



सत्यमेव जयते

भारत सरकार  
Government of India  
सड़क परिवहन और राजमार्ग मंत्रालय  
Ministry of Road Transport & Highways  
परिवहन भवन, 1 संसद मार्ग, नई दिल्ली - 110001  
Transport Bhawan, 1 Parliament Street, New Delhi- 110001



Top Priority  
Road Safety Engg. Matter

No. RW/NH-15017/120/2015/P&amp;M

Dated: 09.11.2015

### Office Memorandum

**Sub:** Road Safety audits on National Highways

National Highways historically are declared (in most of the cases) through up-gradation of lower category roads like State Highways, Major District Roads etc., and are being developed in stages considering traffic, resources, availability of land etc. Due to this, it is not uncommon to find some safety concerns remaining unresolved in stretches of national highways, which, apart from other reasons like lack of road safety education, lack of enforcement etc., are contributing to the present high rate of accidents on NHs. Carrying out road safety audits of the National Highways at different stages like feasibility stage, design stage, construction stage, pre-opening stage and also carrying out road safety audits of existing NHs is a systematic way of critically examining and identifying such safety concerns with the objective of adopting feasible remedial measures.

2. It has been decided to implement road safety audits of NHs appropriately through contract conditions of EPC/BOT stretches, or through deployment of separately procured road safety audits etc., to cover the National Highway Network in order to eventually take up the remedial measures for the identified safety concerns related to the road environment to bring about perceptible improvement in the present high rate of accidents on NHs.

3. National Highway Network in your state may be examined Km by Km, NHwise to identify the status of carrying out of road safety audits of these NHs and the status details may be furnished in the format enclosed at Annex-A. Further details which arise out of the details brought out in Annex-A may be furnished in Annex-B. List of state codes is at Appendix-I. Methodology for furnishing the details in the formats is explained in the notes given in the formats. Carrying out of road safety audits scrupulously and taking up of remedial actions appropriately is a core activity essential to bring about improvement in the road accidents/fatalities taking place on NHs. Therefore, it is requested that the above actions may be taken immediately **and accurate status of the road safety audits in the formats at Annex-A & Annex-B enclosing relevant details may please be furnished for initiating further necessary action.**

4. Further action for reviewing the road safety audits already carried out or taking up of fresh or supplementary road safety audits including further follow up actions for short term and long term remedial measures either through suitable variations to the ongoing

projects or by taking up actions under the existing conditions of EPC/BOT projects or through fresh sanctions would be initiated suitably on receipt of the above details.

5. Similar actions, mutatis mutandis may be taken by NHA and NHIDCL in respect of the National Highway stretches falling in their jurisdiction and the actions taken may be communicated to the under signed for suitably appraising Honourable Supreme Court Committee on Road Safety and other authorities.

6. Presently, Indian Roads Congress publication IRC: SP-88-2010 contains salient aspects of carrying out the road safety audits at different stages. Additional aspects which have not been covered in the above cited IRC publication could be brought out into the terms of reference of these audits. Therefore, the terms of reference (TOR) for carrying out the road safety audits wherever fresh/supplementary road safety audits are required, may be got firmed up in consultation with Road Safety Cell (Engineering) of the Ministry and R.O. MORT&H of the concerned State/UT. The audits could be taken up by grouping the contiguous stretches appropriately for the convenience of carrying out the audits in minimum possible time.

7. It is requested that necessary actions may please be taken immediately on this issue and the details may be forwarded to the Ministry by 15<sup>th</sup> December, 2015 to enable taking further necessary action.

**Enclosure: As above**



(Ravi Prasad)  
Chief Engineer (Road Safety)

To

Chief Engineer-P-1/P-2/P-3/P-4/P-5/P-6/P-7/NER/PL/MON-I/EAP/NHDP-IV/EAP  
/NHDP-IV/S&R(R)/S&R(B)  
Chairman, NHA [Kind attention: Chief General Manager (Road Safety)]/  
Director General Border Roads/Managing Director, NHIDCL, Director, IAHE.  
Joint Secretary (Transport).

All Secretaries of PWDs, Chief Engineers of NH, Chief Engineers of project zones,  
Regional Officers of MORT&H, DGBR, NHA, NHIDCL

Copy for information to: PS to Hon'ble Minister (RTH & S), PS to Hon'ble Minister of  
State for RTH & S, PS to Secretary (RT&H), Sr. PPS to DG (RD) & SS, Chief  
Secretaries of Concerned States & UTs, PPS to ADG-I ADG-II, Coordinator-I, II & III.

Enclosure to NH-15017/120/2015-P&M(RSCE) dated .....

### Appendix I

Sl. No.	State/ UT	State Code
1	Andhra Pradesh	AP
2	Arunachal Pradesh	AR
3	Assam	AS
4	Bihar	BR
5	Chhattisgarh	CG
6	Goa	GA
7	Gujarat	GJ
8	Haryana	HR
9	Himachal Pradesh	HP
10	Jammu and Kashmir	JK
11	Jharkhand	JH
12	Karnataka	KA
13	Kerala	KL
14	Madhya Pradesh	MP
15	Maharashtra	MH
16	Manipur	MN
17	Meghalaya	ML
18	Mizoram	MZ
19	Nagaland	NL
20	Orissa	OR
21	Punjab	PB
22	Rajasthan	RJ
23	Sikkim	SK
24	Tamil Nadu	TN
25	Telangana	TG
26	Tripura	TR
27	Uttarakhand	UK
28	Uttar Pradesh	UP
29	West Bengal	WB
30	Andaman and Nicobar Islands	AN
31	Chandigarh	CH
32	Dadra and Nagar Haveli	DH
33	Daman and Diu	DD
34	Delhi	DL
35	Lakshadweep	LD
36	Pudducherry	PY

**Status of Road Safety Audit of National Highways as on October 2015.**

**State - .....**

Sl. No.	NH No. Old/(New)	Stretch		Whether the Stretch is with NHAI or NHIDCL	If the stretch is with State/UT/DGBR. Is the stretch under any ongoing/ recently completed (after oct. 2014) EPC/BOT Project.	If stretch is not in EPC/BOT (as per column 6) Indicate if the stretch is under any ongoing / recently completed (after oct. 2014) capacity augmentation project.	If the stretch is not covered in coulmn 6 & 7, whether no capacity augmentation carried out after declaring it as NH or capacity augmented more than 1 year ago.	Remarks
		From Km	To Km					
1	2	3	4	5	6	7	8	9

## NOTE:

- 1 Repeat "Name of stretch" and "Stretch as on...." on every page and give page numbers in the format of "1 of ?".
- 2 Give old NH number and after " / " new NH number in brackets. If no new NH number or no old NH number is available the same may be left blank . Repeat NH number for every stretch.
- 3 Break the stretch, whenever the category of stretch changes as per column 5 or 6 or 7 or 8. "From & To" may be indicated in Km in the form xxx.yy.
- 4 In Case the stretch is with NHAI or NHIDCL as the case may be, the same may be indicated in column (5) and in such cases other columns may be left blank.
- 5 In column (6) if applicable indicate Ongoing EPC or Ongoing BOT or Recent EPC or Recent BOT and give the Job Number in this column. If not applicable indicate "Not applicable".
- 6 If column (7) is applicable indicate "Ongoing capacity augmentation" or "Recent capacity augmentation". Widening from less than 2 lane to two lane, 2 laning with paved shoulders and four laning or more are considered capacity augmentation. PR, Stregthening, IRQP with or without geometric improvements are not capacity augmentation. If not applicable indicate " Not applicable" .
- 7 Indicate "No capacity augmentation" or "Capacity augmentation long back". If not applicable indicate " Not applicable" .
- 8 Indicate additional information considered relavent to Road Safety of the stretch if any under Remarks in column (9).

Sl. No.	NH No. Old/ (New)	Stretch Identification No. NNN-XX	For stretches under ongoing/ recently completed EPC/ BOT project					For Stretches under ongoing/ recent capacity Augmentation	For Stretches where no Capacity Augmentation is carried out or carried out more than one year ago	Remarks [**]
			If Safety Audit report is submitted, stage of Audit [*]	No. of recommendations of Audit	No. of recommendations approved by Road Authority	No. of recommendations implemented	If Audit report is not submitted, likely date of submission [#]	Whether any Road safety Audit is carried out. Yes/ No [*]	Whether any capacity augmentation being planned in current financial year or next year [\$]	
1	2	3	4	5	6	7	8	9	10	11
Notes:										
(1) Stretch identification number is a alphanumeric ID number in which XX is 2 letter State/UT Code as per list and NNN is 3 digit number which is the Serial Number of the corresponding Stretch as per Annex-A ( For example if Serial Number of the Stretch in Annex-A in the State of Rajasthan is 73 then the ID Number would be 073-RJ).										
[*] If audit report is submitted, <b>enclose a copy of Safety Audit Report superscribing the ID of Stretch on the report.</b> If audit report is not submitted, write " <b>Awaited</b> ".										
[#] Send a copy superscribing the ID of the Stretch on the report after the report is submitted.										
[\$] If any Capacity Augmentation is so planned, indicate the financial year in which the same is planned.										
[**] Indicate additional information considered relevant to Road Safety of the Stretch, if any.										