M/s IOC Ltd.
   d) Director (M) – M/s IBPC Ltd.

Copy to: PS to Secretary (RT&H)
The minutes of the meeting of the Committee held on 20.6.2005 to discuss the cases of minor deviations for the Retail Outlets

List of participants is at Annexure-I.

2. Secretary (RT&H) welcomed all the members in the meeting. The cases recommended for relaxation of the deviations from the prescribed norms were taken up one by one. A statement showing the locations of these retail outlets, name of Oil Company, the deviations and the decisions taken on these cases is at Annexure-II.

3. It was also brought out that there were some cases which were discussed in the meetings held on 17.3.2005 and 29.3.2005 but the decisions were not taken due to existence of unauthorised fuel stations within the distance which are not permissible as per the prescribed norms. The list of such cases is enclosed at Annexure-III. These cases were considered and it was agreed to recommend these cases for approval subject to the condition that the oil companies concerned agree to construct the median and paved shoulders at their own cost on the sections of National Highways for a sufficient length which would not allow the cross movement of traffic. The details of the length of medians in those sections had to be got approved from the Ministry.

4. Secretary (RT&H) also mentioned that in the next meeting some general issues like provision for wayside amenities in hilly and mountainous sections of National Highways at a shorter distance, facilities at the retail outlets etc. would also be discussed.

5. The meeting ended with a Vote of Thanks to the Chair.
Annexure-I

Officers present in the Committee Meeting for Deviations held on 20.6.2005 at 15:30 hrs.

M/o S. RT&H

(i) Secretary (RT&H) - in Chair
(ii) Shri V. Velayutham, ADG
(iii) Shri S.B. Basu, CE(PL)
(iv) Shri T.B. Banerjee, CE(P-2)
(v) Shri N.S. Jain, CE (S&R)
(vi) Shri H.C. Arora, SE(P-1)
(vii) Shri R.B. Singh, SE(P-2)
(viii) Shri A.K. Yadav, SE(P-8)
(ix) Shri Manoj Kumar (P-1)
(x) Shri K. Singh, EE(P-2)
(xi) Shri U.M. Shambharkar, EE(P-2)

Oil Companies

Shri Rohit Dawar, SM(C&S), M/s IOCL(ADD)
Shri T.S. Sawhney, DGM, M/s HPCL
Shri K.S. Unni, Senior Manager, M/s HPCL
Shri D. Jetley, DGM (Retail), M/s IBPCL
Shri Arun Girdhar, DGM (NR-1), M/s IBPCL
Shri K. Phani Rama Mohan, M/s IOCL
Shri G. Tewari, IOCI.
Shri P. Ghosh, BPCL.
Shri A. Mehta, BPCL.
Shri A.K. Singh, BPCL.
### LIST OF NEW CASES INVOLVING MINOR DEVIATIONS TO BE DISCUSSED IN THE MEETING TO BE HELD ON 20-6-2005

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometerage</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification and decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Haryana</td>
<td>NH-71</td>
<td>Km 331.842 (RHS)</td>
<td>M/s IOCL</td>
<td>Earthen shoulders in deceleration/acceleration lane are proposed of 2.06 m width as against 2.25 m on account of limited Right of Way (ROW). Further, curve of radius 650 m in the initial 70 m length of acceleration lane cannot be accommodated.</td>
<td>It has been brought out in the meeting that the right of way in this portion of NH-71 is only 25.12 metre. This is due to the restriction of the available right of way with NHAI. However, it has been stated this will not hamper smooth exit and entry of the incoming and outgoing traffic to the retail outlets as there is only minor reduction in the width of the shoulder. In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td>2</td>
<td>Karnataka</td>
<td>NH-206</td>
<td>Km 76.4225 (LHS)</td>
<td>M/s BPCL</td>
<td>The deviation is the existence of another retail outlet in the opposite side at a distance of 27 m from the proposed fuel station against the minimum requirement of 300 m. The proposed new retail outlet is located on an undivided two lane carriageway and the existing fuel station is on the opposite side of the road.</td>
<td>This case was discussed in the meeting of the Committee held on 17.3.2005 and 29.3.2005. Based on the details furnished at the time of meeting the proposal was not recommended for relaxation. It has been brought out in this meeting the oil company has agreed to provide paved shoulders on both sides and central median for a length of 250 metre at their own cost which would extend on both sides of the existing as well as the proposed retail outlet. This should check the possibility of vehicles to cross the road and enhancing the traffic safety. Also there is a proposal for construction of bypass in Tiptur town included in the Annual Plan 2005-2006 and after the completion of the Tiptur bypass the stretch will be bypassed. The land for this bypass has been reported to be already acquired. The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet and subject to the</td>
</tr>
<tr>
<td>No.</td>
<td>State</td>
<td>NH-Code</td>
<td>Km</td>
<td>Company</td>
<td>Condition</td>
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<td>3.</td>
<td>Kerala</td>
<td>NH-47</td>
<td>577/900 (RHS)</td>
<td>M/s BPCL</td>
<td>Existence of a retail outlet on opposite side at a distance of 23 m from the proposed fuel station against the minimum requirement of 300 m. It has been brought out in the meeting that the oil company has given an undertaking that they will construct a divider and pave shoulders for a length of 300 metre at km 577/900 at their own cost. This will segregate the movement of traffic on the opposite directions and no cross movement will take place. It has also been reported that the State PWD will implement this work as a deposit work. Moreover, it was informed that this section of NH will be bypassed after completion of the Thiruvanthapuram-Neyyattinkara bypass. The construction of bypass is included in NHDP Phase-III A and the work is likely to be taken up soon. In view of above this case was recommended for relaxation subject to the condition that the divider and pave shoulders are constructed at the cost of the oil company. The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
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</tr>
<tr>
<td>4.</td>
<td>Punjab</td>
<td>NH-72</td>
<td>10.224 (LHS)</td>
<td>M/s IOCL</td>
<td>The distance from intersection of an earthen track having width 3.75 m is at 53.20 from the proposed location of the fuel station as against a minimum of 100 m. It was reported in the meeting that the earthen track at a distance of 53.2 metre from the location of the proposed fuel station led to agricultural fields and no traffic except tractor to agricultural fields plied on this earthen road. The proposal was also for shifting of the entry / exit point of the village road beyond 100 metre. In view of above this case of minor deviation was recommended. The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and</td>
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<tr>
<td></td>
<td>State</td>
<td>Number</td>
<td>Mileage (LHS/RHS)</td>
<td>Company</td>
<td>Reason for Relaxation</td>
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<tr>
<td>5</td>
<td>Punjab</td>
<td>NH-15</td>
<td>Km 28.200 (LHS)</td>
<td>M/s IOCL</td>
<td>The distance from intersection of a village road having width 3.00 m is at 50 m from the proposed location of the fuel station as against a minimum of 100 m.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tamil Nadu</td>
<td>NH-7</td>
<td>Km 239/476 (RHS)</td>
<td>M/s HPCL</td>
<td>The proposed fuel station is 54 m away from the existing intersection with BT road having 3.6 m carriageway. There exists a fuel station at 105 m away of the proposed fuel station but on opposite side.</td>
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</tr>
<tr>
<td>7</td>
<td>Uttarakhand</td>
<td>NH-58</td>
<td>Km 361.950 (RHS)</td>
<td>M/s IBPCL</td>
<td>The depth of the plot size is 17.34 m as against the minimum desired depth of 20 m.</td>
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</tbody>
</table>

It was reported that the road at 50 metre from the location of the fuel station led to a village and the traffic on this road was negligible. It was also informed that this case comes under operation Vijay (Kargil) scheme. In view of above this case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

There are two deviations in this proposal as mentioned in the preceding column. It has been reported in the meeting that the road at 54 metre away is a village road and mostly two-wheelers and bullock carts are plying on these roads hence it will not cause any interruption to NH traffic. It was also brought out that this section of NH-7 is being 4-laned under the North South Corridor Project of NHAI. It was also informed that in the inspection report it has been mentioned that there will be no median gap/opening within 1.5 km of the proposed fuel station in this section and there is no fuel station within 3 km from the proposed station on the same side.

In view of above this case was recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was reported in the meeting that just after the proposed retail outlet there was reserved forest. Due to this depth of the plot could not be increased beyond 17.34 metre. It was also confirmed that as the different installations within the proposed outlet are as per the specified standards of the oil companies there would be no compromise in the safety requirement.
<p>| | | | | |</p>
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</thead>
<tbody>
<tr>
<td>8.</td>
<td>Uttar Pradesh</td>
<td>NH-96</td>
<td>Km 97.711 (RHS)</td>
<td>M/s IBPCL</td>
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<tr>
<td></td>
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<td></td>
<td>There exists a retail outlet at a distance of 200 m against the minimum requirement of 300 m from the site of the proposed fuel station.</td>
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<tr>
<td>9.</td>
<td>Haryana</td>
<td>NH-10</td>
<td>89.475 (RHS)</td>
<td>M/s IBPCL</td>
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<tr>
<td></td>
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<td></td>
<td>Existence of a fuel station of M/s BPCL on the opposite side of the proposed fuel station. This is against the guidelines of minimum distance of 300 m on undivided section of National Highways.</td>
</tr>
</tbody>
</table>

In view of above the relaxation of the above mentioned minor deviation of the norm was recommended.

The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

The oil company agreed to construct medians and paved shoulders on both the sides of the pavement at their own cost for a minimum length of 300 metre in front of the proposed retail outlet. The proposed lay out of the medians and paved shoulders has to be got approved by the Ministry's Regional Officer at Lucknow.

The relaxation of the above mentioned minor deviation from the norm was recommended subject to the condition that the oil company M/s IBPCL construct the medians at their own cost and paved shoulders as mentioned above.

The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was brought out in the meeting that a 7 metre service road was proposed so that both the ingress and egress to the proposed IBPCL fuel station is separate from the existing IBPCL fuel station. Separator island to be provided in the service road which would separate the traffic bound for IBPCL fuel station from the main carriageway. M/s IBPCL has submitted an undertaking to construct and maintain the said service road. The deviation of the queuing was recommended subject to the condition that the construction of the service road by the oil company at their own cost.
<table>
<thead>
<tr>
<th>No.</th>
<th>State</th>
<th>NH</th>
<th>NSD</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.</td>
<td>Haryana</td>
<td>NH-1</td>
<td>134.275 (RHS)</td>
<td>M/s BPCL</td>
</tr>
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<tr>
<td>11.</td>
<td>Punjab</td>
<td>NH-1A</td>
<td>6.552 (LHS)</td>
<td>M/s HPCL</td>
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<tr>
<td>12.</td>
<td>Uttar Pradesh</td>
<td>NH-92</td>
<td>69.552 (RHS)</td>
<td>M/s IOCL</td>
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</tbody>
</table>

The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as precedent for future and other cases.

It was informed in the meeting that the proposed retail outlet is located in the urban area and it was also brought out that at the location of the existing median gap there is only one side road which is on the opposite side of the proposed fuel station of M/s BPCL. Consequent to these factors this case was recommended for minor deviation.

The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as precedent for future and other cases.

It has been informed in the meeting that though the width of the service road is 5.5 metre traffic from the service road to the main carriageway is less. Based on the details furnished at the time of meeting the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as precedent for future and other cases.

This case was discussed in the meeting of the Committee held on 17.3.2005. In that meeting it was requested that the details of length of queueing at the border might be furnished and possibility of providing acceleration and deceleration length by State of the trees might be examined. It was intimated in the meeting that the length of queue was normally 50 metre and in special circumstances 100 metre. It was also clarified that construction of acceleration and deceleration in lengths could be possible by cutting few existing trees and widening of the carriageway in front of the retail outlet from 7 metre width to 10 metre width was possible thereafter. Based on this clarification this case was...
| 13. | Uttar Pradesh | NH-2 | 248.590 (LHS) | M/s BPCL | There is a median opening at distance of 215m from the proposed fuel station against the minimum requirement of 300m.

It was reported that a village road at a distance of 215 metre exists and the medians and paved shoulders / wide opening was provided for traffic movement for Makanpur village having population of about 6000. It was also reported that the traffic on this village road which is intersecting the NH-2 was also not high except during the harvesting season.

The case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases. |
## LIST OF CASES DISCUSSED IN EARLIER MEETINGS INVOLVING MINOR DEVIATIONS DISCUSSED FURTHER ON 20.6.2005

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometre age</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Haryana</td>
<td>65</td>
<td>8.33 (LHS)</td>
<td>M/s HPCL</td>
<td>Location of existing fuel station with un-authorized access at a distance of 210 m from the proposed fuel station.</td>
</tr>
<tr>
<td>2.</td>
<td>Punjab</td>
<td>64</td>
<td>40.33 (LHS)</td>
<td>M/s IOCL</td>
<td>Existence of fuel station (not approved by the Ministry) at 14 m away from the opposite side on the proposed fuel station.</td>
</tr>
<tr>
<td>3.</td>
<td>Rajasthan</td>
<td>12</td>
<td>217.408 (LHS)</td>
<td>M/s BPCL</td>
<td>Existence of retail outlet on the opposite side of the proposed retail outlet at distance of 90 m against the minimum requirement of 300 m.</td>
</tr>
<tr>
<td>4.</td>
<td>Punjab</td>
<td>22</td>
<td>25.697 (RHS)</td>
<td>M/s IOCL</td>
<td>A fuel station exists at a distance of 163 m away on the opposite side of the proposed location of the fuel station as against a minimum of 300 m for undivided carriageway as per Ministry’s guidelines.</td>
</tr>
</tbody>
</table>
GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)

Parliament Street 1,
Transport Bhavan
New Delhi-110001

No.RW/NH-14019/15/2004-P&M

Dated: 24th August, 2005

Sub: Examination of proposals involving minor deviations from the prescribed guidelines for grant of permission of approach road access to Petroleum outlets on National Highways.

The Minutes of the Meeting of Committee for deviations on Retail Outlets held on 11.8.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)
Chief Engineer (Planning)
Telefax: 23710134

Encl: As above.

To
1. The Chairman, National Highways Authority of India,
   G 5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&II.
3. The Additional Director General, DORT&II.
4. The Addl. Secy. & Financial Advisor, M/o S. RT&H.
5. The Joint Secretary, Ministry of Petroleum & Natural Gas,
   Shastri Bhawan, New Delhi.

Copy to representatives of Oil Companies:

a) Director (M) – M/s BPC Ltd.
b) Director (M) – M/s HPCL Ltd.
c) Director (M) – M/s IOC Ltd.
d) Director (M) – M/s Reliance Industries Ltd.

(S.B. Basu)
Chief Engineer (Planning)
INTERNAL DISTRIBUTION:

(1) PS to Secretary (RT&H)

(2) CE(P-1), CE(P-6) and CE(P-8)-- It is requested to seek the approval for the relaxation of the deviation from the Competent Authority in the respective file dealing with this case. The minutes may not be considered as an approval.

(3) CE(S&R)

(S.B. Basu)
Chief Engineer (Planning)
The minutes of the meeting of the Committee held on 11.8.2005 to discuss the cases of minor deviations for the Retail Outlets

List of participants is at Annexure-I.

2. Secretary (RT&H) could not attend the meeting as he was to attend an urgent and important meeting on this day outside New Delhi. The Director General (RD) chaired the meeting. He welcomed all the members to the meeting.

3. The minutes of the last meeting held on 20.6.2005 were circulated vide this Ministry's Letter No.RW/NH-14019/15/2004-P&M dated 6th July, 2005. There were no comments on the minutes circulated and the minutes were confirmed.

4. The cases recommended for relaxation of the deviation from the prescribed norms were taken up one by one. The Ministry's Project Chief Engineers concerned presented the cases along with the deviations as well as the justification for the relaxation. These were discussed in detail. A statement showing the locations of these retail outlets, name of Oil Company, the deviations and the decisions taken on these cases is at Annexure-II.

5. The users of the National Highways passing through hilly and mountainous terrain have to face a lot of difficulties due to inadequacy of the wayside amenities with retail outlets. The matter for providing minimum facilities for the users was discussed. The representatives of the oil companies mentioned about difficulties in setting up of such retail outlets by the side of National Highways passing through hilly and mountainous terrain. These were primarily:

(a) Adequate space for providing the necessary facilities was generally not available due to difficult terrain;

(b) Retail outlets are also generally not commercially viable if wayside amenities are also provided in the retail outlets.

6. The meeting ended with a Vote of Thanks to the Chair.
Annexure I

Officers present in the Committee Meeting for Deviations held on 11.8.2005 at 15:00 hrs.

M/o, Shipping, Road Transport & Highways

Shri Indu Prakash, DG(RD) - in Chair
Shri V. Velayutham, ADG
Shri S.B. Basu, CE(PL)
Shri R.P. Indoria, CE(P-1)
Shri A.N. Dhodapkar, CE(P-6)
Shri S.K. Puri, CE(P-8)
Shri N.S. Jain, CE (S&R)
Shri Kamlesh Kumar, SE(S&R)

National Highways Authority of India

Shri S.C. Jindal, General Manager (CM)
Shri Vishal Gupta, DGM (CM)

Oil Companies

Shri A.K. Hamda, DGM (Mktg.), M/s Essar Oil Ltd.
Shri S. Anwar, Manager (Engg.), M/s Essar Oil Ltd.
Shri T.S. Sawhney, DGM, M/s HPCL
Shri Onkar Nath, Sr. Mgr.- Highway (North Zone), M/s HPCL
Shri Ashok Mehta, Chief Manager, M/s BPCL
Shri Arun Singh, Chief Manager, M/s BPCL
Shri Pallav Ghosh, GM (Retail), M/s BPCL
Shri G. Tewari, DGM (RD), M/s IOCL
Shri K.P.P. Mohan, M/s IOCL.
<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometer Age</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification and Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Maharashtra</td>
<td>204</td>
<td>128/842 &amp; 128/900 (LHS)</td>
<td>M/s IOCL</td>
<td>The distance of the proposed retail outlet is 550 m from a SH at km 128/300. The distance of the proposed retail outlet is 550 m from a SH at km 128/300. It was mentioned that this SH is the only intersecting road within 1.5 km radius of the proposed retail outlet. This access at a distance of 550 metre will not affect the safety of traffic.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Maharashtra</td>
<td>222</td>
<td>0/121 (RHS)</td>
<td>M/s BPCL</td>
<td>(a) There is an approach road of width about 2.0 metre at a distance of 21 metre on the opposite side. (b) A road has also been constructed recently by Zila Parishad at a distance of 21 metre on the opposite side. The approach road which is of 2 metre width at a distance of 21 metre on the opposite side, as informed by the State PWD, is an unimportant having very less volume of traffic. The road at the same side at a distance of 46 metre from the proposed side has been constructed recently. It was brought out that this road was an approach road to the small community having a group of 10 to 12 houses.</td>
<td></td>
</tr>
</tbody>
</table>

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.
The road width varies from 2 metre to 3 metre and is about 400 metre length with a dead end. It was also informed by the State PWD that this would not generate much vehicular traffic. Entry of traffic on this road would be controlled through a 7 metre wide service road which is to be constructed as per the drawing.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet with a condition of construction of service road. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

3. Punjab 95 60.856 (KHS) M/s Reliance Industries Ltd. An intersection with N.H. -71 exists at a distance of 949 m from the proposed fuel station as against a minimum of 1000 m.

The distance from the intersection with N.H.-71 was reported as 949 m which is marginally less than the minimum distance stipulated in the Ministry's guideline i.e. 1000 metre. Since the intersection is marginally less than the stipulated distance, it was considered that this would not cause any traffic safety problems.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

4. Punjab 1A 2.536 (LHS) M/s IOCL A gap in the median exists at a distance of 236 m as against a minimum of 300 m.

It was reported that the access to the proposed fuel station was being taken from the extended service road and not from the main carriageway. The existing service road has been proposed to be extended up to the fuel station and the access will be from the service road. It was brought out since the access was not from the main carriageway there would not be any
<table>
<thead>
<tr>
<th>No.</th>
<th>State</th>
<th>No.</th>
<th>Registration No</th>
<th>Company/Owner</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Tamil Nadu</td>
<td>46</td>
<td>15/926-15/948</td>
<td>M/s HPCL</td>
<td>(a) The proposed retail outlet is located at a distance of 50 m on the same side and at a distance of 18 m on opposite side against stipulation of 100 m from intersection with roads having carriageway width of 29.90 m. (b) The distance from nearest IOC Fuel station is 240 m against stipulation of 300 m.</td>
</tr>
</tbody>
</table>

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was informed during the meeting that a bypass at Bawgur was constructed by NHAI and was opened recently. However, the stretch is yet to be handed over to the State Government. The proposed fuel station is on a road which will no longer remain a National Highway in view of construction of bypass. It was also informed that the traffic on this stretch would significantly be reduced once the bypass becomes fully operational. Moreover, there are demands from the local users for an additional retail outlet at this location.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.
GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS  
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)  

Parliament Street I,  
Transport Bhavan  
New Delhi 110001

No.NH-14019/15/2004-P&M  
Dated: 27th September, 2005

Sub: Examination of proposals involving minor deviations from the prescribed guidelines for grant of permission of approach road access to Petroleum outlets on National Highways.

The Minutes of the Meeting of Committee for deviations on Retail Outlets held on 20.09.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)  
Chief Engineer (Planning)  
Telefax: 23710134

Encl: As above.

To:
1. The Chairman, National Highways Authority of India, G 5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&H.
3. The Additional Director General, DORT&H.
5. The Joint Secretary, Ministry of Petroleum & Natural Gas, Shastri Bhawan, New Delhi.

Copy to representatives of Oil Companies:

1. Director (M) – M/s Indian Oil Corp. Ltd., 9th Floor, Indian Oil Bhawan, Shri Aurobindo Marg, Yusuf Sarai, New Delhi-110016.
2. Director (M) – M/s Hindustan Petroleum Corp. Ltd., 8, S.V.Marg, Ballard Estate, Mumbai – 400 001.
4. Director (M) – M/s IBPC Ltd., Sarjan Plaza, Worli, Mumbai.

(S.B. Basu)  
Chief Engineer (Planning)
INTERNAL DISTRIBUTION:

(1) PS to Secretary (RT&H)

(2) CE(P-1), CE(P-2), CE(P-3) and CE(P-7): It is requested to seek the approval for the relaxation of the deviation from the Competent Authority in the respective file dealing with this case. The minutes may not be considered as an approval.

(3) CE(S&R)

(S.B. Basu)
Chief Engineer (Planning)
Minutes of the Meeting of the Committee held on 20.9.2005
to discuss the cases of minor deviations for the Retail Outlets

List of participants is at Annexure-I.

2. The cases requiring fuel stations involving minor deviations were considered case by case. The list showing these cases and decisions on these cases is at Annexure-II.

3. The meeting ended with a Vote of Thanks to the Chair.
Annexure-I

Officers present in the Committee Meeting for Deviations held on 20.9.2005 at 17:00 hrs.

M/o Shipping, Road Transport & Highways

Shri L.K. Joshi, Secretary - in Chair
Shri V. Velayutham, ADG
Shri C. Balakrishnan, AS & FA
Shri S.B. Basu, CE(PL)
Shri V.K. Sinha, CE(P-7)
Shri R.P. Indoria, CE(P-1)
Shri Arun Kumar Sharma, CE(P-3)
Shri H.C. Arora, SE(P-7)
Shri U.M. Shambharkar, EE(P-2)

National Highways Authority of India

Shri S.C. Jindal, CGM

Oil Companies

Shri T.S. Sawhney, DGM, M/s HPCL
Shri Onkar Nath, Sr. Mgr. - Highway (North Zone), M/s HPCL
Shri Arun Singh, Chief Manager, M/s BPCL
Shri Pallav Ghosh, GM (Retail), M/s BPCL
Shri K. Phani Rama Mohan, M/s IOCL
Ms. Poonam Chopra, Sr. Mgr., M/s IBPCL
Shri A.K. Hamda, DGM (Mktg), M/s Essar Oil Ltd.
Shri Ashok Mehta, Chief Manager, M/s BPCL.
**LIST OF CASES INVOLVING MINOR DEVIATIONS DISCUSSED IN THE MEETING HELD ON 20.9.2005**

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometer Age</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification and Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Andhra Pradesh</td>
<td>5</td>
<td>370/100 (RHS)</td>
<td>M/s BPCL</td>
<td>The plot size of the proposed fuel station is 83m x 43.4m against the specified size of 35.0m x 45.0m</td>
<td>The Project Zone concerned had brought out that the land adjacent to the proposed site was marshy land belonging to State Government and the Government has temporarily suspended sale/lease of marshy land. The Oil Company has further stated that there is no alternative site available for setting up the retail outlet. The deficiency in the depth of the plot is only 1.6m from the prescribed size of 45m. However, the total area of the plot is much more than the area required. This has also been recommended by the NHAI and the Project Zone. In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. Bihar</strong></td>
<td>98</td>
<td>19</td>
<td>M/s IBPCL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.6m wide road, leading to Lakhpar village, intersecting at 36m away from the proposed retail outlet against the requirement of 100m.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3. Haryana</strong></td>
<td>71</td>
<td>429.200 (RHS)</td>
<td>M/s HPCL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There is a side road on opposite side at 140m having width 3.66m leading to village Gangyacha Jat having negligible traffic.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There is an existing fuel station of M/s IOCL on opposite side at Km 429.182 (LHS).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

It was reported that the 2.6m wide intersecting road was ending abruptly on a canal. The traffic has also been reported to be negligible which is 385 PCU consisting of 13 CVDs. The Project Zone concerned has recommended for relaxation of this minor deviation.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was brought out that that the side road having width of 3.66m on opposite side at a distance of 140m which leads to the village Gangyacha Jat was having negligible traffic. It was also brought out that that the retail outlet for which this relaxation was sought was in existence since September, 2002. The fuel station of M/s IOCL on the opposite side was set up after the opening of this retail outlet of M/s HPCL. The access to the retail outlet of M/s IOCL was not approved by the Ministry and they also not approached so far for getting permission for this access to the retail outlet. Necessary action may be taken against this retail outlet of M/s IOCL.

It was also brought out by the Project Zone that this proposal of M/s HPCL was of Kargil Shaheed and allotted under Op. Vijay in favour of the wife of Late Army Personnel. In
|   | Karnataka | 17 | 286.974 | M/s BPCL | Existence of an earthen road of 2.5m width at a distance of 44m from the proposed site against the minimum requirement of 100m, MDR of 3.50m width at a distance of 869m against the minimum requirement of 1000m respectively.

In view of the above the Project Zone has recommended for relaxation of this minor deviation.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was intimated by the Project Zone that as per the report of the Oil Company the side road of 2.5m width was a small cross road and the traffic on this road was negligible. Further the MDR which is at a distance of 869m was only short of 131m from the specified distance. The Project Zone has recommended for relaxation of these deviations due to negligible traffic and also difference in distance was small. It was further informed by the Oil Company that there was no retail outlet within 12 km of this proposed outlet.

Based on the above this is recommended for relaxation of minor variation subject to the verification that there was no retail outlet within a distance of 12 km. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

|   | Punjab | 15 | 267.660 (RHS) | M/s IBPCL | An earthen track leading to agriculture fields (terminates at 197.5m from NH) exists adjacent to the

It was brought out that the earthen track adjacent to the proposed fuel station leads was an access to a private property / agriculture fields and no traffic plied on this earthen track. |
proposed fuel station as against a minimum of 100m as per clause no. 4.3.1(iii) of the Ministry's guidelines.

It was also brought out that as per the report of the field officers of the PWD the earthen track was not motorable and used by the residents of that area. In view of the above the Project Zone has recommended for relaxation of this minor deviation.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

<table>
<thead>
<tr>
<th></th>
<th>Punjab</th>
<th>480.173 (LHS)</th>
<th>M/s IOCL</th>
<th>There is a side road on opposite side 30.6m, Katcha way to private property (width 2.4m) and reported to be not a thoroughfare.</th>
</tr>
</thead>
</table>

It has been brought out that the side road on the opposite side at 30.6 m distance was a katcha way to a private property and was not a thoroughfare. Based on this the Project Zone has recommended for relaxation of this minor deviation.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

<table>
<thead>
<tr>
<th></th>
<th>Uttar Pradesh</th>
<th>12.743 (RHS)</th>
<th>M/s IOCL</th>
<th>There exists a railway level crossing (to be treated as a check barrier) at a distance of 125m from the proposed fuel station against the minimum requirement of 1000m.</th>
</tr>
</thead>
</table>

There is a proposal for construction of ROB at Km. 13 of NH-27 and is included in the Annual Plan 2005-06. It was also informed that the land acquisition for the construction of this ROB was already done long back. It was mentioned that due to the construction of this ROB in near future this crossing might not be
<table>
<thead>
<tr>
<th>No.</th>
<th>State</th>
<th>Kms</th>
<th>Kms (LHS)</th>
<th>Company</th>
<th>Access Permission Details</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.</td>
<td>Uttar Pradesh</td>
<td>24</td>
<td>345.366</td>
<td>M/s ESSAR Oil Ltd.</td>
<td>There exists a fuel station of M/s IOCL at Km. 345.453, for which the Ministry has recently granted access permission. The proposed fuel station is at a distance of 87m (on the opposite side) against the minimum requirement of 300m.</td>
<td></td>
</tr>
</tbody>
</table>

The proposed retail outlet is at a distance of 87m on the opposite side against the minimum requirement of 300m. There was a proposal for construction of median and paved shoulder for a distance of 100m on both sides of the proposed outlet. However, it was felt that this was not sufficient to reduce the traffic safety hazard. Therefore, it was not recommended for relaxation of this minor deviation.
GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)

Parliament Street 1,
Transport Bhawan
New Delhi-110001

No.NH-14019/15/2004 P&M

Dated: 7th October, 2005

Sub: Examination of proposals involving minor deviations from the prescribed guidelines for grant of permission of approach road access to Petroleum outlets on National Highways.

The Minutes of the Meeting of Committee for deviations on Retail Outlets held on 6.10.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)
Chief Engineer (Planning)
Telephone: 23710134

Enc: As above.

To

1. The Chairman, National Highways Authority of India,
   G 5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&H.
3. The Additional Director General, DORT&H.
4. The Addl. Secy. & Financial Advisor, M/o S. RT&H.
5. The Joint Secretary, Ministry of Petroleum & Natural Gas,
   Shastri Bhawan, New Delhi.

Copy to representatives of Oil Companies:

1. Director (M) M/s Indian Oil Corp. Ltd., Indiabidwadi, G-99,
   All Yavar Jung Marg, Bandra (East), Mumbai -400 051.
2. Director (M) M/s Hindustan Petroleum Corp. Ltd., S.V. Marg,
   Ballard Estate, Mumbai - 400 001.
3. Director (M) M/s Bharat Petroleum Corp. Ltd., HCF House, 28-A,
   Kasturba Gandhi Marg, New Delhi-110001.
5. Director (M) M/s Reliance Industries Ltd., G-59, Marina Arcade, Middle
   Circle, Connought Place, New Delhi-110001.

(S.B. Basu)
Chief Engineer (Planning)
INTERNAL DISTRIBUTION:

(1) PS to Secretary (RT&H)

(2) CE(P-1), CE(P-4), and CF(P-7): It is requested to seek the approval for the relaxation of the deviation from the Competent Authority in the respective file dealing with this case. The minutes may not be considered as an approval.

(3) CF(S&R)

(S.B. Basu)
Chief Engineer (Planning)
Minutes of the Meeting of the Committee held on 6.10.2005 to discuss the cases of minor deviations for the Retail Outlets

List of participants is at Annexure-I.

2. Secretary (RT&H) could not attend the meeting as he was to attend an urgent and important meeting on this day outside New Delhi. The Director General (RD) chaired the meeting. He welcomed all the members to the meeting.

3. The minutes of the last meeting held on 20.9.2005 were circulated vide this Ministry’s Letter No.RW/NI-14019/15/2004 P&M dated 27th September, 2005. The representative of IOCL brought out in the meeting held on 27.9.2005 while recommending the relaxation for the case of retail outlet at Km. 429.2 of NH-71 in Haryana of M/s HPCL, it was mentioned that M/s IOCL did not approach the Ministry for getting the permission. It was mentioned by the representative of M/s IOCL that they had already approached the Ministry. But the documents were not received in the Ministry. M/s IOCL was requested to forward the copies of the comments to the Ministry and the proposal would be examined in the Ministry. The representative of IOCL also mentioned that their correspondences were to be sent to the address at Mumbai. The minutes of the last meeting were approved with the above mentioned observations.

4. The cases recommended for relaxation of the deviation from the prescribed norms were taken up one by one. The Ministry’s officers concerned presented the cases along with the deviations as well as the justification for the relaxation. These were discussed in detail. A statement showing the locations of these retail outlets, name of Oil Company, the deviations and the decisions taken on those cases is at Annexure-II.

5. The meeting ended with a Vote of Thanks to the Chair.
Office present in the Committee Meeting for Deviations
held on 6.10.2005 at 10:00 hrs.

M/o Shipping, Road Transport & Highways

Shri Indr Prakash, DG - in Chair
Shri V. Velupillai, ADG
Shri C. Balakrishnan, AS & FA
Shri S.R. Basu, CE(PL)
Shri V.K. Sinha, CE(P-7)
Shri R.D. Dohare, CE(P-4)
Shri N.S. Jain, CE(S&R)(R)
Shri Kamlesh Kumar, SE(S&R)(R)
Shri Mangal Kumar, SE(P-1)
Shri H.C. Arora, SE(P-7)

National Highways Authority of India

Shri Prabhat Krishna, GM (DM)
Shri Vishal Gupta, DGM (I)

Oil Companies

Shri J.N. Misra, Manager (NHB), M/s HPCL.
Ms. Poonam Chopra, Sr. Mgr., M/s BPCL.
Shri G. Tewari, DGM (R&D), IOCL.
Shri Ashok Mehta, Chief Manager, M/s BPCL.
Shri K.P.S. Namboodiri, Chief Manager (Retail), M/s BPCL.
# Annexure-II

## List of Cases Involving Minor Deviations Discussed in the Meeting Held on 6.10.2005

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>State</th>
<th>NH No</th>
<th>Kilometreage</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification and Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Haryana</td>
<td>2</td>
<td>70.65 (LHS)</td>
<td>M/s HPCL</td>
<td>There is an existing toll plaza at 800m though the same is likely to be shifted beyond 1000m as reported by NHAI. It was reported by the officers of NHAI that the existing Toll Plaza is being shifted beyond 1000m from the proposed retail outlet. Therefore, this minor deviation is only for the time being and therefore recommended for relaxation of this deviation. In view of the above the case has been recommended for relaxation subject to the condition of the shifting of the Toll Plaza beyond 1000m. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Haryana</td>
<td>71A</td>
<td>39.630 (LHS)</td>
<td>M/s BPCL</td>
<td>There is a side road (rural road having width 3.66m) at a distance of 60m from the proposed retail outlet instead of requirement of 300m. It was reported by the Superintending Engineer of the Department that the side road will connect to the 7m service road which has been proposed and therefore, the case was recommended. In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Karnataka</td>
<td>4</td>
<td>563.508</td>
<td>M/s IOCL</td>
<td>Existence of median The possibility of closure of the median.</td>
<td></td>
</tr>
</tbody>
</table>


<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
</table>
| 4. Karnataka | 17 | 10.60 | M/s HPCL | opening at a distance of 50m towards entry side of the retail outlet from the proposed site against the minimum requirement of 300m.  
There is a bioluminescent side road having carriageway width less than 3.5m intersecting at a distance of 65m and a commercial check post at a distance of 850m from the proposed retail outlet site as against the specified distance of 100m and 1000m respectively.  
The possibility of providing service road is to be examined by the Oil Company and the representatives of the Oil Company also agreed for the review of the proposal. This will be considered in the future meeting. |
| 5. Karnataka | 17 | 320.285 | M/s RL | Existence of two side roads having carriageway width less than 3.5m at a distance of 56m and 35m from the proposed site against the minimum requirement of 100m.  
It was decided that the possibility of providing service roads on both sides of the National Highway is to be examined so that minimum requirement of distance of 100m is maintained. Therefore, this will be considered in the future meeting. |
| 6. Karnataka | 17 | 339.850 | M/s HPCL | The existence of a MDR at a distance of 620m from the proposed site against the minimum requirement of 1000m.  
It was reported that the MDR at a distance of 620m from the proposed site is catering to a few villages on which the traffic is not much. Hence, there is no traffic hindrance. The details of traffic on the MDR were not available.  
In view of above it was decided that this will be considered in the future meeting.
<table>
<thead>
<tr>
<th>7.</th>
<th>Punjab</th>
<th>15</th>
<th>269.860 (RHS)</th>
<th>M/s IOCL</th>
<th>There is an earthen track of 3m width having a length of 250m on opposite side leading to private property / agriculture field. after submission of the necessary details. The Superintending Engineer of the Department reported that the earthen track leads to two-three houses and ends at about 250m length and connects to a private property. In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.</td>
<td>Rajasthan</td>
<td>8</td>
<td>387 &amp; 388 (RHS)</td>
<td>M/s IBPCL</td>
<td>(1) Sales Tax Collection Post and RTO Tax Collection Centre (total 3 numbers) are located at a distance of 200m to 240m from the proposed retail outlet against the requirement of 1 km. (2) There exists three retail outlets on the same side at a distance of 450m to 630m against the requirement of 1000m. (3) Part of deceleration and acceleration lengths are outside the plot of the proposed retail outlet. (4) The drawings of the location plan furnished does not show clearly the The Chief Engineer of the Department moved this proposal and this was recommended on the condition of construction of service roads for dubbing of all the three retail outlets and shifting of the Sales Tax Collection Post and RTO Tax Collection Centre to an acceptable distance. In view of above the case has been recommended for relaxation subject to the condition of construction of service roads and shifting of the Sales Tax Collection Post and RTO Tax Collection Centre. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.</td>
</tr>
<tr>
<td>S. No.</td>
<td>State</td>
<td>No.</td>
<td>Area (sqm)</td>
<td>Company</td>
<td>Details</td>
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</tr>
<tr>
<td>9.</td>
<td>Rajasthan</td>
<td>79</td>
<td>112,000</td>
<td>M/s HPCL</td>
<td>The size of the plot is 44.9m (frontage) and an average depth of 38.85m against the minimum requirement of 35m by 45m.</td>
</tr>
</tbody>
</table>

The Chief Engineer of the Department recommended for relaxation of this deviation as the area of the plot is more than the area specified per the specified dimensions of the plot though the depth of the plot is less than the prescribed depth.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.
GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)

Parliament Street 1,
Transport Bhavan
New Delhi-110001

No.NH-14019/15/2004-P&M

Dated: 12th December, 2005

Sub: Examination of proposals involving minor deviations from the prescribed guidelines for grant of permission of approach road access to Petroleum outlets on National Highways.

The Minutes of the Meeting of Committee for deviations on Retail Outlets held on 25.11.2005 are enclosed for information and necessary follow up action.

A compliance report wherever required may be forwarded.

(S.B. Basu)
Chief Engineer (Planning)
Telex: 23710134

Encl: As above.

To

1. The Chairman, National Highways Authority of India,
G 5&6, Sector-10, Dwarka, New Delhi-110045.
2. The Director General (Road Development), DORT&H.
3. The Additional Director General, DORT&H.
5. The Joint Secretary, Ministry of Petroleum & Natural Gas,
Shastri Bhawan, New Delhi.

Copy to representatives of Oil Companies:

1. Director (M) – M/s Indian Oil Corpn. Ltd., Indian Oil Bhavan, G-9,
   Ali Yavar Jung Marg, Bandra (East), Mumbai – 400 051.
2. Director (M) – M/s Hindustan Petroleum Corpn. Ltd., 8, S.V.Marg,
   Ballard Estate, Mumbai - 400 001.
3. Director (M) – M/s Reliance Industries Ltd., 1st Floor, Gopal Das Bhawan,
   28, Barakhamba Road, New Delhi-110001.
5. Director (M) - M/s Essar Oil Ltd., 21, Feroze Gandhi Road, Lajpat Nagar-
   III, New Delhi-110024.

(S.B. Basu)
Chief Engineer (Planning)
INTERNAL DISTRIBUTION:

(1) PS to Secretary (RT&H)

(2) CE(P-1), CE(P-2), CE(P-4), CE(P-7) and CE(P-8):- It is requested to seek the approval for the relaxation of the deviation from the Competent Authority in the respective file dealing with this case. The minutes may not be considered as an approval.

(3) CE(S&R)

(S.B. Basu)
Chief Engineer (Planning)
Minutes of the Meeting of the Committee held on 25.11.2005
to discuss the cases of minor deviations for the Retail Outlets

List of participants is at Annexure-I.

2. The cases recommended for relaxation of the deviation from the prescribed norms were taken up one by one. The Ministry’s officers concerned presented the cases along with the deviations as well as the justification for the relaxation. These were discussed in detail. A statement showing the locations of these retail outlets, name of Oil Company, the deviations and the decisions taken on these cases is at Annexure-II.

3. The meeting ended with a Vote of Thanks to the Chair.

*******
Annexure-I

Officers present in the Committee Meeting for Deviations held on 25.11.2005 at 15:00 hrs.

M/o Shipping, Road Transport & Highways

Shri L.K. Joshi, Secretary (RT&H) - in Chair
Shri Indu Prakash, DG (RD)
Shri V. Velayutham, ADG
Shri C. Balakrishnan, AS & FA
Shri S.B. Basu, CE(PL)
Shri T.B. Banerjee CE(P-1) & CE(P-2)
Shri Arun Kumar Sharma, CE (P-3)
Shri R.D. Dohare, CE(P-4)
Shri V.K. Sinha, CE(P-7)
Shri Manoj Kumar, SE(P-1)
Shri A.K. Yadav, SE(P-8)
Shri W.M. Shambharkar, EE(P-2)
Shri Rajesh Kumar, EE(P-7)
Shri Amarendra Kumar EE(P-7)

National Highways Authority of India

Shri S.C. Jindal, CGM (CM)
Shri Vishal Gupta, DGM (CM)

Oil Companies

Shri T.S. Sawhney, DGM, M/s HPCL
Shri G. Tewari, DGM (RD), IOCL
Shri J.N. Misra, Manager (NFB), M/s HPCL
Shri A.K. Handa, DGM (Mktg.), M/s Essar Oil Ltd.
Shri S. Anwar Manager (Engg.), M/s Essar Oil Ltd.
Shri R.S. Talwar, CM (M/S), IBPCL
Shri R.R. Arun, M/s RIL
Shri Ram Mehrotra, M/s RIL
## CASES INVOLVING MINOR DEVIATIONS CONSIDERED DURING THE MEETING HELD ON 25.11.2005

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>State</th>
<th>NH No.</th>
<th>Kilometerage</th>
<th>Name of the Oil Co.</th>
<th>Deviations</th>
<th>Justification and Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Andhra Pradesh</td>
<td>4</td>
<td>151/2 (RHS)</td>
<td>M/s RIL</td>
<td>Existence of one fuel station on opposite side of the proposed retail outlet at a distance of 117m against the requirement of 300m.</td>
<td>It was observed that the length of this proposed service road was falling short of the required distance of 300m. It was, therefore, decided that the Oil Company would first construct the service road and the lengths of the service road would be confirmed by the Regional Officer of the Ministry. Thereafter, further action will be taken by the Project Zone. However, the in principle approval without signing the agreement could be communicated.</td>
</tr>
<tr>
<td>2.</td>
<td>Andhra Pradesh</td>
<td>4</td>
<td>174/2 (LHS)</td>
<td>M/s RIL</td>
<td>Existence of two fuel stations on the opposite side of the proposed retail outlet at a distance of 26.5m and 148m against the requirement of the minimum distance of 300m.</td>
<td>It was brought out that the Oil Company had agreed to provide service road with separator island for access to the proposed retail outlet to keep the minimum distance of 300m. It was decided that the Oil Company would first construct this service road of the adequate length and to be confirmed by the Regional Officer of the Ministry, and thereafter, further action will be taken up by the Project Zone. However, the in principle approval without signing the agreement could be communicated.</td>
</tr>
<tr>
<td></td>
<td>State</td>
<td>No.</td>
<td>District Code</td>
<td>Company</td>
<td>Details</td>
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</tr>
<tr>
<td>3</td>
<td>Bihar</td>
<td>30</td>
<td>143</td>
<td>M/s RIL</td>
<td>Existence of retail outlet on opposite side at a distance of 48m from the proposed retail outlet.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>It was informed that there was one retail outlet at a distance of 32.53m on the same side from the boundary of the proposed retail outlet in addition to the retail outlet at a distance of 48m on the opposite side. The Oil Company had proposed for construction of service road for clustering of the retail outlets on the same side. There was no proposal or justification for retail outlet on the opposite side. It was decided that the proposals could be considered only after construction of required length of service roads by the Oil Company.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Himachal Pradesh</td>
<td>21</td>
<td>200.418</td>
<td>M/s HPCL</td>
<td>There is a side road on same side at 68m distance and on opposite side at 90m distance against the minimum required distance of 100m as per Ministry’s revised guidelines.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The officers from the Project Zone informed that the side roads were carrying negligible vehicular traffic since these were leading to a Hotel and an NCC Camp. It was also reported the side road which was situated at 90m on opposite side was a pedestrian approach. The representative of the Oil Company informed that the site was given by the Government of Himachal Pradesh. It was also considered that due to negligible traffic on the side roads there would not be any traffic hazard.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Himachal Pradesh</td>
<td>88</td>
<td>147/170 (LHS)</td>
<td>M/s BPCL</td>
<td>The plot size for proposed fuel station is 29.37mx</td>
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</tr>
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<td></td>
<td>It was informed by the officers of the Project Zone and the Oil Company that the frontage of</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>State</td>
<td>Pin No</td>
<td>Area (sq. m)</td>
<td>Company</td>
<td>Details</td>
<td></td>
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<td>-------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Karnataka</td>
<td>17</td>
<td>244.56</td>
<td>M/s IOCL</td>
<td>Existence of a commercial tax barrier at a distance of 905m in place of the stipulated distance of 1000m.</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Karnataka</td>
<td>17</td>
<td>320.285</td>
<td>M/s RIL</td>
<td>Existence of two side roads having carriageway width less than 3.5m at a distance of 56m and 59m from the proposed site against the minimum requirement of 100m.</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Punjab</td>
<td>1</td>
<td>221.822 (LHS)</td>
<td>M/s HPCL</td>
<td>There are two side roads on same side at a distance of 127.90m and 270.00m</td>
<td></td>
</tr>
</tbody>
</table>

The proposed retail outlet was more than the prescribed minimum size of 20m. The depth of the plot is short by a few metres only on one side and it would not create any problem from the traffic point of view.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was brought out in the meeting that the cheek barriers at a distance of 905m was likely to be shifted. Therefore, it was decided that further action would be taken only after shifting of the check barriers. After shifting of the check barriers there would be no requirement for relaxation.

It was decided in the last meeting that the possibility of providing service roads on both sides of the National Highway was to examined so that minimum requirement of distance of 100m was to be maintained. The report of the Regional Officer is to be obtained about the level of traffic in the side road and if required the service roads have to be constructed by the Oil Company for consideration of the proposal.

It was brought out in the meeting that the two approach roads are leading to a factory and one of the gate remains closed. It was also reported...
<table>
<thead>
<tr>
<th>No.</th>
<th>State</th>
<th>Plot No.</th>
<th>Area</th>
<th>Company</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.</td>
<td>Punjab</td>
<td>IA</td>
<td>67.870</td>
<td>M/s HPCL</td>
<td>There is a median opening at a distance of 107m from the proposed site against the minimum requirement of 300m.</td>
</tr>
<tr>
<td>10.</td>
<td>Punjab</td>
<td>70</td>
<td>26.639</td>
<td>M/s IOCL</td>
<td>There is a side road at 100.80m distance on opposite side from the edge of the plot (wherein proposed retail outlet is to be installed) to the edge of the side road, which is less than the minimum requirement of 100m from the edge of the plot to the tangent point of the curve of the side road.</td>
</tr>
<tr>
<td>11.</td>
<td>Punjab</td>
<td>71</td>
<td>87.664</td>
<td>M/s Essar</td>
<td>There is a side road having thereof. It was brought out in the meeting that the side road is located at 100.80m which is more than the specified distance of 100m it was considered that no relaxation was required.</td>
</tr>
</tbody>
</table>

respectively from the proposed site leading to private properties.

that there were only 28 vehicles per day on the other road leading to the factory. In view of the above it was considered that there would not be any hazard for the traffic on the National Highway.

In view of above the case has been recommended for relaxation considering the reason of deviation and justification for this particular retail outlet. This relaxation and the reasons for relaxation are not to be cited as a precedent for future and other cases.

It was brought out that this section of NH would be four-laned and the preparation of DPR was not complete. The location of the median opening was to be re-examined and in this regard views of NHAI are to be obtained. Thereafter, this would be examined for further consideration.

As the side road is located at 100.80m which is more than the specified distance of 100m it was considered that no relaxation was required.
<table>
<thead>
<tr>
<th>No.</th>
<th>State</th>
<th>Num</th>
<th>Distance</th>
<th>Company</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Rajasthan</td>
<td>8</td>
<td>32.210 to 32.255 (LHS)</td>
<td>M/s IBPCL</td>
<td>Existence of a 5.5m wide rural road (Kaccha road) at a distance of 105m in place of the stipulated distance of 300m.</td>
</tr>
<tr>
<td>13</td>
<td>Tamil Nadu</td>
<td>47</td>
<td>89/192-89/246</td>
<td>M/s HPCL</td>
<td>Existence of an MDR of 7m carriageway width at a distance of 833.6m against the requirement of 1000m.</td>
</tr>
<tr>
<td>14</td>
<td>Tamil Nadu</td>
<td>67</td>
<td>213/503.40 (RHS)</td>
<td>M/s IOCL</td>
<td>The distance of proposed retail outlet from check barrier / Toll plaza is 450m</td>
</tr>
</tbody>
</table>

It was brought out that this section of NH is part of the Jaipur bypass Phase-II and which is an access control road with fencing on both sides. The service roads which were to be constructed were in place. There are no new proposals for construction of any other service road. Therefore, ground details had to be checked by NHAI and to be reported for further consideration in the Project Zone.

The proposal is to construct service road on both sides so that minimum distance of 1000m is maintained. It was decided that at first the proposed service road would be constructed by the Oil Company and thereafter, further action will be taken by the Project Zone. However, the in principle approval without signing the agreement could be communicated.

It was reported during the meeting that the check barrier was located on the municipal road and not on the National Highway.
<table>
<thead>
<tr>
<th>No.</th>
<th>State</th>
<th>No.</th>
<th>Distance</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.</td>
<td>Uttar Pradesh</td>
<td>27</td>
<td>7.667 (LHS)</td>
<td>M/s IOCL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Existence of two retail outlets at a distance of 120 m and 239 m from the proposed fuel station against the minimum requirement of 300 m.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Therefore, it was considered not to be a deviation from the existing norms. This may be processed separately.</td>
</tr>
<tr>
<td>16.</td>
<td>Uttar Pradesh</td>
<td>56</td>
<td>52.606 (RHS)</td>
<td>M/s RIL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>There exists a side road with a carriageway width of 2.75m to 2.5m at a distance of 5m against the minimum distance of 100m and also there is a fuel station at a distance of 238m against the minimum requirement of 300m.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>It was decided that a fresh proposal was to be submitted so that the intersection with approach roads remain at a distance of minimum 300m as per the prescribed standard.</td>
</tr>
<tr>
<td>17.</td>
<td>Uttar Pradesh</td>
<td>96</td>
<td>135.725 (RHS)</td>
<td>M/s Essar Oil Ltd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>There exists a fuel station of M/s IOCL at a distance of 106m from the proposed fuel station against the minimum requirement of 300m.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>It was brought out that the existing retail outlet of M/s IOCL was located on the Allahabad bypass and this was to be shifted. It was decided that NHAI would confirm about the shifting of the retail outlet and thereafter necessary action may be taken up by the Project Zone.</td>
</tr>
</tbody>
</table>