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No. RW/NH-33044/5/2004-S&R(R) *Dated, the 31st March, 2005*

To

The Chief Secretaries/Secretaries (PWD/Roads) of all State Governments/UTs dealing with National Highways and Centrally Sponsored Schemes; Chief Engineers of States/UTs dealing with National Highways and Centrally Sponsored Schemes; The Director General (Border Roads); The Chairman, National Highways Authority of India

Subject : Norms for the Access for Fuel Stations, Service Stations and Rest Areas along National Highways – clarifications thereto

Ministry had received several representations from concerned agencies citing various clarifications/ ambiguities encountered in following the norms for the access for fuel/service stations along National Highways issued vide Ministry's letter No. RW/NH-33023/19/99-DO-III dated 17.10.2003. The various issues needing clarifications were deliberated on 23.09.04 in the meeting held under the Chairmanship of Secretary (RT&H) and attended by officials of M/o Petroleum & Natural Gas, NHAI, IOCL, BPCL, HPCL, IBP, M/s Reliance Industries Ltd., M/s Essar Oil Ltd. The decisions taken on the various issues are enclosed herewith.

(Enclosure to the Ministry of Shipping, Road Transport & Highways (Deptt. of Road Transport & Highways letter No. RW/NH-33044/5/2004-S&R(R) dated 31st March 2005).

Sl. No.	Ref. of existing norms	Existing Provisions	Problem (Ambiguity)	Clarification/Decision
1.	Para 6.5 of the letter	Entry/Exist to the fuel station to be through decleration/ acceleration lanes (Ref: Fig. 1, 2, 3 & 4)	Const. of deceleration/ acceleration lanes are not feasible for inadequate ROW.	Wherever, available ROW is inadequate to accommodate the deceleration/acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the D/A lanes shall be acquired by the owner of the retail outlet. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.
2.	Para 6.1.6 of the Appendix-I	The radius of turning curve at entry/exit to the fuel stations would be 13 m.	In cases where ROW is inadequate, prescribed turning radius cannot be provided.	In such cases also, owner of the retail outlet shall have to acquire additional land as stated above at Sl. No. 1.
3.	Para 6.2.1 of the letter	Mini. dist. between 2 fuel stations on undivided carriageway is 300 m. and between 2 fuel stations on divided carriageway is 1000 m.	It is not clear whether it is applicable to the new fuel station opposite to the existing fuel station	It is clarified that the minimum distance of 300 m between two fuel stations on both sides of the road is applicable for undivided carriageway only. In case of divided carriageway, with no gap in medians, the distance restriction is not applicable on the opposite side of the ROL and the minimum distance between two ROLs on the same side shall be 1000 m.
4.	Para 4.4.3 of Appendix-I & Figs. 2 & 4	Clustering/Grouping of two or more fuel stations can be sited in close proximity	Combined Service Road at the cost of new fuel stations owners	Any objection from the existing fuel station owner to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists which may itself act as D/A lane, no separate D/A lane is required.

5.	Para 4.3 of the Appendix-I	Gap in the central median to be treated as intersection	Mini. dist. of fuel station from the median not specified.	The minimum gap in the central median from fuel station shall be 300 m.
6.	Para 6.1.5 of Appendix-I	The minimum length of the buffer strip shall be 12 m.	In urban areas, where plot size is 20 m x 20 m keeping 9 m opening at entry minimum buffer strip & exit 12 m is not possible.	In urban areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m.