

No. NHVI-50 (9)/83

Dated the 11th July, 1983

Subject : Wayside amenities on National Highways construction of Truck Parking Areas/Complexes

The question of providing Truck Parking Complexes on national highways as wayside amenities to Truck Operators has been engaging the attention of the Ministry for the past sometime. Proposals for setting up of two Truck Parking Complexes were sanctioned in September, 1977, one at an estimated cost of Rs 6.13 lakhs at Murthal in Haryana and another for Rs 9.98 lakhs at Kotkalan, Jullundur in Punjab. Consequent to this and after discussions in various high level meetings including the Transport Development Council, a scheme for setting up of Truck Parking Complexes has been formulated (copy at Appendix I). Salient features of this scheme are :

- (i) Truck Parking Complexes should be set up on National Highways at suitable locations.
- (ii) The cost of land i.e. land acquisition, services compound wall, paving of internal roads, approach roads and parking area for Trucks etc.) in the Truck Parking Complexes will be borne by the Govt. of India in the case of National Highways.
- (iii) A revolving fund may be created to take care of aspects like the construction and maintenance of buildings and structures required for canteens, dormitories, vehicle repair facilities, shops etc. and for running and management of the truck parking complexes on no profit no loss basis. Appropriate fees to be fixed by the Society will be charged from the truckers for availing of the facilities.
- (iv) The proposed revolving fund will be started by raising contributions from Truck Operators through their unions or otherwise at the rate of Rs. 100/- per Truck to begin with.
- (v) The revolving fund will be operated by a Society with its branch units in the States. The Society at apex level at the Centre will function under the Chairmanship of an Officer of the Ministry of Shipping & Transport and the branch units of the Society in the States shall function under the Chairmanship of Transport Commissioner/Controller of the concerned State.

2. In the light of the above, the Govt. have also drawn up a Memorandum of Association of rules and regulations of the proposed Truck Operators, Highways Amenities Society. A copy of the revised model agreement for Truck Parking Complex is enclosed at Appendix.

3. This Ministry had recently sponsored a study of the extent and scale of roadside amenities on NH No. 1 (Delhi Amritsar route). This study was conducted by the National Council of Applied Economic Research, New Delhi. The report of this study has since been received. It has been suggested that such

truck parking complexes could be near the existing sites or various clusters of Dhabas. It has also been recommended by the study agency that the complex should have improved parking area, modern sanitation, drinking water and the Dhabas for food, besides rest area.

4. It is felt that there is no organised wayside amenities for the Truck Operators on our NH system. It is essential to expand this scheme in different parts of the country. To start with, it may be worthwhile to consider setting up such Truck Parking Complexes at suitable intervals say 250 to 300 km on selected major Arterial Routes on our National Highway system. It may also be a good idea to consider some locations at the State (s) boundaries where lot of checking departments are situated and there is potential for truck operators to halt for sometime. All Project Chief Engineers are therefore requested to assess and identify the requirements of such Complexes in the states being dealt with by them. The Ministry's share of the cost for one complex may be Rs 20.0 lakhs or so. Suitable provision for such works will also need to be made in the 7th Plan and Annual Plan of 1984-85.

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