



BHARATMALA
ROAD TO PROSPERITY

ANNUAL REPORT



2019
2020



सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF
ROAD TRANSPORT & HIGHWAYS
NEW DELHI





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FASTag for Road Transport & Highways

लगाओ
आगे बढ़ो, इंडिया को आगे बढ़ाओ

Release of TV Commercial on FASTag
by

Shri Nitin Gadkari

Union Minister of Road Transport & Highways and MSME

IN THE AUGUST PRESENCE OF

Gen. (Dr.) Vijay Kumar Singh

PVSM, YSM, YSMI (Retd.)
MoS for Road Transport & Highways

Shri Akshay Kumar

General and Ambassador for
Road Safety Campaign



Launch of the FASTag Awareness Advertisement



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MINISTRY OF ROAD TRANSPORT & HIGHWAYS
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रुकिए
Stop



Inauguration of the Delhi-Meerut Expressway (Pkg III)

2

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

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

CONTENTS

Sr. No.	CHAPTER	PAGE
I	Introduction	7
II	Year at a Glance	11
III	Road Development	21
IV	Development of National Highways in the North Eastern Region	31
V	National Highways and Infrastructure Development Corporation Limited (NHIDCL)	35
VI	Road Transport and Road Safety	45
VII	Research and Development	57
VIII	Administration and Finance	63
IX	Implementation of Official Language Policy	73
X	Implementation of Persons with Disabilities Act, 1995	75
XI	Transport Research	77
XII	International Cooperation	81
XIII	Swachh Bharat Mission and Other Campaigns	83

APPENDIX		
Appendix 1	Subjects allocated to the Ministry of Road Transport & Highways	85
Appendix 2	List of State-wise National Highways in the Country	87
Appendix 3	Allocation for development and maintenance of National Highways during 2019-20	91
Appendix 4	Allocation and Release under CRF	93
Appendix 5	Financial Expenditure of NHIDCL	94
Appendix 6	Information regarding number of Government Servants (Technical and Non-Technical side) including SC/ST employees	95
Appendix 7	Statement Showing the State wise Disbursement of National Permit Fee	96
Appendix 8	Major Head wise Expenditure	98
Appendix 9	Details of Receipts as per the Statement of Central Transactions (SCT) for the last three years Head wise details of Revenue	99
Appendix 10	Receipts for last three years	100
Appendix 11	Highlights of Accounts Total Number of Registered Motor	101
Appendix 12	Vehicles in India – 2003 to 2018	102
Appendix 13	Number of Road Accidents and Persons Involved: 2005 to	103
Appendix 14	2018 Road Network by Categories: 1951 to 2018	104
Appendix 15	Combined physical performance of 56 SRTUs - 2015-16 & 2016-17	105
Appendix 16	Status of pending list of C&AG Audit Paras (Commercial)	106
Appendix 17	Financial and Physical Progress for Activities under Swachh Bharat Mission	107

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

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



प्रवेश निषेध
No Entry



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

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



सभी मोटर वाहनों
का आना मना है
All Motor
Vehicles Prohibited



Laying foundation stone for various National Highways (NH) projects including ROBs under Setu Bharatam, at Akividu of West Godavari district, in Andhra Pradesh

यह चिन्ह दर्शाता है कि इस निर्दिष्ट क्षेत्र में बाहरी या भीतरी वाहन नहीं चलाए जाएंगे। इस क्षेत्र में भीड़-भाड़ कम करने के लिए ऐसा किया जाता है। पदयात्रियों के उपयोग वाले क्षेत्रों में भी इस चिन्ह का इस्तेमाल किया जाता है।

This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



Inauguration of the Delhi-Meerut Expressway (Pkg III)



Foundation stone laying ceremony of the 6 lane, access controlled corridor of NH 709 B, in Delhi

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

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



CHAPTER I

Introduction

- 1.1 Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries, i.e., Ministry of Road Transport & Highways and Ministry of Shipping.
- 1.2 Road Transport is a critical infrastructure for the economic development of a country. It impacts the pace, structure and pattern of development. The tasks and responsibilities of the Ministry of Road Transport and Highways encompass, inter alia, construction and maintenance of National Highways (NHs); administration of the National Highways Act, 1956; National Highways Authority of India Act, 1988; National Highways Fee (Determination of Rates and Collection) Rules, 2008; Motor Vehicles Act 1988; and Central Motor Vehicles Rules 1989, as also formulation of broad policies relating to road transport and automotive norms, besides making arrangements for movement of vehicular traffic with neighbouring countries.
- 1.3 The capacity of National Highways in term of handling traffic (passenger and goods) needs to keep pace with economic growth. India has the second largest road network in the world of about 58.98 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways	1,32,500 km
State Highways	1,56,694 km
Other Roads	56,08,477 km
Total	58,97,671 km

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

Functions

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

Organisation

- 1.6 Associated offices

1.6.1 National Highways Authority of India

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

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

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



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

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



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

1.6.2 National Highways & Infrastructure Development Corporation Ltd. (NHIDCL)

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

1.6.3 Indian Academy of Highway Engineers (IAHE)

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

1.6.4 Indian Road Congress (IRC)

The IRC was formally registered as a Society on 24th September 1937 under the Societies Registration Act of 1860 for periodical holding of road conferences to discuss issues related to road construction, maintenance & development. IRC has over 16,700 registered members comprising engineers & professionals of all Stakeholders of the road sector, from Central and State Governments; Public Sector; Research Institutions; Local bodies; Private sector; Concessionaires; Contractors; Consultants; Equipment manufacturers; Machinery manufacturers; Material producers & suppliers; Industrial Associations; and Multilateral & Institutional organizations like World Bank, ADB, JICA, JRA, IRF etc.



Kadthal - Armoor, Andhra Pradesh



Eastern Peripheral Expressway

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

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



Conference on One Nation One Tag FASTAG



FASTAG IMPLEMENTATION ON NH

तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/चट्टानें गिरने का खतरा है। दुर्घटना से बचने के लिए ड्राइवर को सावधानी से वाहन चलाना चाहिए।

In hilly roads the rocks fall on road during landslides in extreme climates. This sign shows that the road ahead is prone to such falling of rocks and driver should drive carefully to avoid crash.



CHAPTER II

Year 2019-20 at a Glance

2. ROAD NETWORK:

2.1 Road Sector : The National Highways have a total length of 1,32,500 km, which in totality serve as the arterial network of the country. The development of National Highways is the responsibility of the Government of India. The Government of India has launched major initiatives to upgrade and strengthen National Highways through various phases of the National Highways Development project (NHDP). The status of various programmes up to 31.12.2019 are as under:

Phases	Total Length in km	Length completed upto 31.03.2019	Length completed during 01.04.2019 to 31.12.2019	Length Completed up to 31.12.2019
Bharatmala Pariyojana (I+II+III+IV) GQ, Port connection & Upgradation with 2/4/6 -laning / Development of North South-East West Corridor	46,278	33,808	3,148	36,956
V 6-laning of GQ and High density corridor	6,500	3,264	329	3593
VI Expressways	1000	176	21	197
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers etc.	115	9	124
Other Schemes				
SARDP-NE (Phase A+Arunachal Pradesh)	6,418	3,029	112	3,141
LWE (including Vijaywada Ranchi Route)	6,014	5,279	65	5,344
EAP (WB+JICA+ADB)	1,985	1,018	63	1,081

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



2.2 The year 2019-20 was a year for consolidating the gains that have accrued from major policy decisions taken in the previous five years, a time for monitoring of ongoing projects, tackling road-blocks and adding to the already impressive pace of work achieved last year. The Ministry took a decision to complete all ongoing projects that had been awarded upto 2015-16, and placed the highest ever target of construction of at least 11,000 kms of National Highways, while aspiring to upscale the construction of about 12,000 kms of National Highways as against 10,855 kms achieved during 2018-19. Overall road projects exceeding 50,000 km in length, costing more than Rs. 5.80 lakh crore, are in progress out of which work in respect of projects of more than 33,500 km length has been completed and in balance length of more than 16,000 km works are in progress. National Highways of 6940 km length have been completed in the first nine months of FY 2019-20, as against 6703 km for the corresponding period during the last financial year. The Ministry has scaled new heights in expanding the Highway infrastructure throughout the country.

2.3 **2019-20 witness several highlights.** Several bridges like the Signature bridge at Dwarka, bridge over Ganga in Allahabad, state of the art tunnels like Silkyara in Uttarakhand have come up / are coming up to shorten distances in difficult terrains and make remote areas more easily accessible. World class expressways and Ring Roads are coming up to decongest high density traffic corridors. The Delhi-Meerut Expressway, Delhi-Vadodara Expressway, Vadodara-Mumbai Expressway and Bangalore-Chennai Expressway are some examples.

2.4 Major Initiatives by the Ministry

2.4.1 Bharatmala Pariyojana

The Cabinet Committee on Economic Affairs approved the implementation of an umbrella programme for the National Highways – “Bharatmala Pariyojana Phase-I” in its meeting held on 24th October 2017, for construction/ up-gradation of National Highways of 34,800 kms length over a period of 5 years (2017-18 to 2021-22) at an estimated outlay of Rs. 5,35,000 Crore. The programme focuses on optimizing efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions like development of Economic Corridors, Inter Corridors and Feeder Routes, National Corridor Efficiency Improvement, Border and International Connectivity roads, Coastal and Port Connectivity roads and Green-field expressways. Multi-modal integration is also built into this program. Special attention has been paid to fulfilling the connectivity needs of backward and tribal areas, areas of economic activity, places of religious and tourist interest, border areas, coastal areas and trade routes with neighbouring countries. Projects with aggregate length of approximately 9674 kms (includes projects with length 347 kms which had been awarded and terminated) have already been awarded under Bharatmala Pariyojana (including residual NHDP Works) till Dec 2019, while projects with length 3555 kms are currently under bidding. Additionally, work on preparation of Detailed Project Reports for about 16,326 kms is under progress.

साइकिल-सवारों की सुरक्षा सुनिश्चित करने के लिए कुछ सड़कों पर, जहां तेज गति से वाहन चलते हैं, साइकिल चलाने पर रोक लगा दी जाती है। इसलिए, साइकिल-सवारों को उन सड़कों का इस्तेमाल नहीं करना चाहिए, जहां यह चिन्ह लगा हो।

In order to ensure the safety of cyclists certain roads which are meant for fast moving vehicles are prohibited for cyclists. So the cyclists should not use the roads where this sign has been installed.



2.4.2 Projects completed, planned / under progress:

(i) Delhi-Meerut Expressway (DME)

The Delhi-Meerut Expressway aims to provide faster and safer connectivity between Delhi and Meerut and beyond this, with Uttar Pradesh and Uttarakhand. The alignment of DME starts from Nizamuddin Bridge from Delhi and follows existing NH 24 upto Dasna. While one leg of DME will continue from Dasna on NH 24 to Hapur, a Greenfield alignment has been planned from Dasna to Meerut. The Expressway is being constructed in 4 packages. The total length of the project is 82 km, of which the first 27.74 kms will be 14-laned, while the rest will be 6-lane expressway. The project is likely to cost Rs 4975.17 crore.

The 8.36 km long Package -1 of the projects was inaugurated by Hon'ble Prime Minister in May, 2018. It is a 14 lane, access-controlled section stretching from Nizamuddin Bridge to Delhi UP Border, and was completed in a record time of 18 months as against the earlier expected construction period of 30 months, at a cost of about Rs. 841.50 crore.

This is the first National Highway in the country with 14 lanes, and has several features that would help reduce pollution. These include a 2.5-metre-wide cycle track on either side of the highway, a vertical garden on the Yamuna Bridge, solar lighting system and watering of plants through drip irrigation only.

Package-III from Dasna to Hapur (22.27 km) has been completed on 13.09.2019 (PCOD). Package-II from UP Border to Dasna (19.28 km) and Package-IV - Green-field Alignment from Dasna to Meerut – (31.78 km) are under construction, the physical progress is 67% & 59% respectively.

(ii) Anishabad-Aurangabad-Hariharganj Section of NH-98 in Bihar

Rehabilitation and Upgrading to 2 lanes/2 lane with paved shoulders configuration of Anishabad-Aurangabad-Hariharganj Section of NH-98 in Bihar for Lot-I (km 0.00 to km 62.00) with a length of 62.60 km was sanctioned on 10.01.2013. The work was started on 13.08.2014 with a sanctioned cost of Rs.360.50 cr. and was completed on 24.10.2019. There has been reduction in travelling time from 6-7 hours to 2-2.5 hours after construction of the stretch. Steps for enhanced road safety have been taken by providing and installing proper road signs, junction improvements, road marking etc.

(iii) Delhi – Vadodara Expressway

A greenfield alignment between Delhi – Vadodara with a length of 844 km through Sohna, Dausa, Jaora, Ratlam, Godhra, which reduces the travel distance between Delhi – Vadodara by around 150 km, is being developed. Projects with length 372 km have already been awarded while projects with length 380 km are currently under bidding.



(iv) Vadodara-Mumbai Expressway

A greenfield alignment between Vadodara – Mumbai with a length of 352 km through Kim, Talasari, Virar has been finalized. Work has already been awarded for a stretch of 124 km for Vadodara-Kim sector and bids invited for 228 km between Kim and Virar.

(v) Nagpur-Hyderabad-Bangalore (NBH) Expressway

DPR has been awarded and alignment finalization is under progress for the new green-field 940 km Nagpur–Hyderabad–Bangalore Expressway

(vi) Dhubri-Phulbari Bridge over river Brahmaputra

The Project aims at construction of total 19.282 km length 4 – lane bridge over river Brahmaputra on NH-127B with JICA ODA loan. The construction of this bridge project will save huge travel distance from 205.30 km to only 19.282 km and saving in time from 5 hrs to 20 minutes between Dhubri in Assam and Phulbari in Meghalaya.

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

(i) Monetisation of Assets through Toll-Operate-Transfer (TOT) Model:

This Ministry has conceptualised an innovative way for raising funds through Monetisation of completed Road Assets. This is known as Toll-Operate-Transfer (TOT) Model.

The Ministry is monetizing its road assets constructed with public funds through Toll-Operate-Transfer (ToT) scheme. The scheme envisages bidding of bundled national highways for a concession period of 30 years. The first bundle comprised 09 projects, totalling 681 km of roads in Andhra Pradesh and Gujarat. It was awarded in 2018 to Macquarie for Rs. 9,681 Crore, which was about 1.5 times the NHAI's estimates. The TOT Bundle-1 project is already started w.e.f. 29.08.2018 (appointed date).

The second bundle comprising over 586 kms spread over four states – Rajasthan, Gujarat, West Bengal and Bihar was also placed in the market. However, it was restructured thereafter. The third bundle comprised 09 projects totalling 566.27 km of road in Uttar Pradesh, Bihar, Jharkhand and Tamil Nadu. It was awarded in November 2019 to M/s. Cube Mobility Investment Fund Pvt. Ltd. The Concession Agreement was also signed on 27.12.2019 with 9 SPVs. The bid for fourth bundle of TOT comprises of 06 projects, totaling 341.58 km length of roads in the state of Punjab, Haryana, Rajasthan, MP & UT of J&K is also invited with Bid Due Date of 13.02.2020.

The Cabinet has given its approval to the amendments proposed in the TOT Model. Henceforth, Public funded National Highway projects which are operational and have toll revenue generation history of one year after the Commercial Operations Date can be



monetized through the TOT Model. Under this, the right of collection of Toll Fees for operational public-funded NH projects is to be assigned for a pre-determined period to the Concessionaires (developers/ investors) against upfront payment of a lump-sum amount. O&M obligations of such projects would rest with the Concessionaires until the completion of the period under TOT Model.

The CCEA has also given approval to NHAI for raising funds from banks through securitization of user fees. This is another instrument for resource mobilisation.

(ii) **Infrastructure Investment Fund (InvIT)**

NHAI has been given the mandate to set up an InvIT to monetize its completed stretches of public funded national highways with the objective of mobilizing additional resources through capital markets. NHAI will be able to securitise future cash inflows through an InvIT, as it allows the organisation to monetize illiquid and stable cash generating infrastructure assets. It will attract long-term capital, allowing the investors to have an indirect exposure in the project(s). This proposition is more attractive for foreign investors, which are hesitant to take direct exposure in highway projects.

2.4.4 E-initiatives

(I) **Bhoomi Rashi - Land Acquisition portal**

The process of issuing Land Acquisition notification was beset with delays due to clerical mistakes, time taken in processing notification and huge amount of public funds was also parked with the Competent Authority for Land Acquisition (CALA).

With the adoption of the portal w.e.f. 01.04.2018, the system has become transparent, error-free, and paperless. The system also ensures accountability at each level. The portal has also reduced the time period for publication of notification in the Gazette of India. Any number of reports using different parameters, can be generated through the system. Processing of payment through BhoomiRashi has ensured real time deposition of compensation in the account of the beneficiary. Real time deposition of compensation through the Bhoomi Rashiportal has been successfully done for MoRTH projects in the State of Himachal Pradesh, Maharashtra, Odisha, Bihar, Karnataka, etc.

During the period 01.04.2019 to 31.12.2019, a total of 1380 land acquisition notifications have been issued and 8889 hectares of land has been notified for acquisition under Section 3D of the NHs Act 1956. Also in an effort to create land bank data of NHs, all the field units have been directed to enter all the legacy data of land pertaining to the NH Projects from year 1997 to 2018.

सड़क के कुछ व्यस्त चौराहों (इंटरसेक्शन) पर यह चिन्ह देखा जा सकता है। इन चौराहों पर वापस मुड़ने (यू-टर्न) से बड़ी दुर्घटनाएं हो सकती हैं या यातायात जाम लग सकता है। जुर्माने और किसी भी अप्रिय घटना से बचने के लिए ड्राइवर को चाहिए कि वह इस चिन्ह का उल्लंघन न करें।

This sign can be seen at some of the busy intersections on roads. The U-turn at these intersection could result in major crashes or traffic jams. The driver should not violate this sign to avoid fine and any untoward incident.

Land acquired by the National Highways Authority of India during last four years:

S. No	Year	Area u/s 3A (Ha.)	notified	Area notified u/s 3D i.e Total area acquired (Ha.)
1	2016-17		8471	7491
2	2017-18		11459	9494
3	2018- 19		96450	29374
4	2019-20 (Upto Dec. 2019)		12784	7774

Source: BhoomiRashi Portal

(ii) Enterprise Resource Planning (ERP) Project-eDISHA

eDisha, Digitally Integrated System of Highway Assets is the face of 'Design, Development, Implementation and Enablement of Technology Solution at Ministry, NHAI and NHIDCL. This will eliminate data duplication and provide data integrity with a “single source of truth” along with digitization. Ministry is the main stakeholder alongwith NHAI and NHIDCL.

eDISHA will facilitate the flow of real time information across departments and ecosystems, so businesses can make data-driven decisions and manage performance-live.

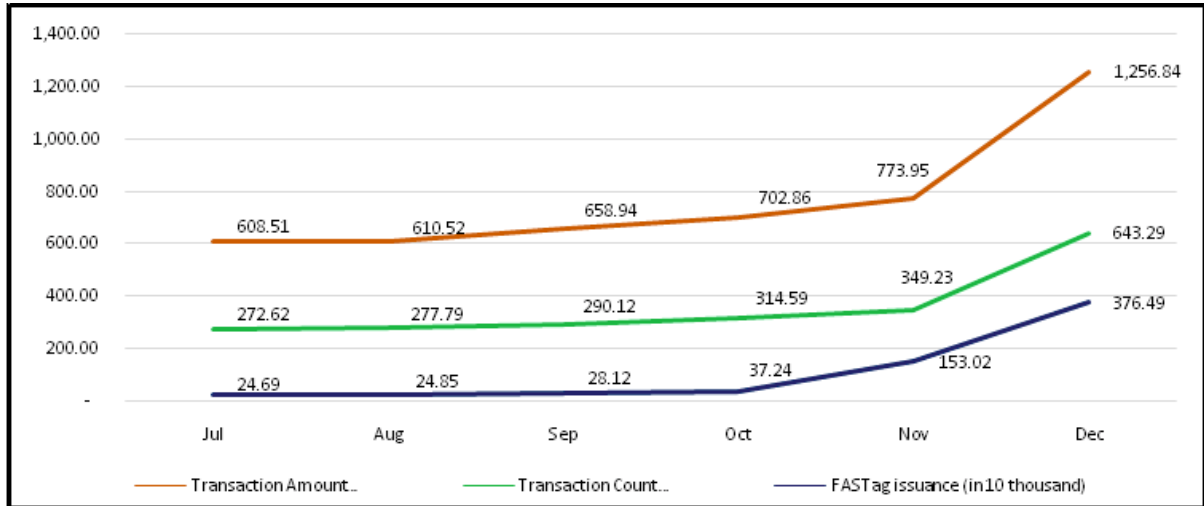
eDISHA is being implemented in all ROs/BOs of Ministry, NHAI & NHIDCL along with Hqrs.

iii) E-tolling

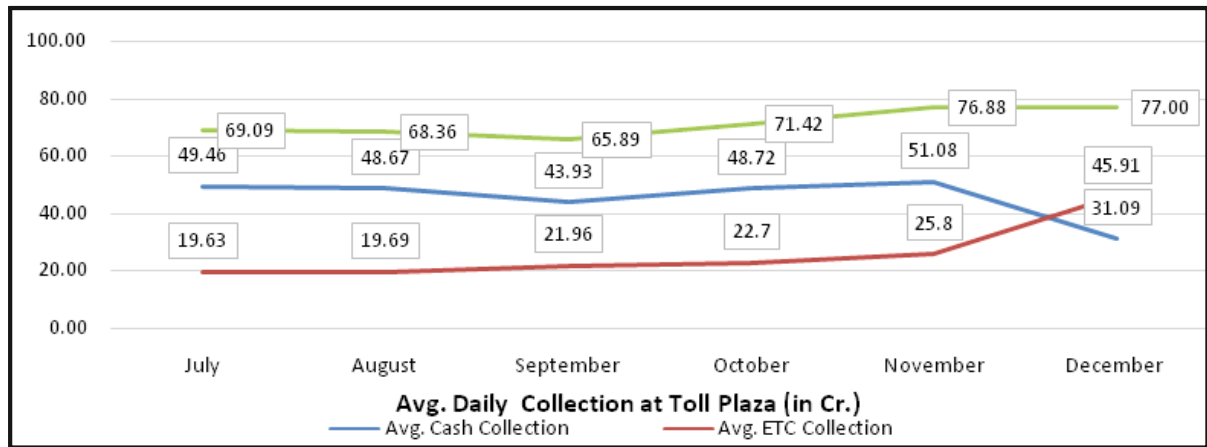
Electronic Toll Collection (ETC) system, has been implemented on pan India basis in order to remove bottlenecks and ensure seamless movement of traffic and collection of user fee as per the notified rates, using passive Radio Frequency Identification (RFID) technology. Indian Highways Management Company Limited (IHMCL), a company under the Company's act 1956 has been incorporated for working as implementing agency for ETC with National Payment Corporation of India (NPCI) functioning as the Central Clearing House (CCH). 24 banks (including Public and Private sector banks) have been engaged as issuer banks in order to issue FASTag to road users. A cashback of 2.5% is being offered for the FY 2019-20 in order to incentivize road users for usage of FASTag. As on 20.01.2020, collectively banks have issued 135.62 lakh FASTags and with an 30.80 lakhs average daily ETC transactions, the average daily collection through ETC has increased to Rs. 50.88 crore with a penetration of 65% in total fee collection. There are 538 operational National Highways (NH) fee plazas out of which 536 plazas are live with ETC infrastructure in all lanes.



Growth of FASTag



Average Daily User Fee Collection

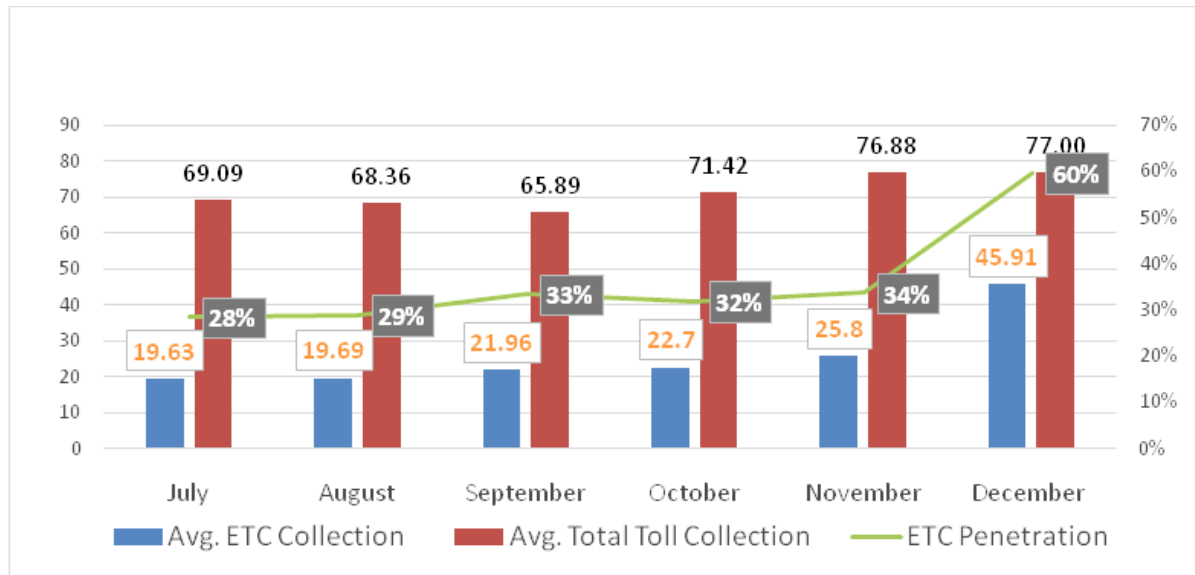


यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएं। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहां बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

This sign indicates that the driver should drive in left lane for smooth traffic flow. This sign is installed mainly on the roads which do not have divider in between and two way traffic flows on the same road.



Daily Average ETC penetration



2.4.5 Major Initiatives taken by Land Acquisition Division

Establishment of Highway Administration under the Control of National Highways (Land and Traffic) Act 2002.

1. The Ministry of Road Transport & Highways under the Control of National Highways (Land and Traffic) Act, 2002 has been prescribing the competent authorities i.e. the Highway Administration, for control and management of the National Highways.
2. In order to have a better and effective monitoring of the functions to be performed at the National Level, a body, an apex committee under the Chairmanship of Secretary(RT&H), to be known as the Highway Administration for the entire network of National Highways in the country, has been established. The body, acting as the Highway Administration, are responsible for and empowered to:
 - 2.1 Lay down policies and implementation framework for the Highway Administration consistent with the provisions of the Act;
 - 2.2 Issue general orders for regulation of different types of traffic on National Highways under Chapter V of the Act;
 - 2.3 Decide on the allocation of functions and responsibilities among different Highway Administrators at different levels;
 - 2.4 Issue executive orders/ Standard Operating Procedures (SOPs) in respect of delivery of various services and enforcement of provisions of the Act and the rules & regulations from time to time;



- 2.5 Undertake periodical review and monitor the functioning of Highway Administration at different levels;
- 2.6 Any other functions and responsibilities assigned under the Act and the rules thereunder.
3. The heads of respective organisations pertaining to the National Highways have been appointed under Section 3(2) of the Act to act as Highway Administrators for their respective jurisdiction. Subject to the overall superintendence and control of the Highway Administration body, the Highway Administrators established are responsible for and empowered to:
 - 3.1 Appoint Highway Administrators in respect of the National Highways entrusted to the respective organisations for different jurisdictions, namely, the Headquarter of the organisation, the States/ UTs right up to a stretch of the National Highway;
 - 3.2 Undertake periodic review of the functioning of the Administrators at different levels in respect of delivery of services and ensure enforcement of all the Standard Operating Procedures and executive instructions issued by the Highway Administration at the Apex level;
 - 3.3 Issue executive orders/ Standard Operating Procedures (SOPs) in respect of delivery of various services and enforcement of provisions of the Act and the rules & regulations from time to time;
 - 3.4 Issue specific orders for regulation of different classes of traffic on National Highways under Chapter V of the Act;
 - 3.5 Any other functions and responsibilities assigned under the Act and the rules thereunder.
4. The Project Director of the NHAI / GM or DGM of the NHIDCL/ Executive Engineer of the NH Wing of the State PWD, Regional Officer of the Ministry/ NHAI/ ED of NHIDCL, as per their respective territorial jurisdictions are appointed as Highway Administrators in their ex-officio capacity to discharge the functions and exercise the powers as assigned to them.

2.4.6 Way-side Amenities and Highway Nest (Mini)

The Ministry recognises the importance of availability and development of way-side amenities as basic facilities value added service for its highway users. While it has made plans for development of such full-fledged facilities along the new Projects, it has also taken up provision of such facilities along the existing NHs wherever found feasible. The procurement process is under way for the development of Way-side Amenities of larger sizes in PPP mode along the National Highways, the NHAI has taken up construction of 450 numbers Highway Nest (mini). These are being developed near Toll Plazas, approximately 200 meters downstream on a 10m x 20m paved platform and comprises of facilities like toilets, water, ATM, a small kiosk with Tea/ Coffee vending machines and packaged food items for Highway users.

2.4.7 Launch of Annual Awards for Excellence In National Highways Sector

Annual Awards for excellence in National Highways sector have been instituted for recognizing concessionaires and contractors who have been performing exceptionally well. These awards are designed in various categories, viz., construction management, operation and maintenance, best toll plaza, safest highways, innovation in design and construction technology. Applications are received through the online process, evaluated quantitatively on pre-determined scoring parameters and then validated through desktop and third-party field assessment. Thereafter an independent Jury goes through the short-list and selects the final award winners in all categories for felicitation by the Ministry.



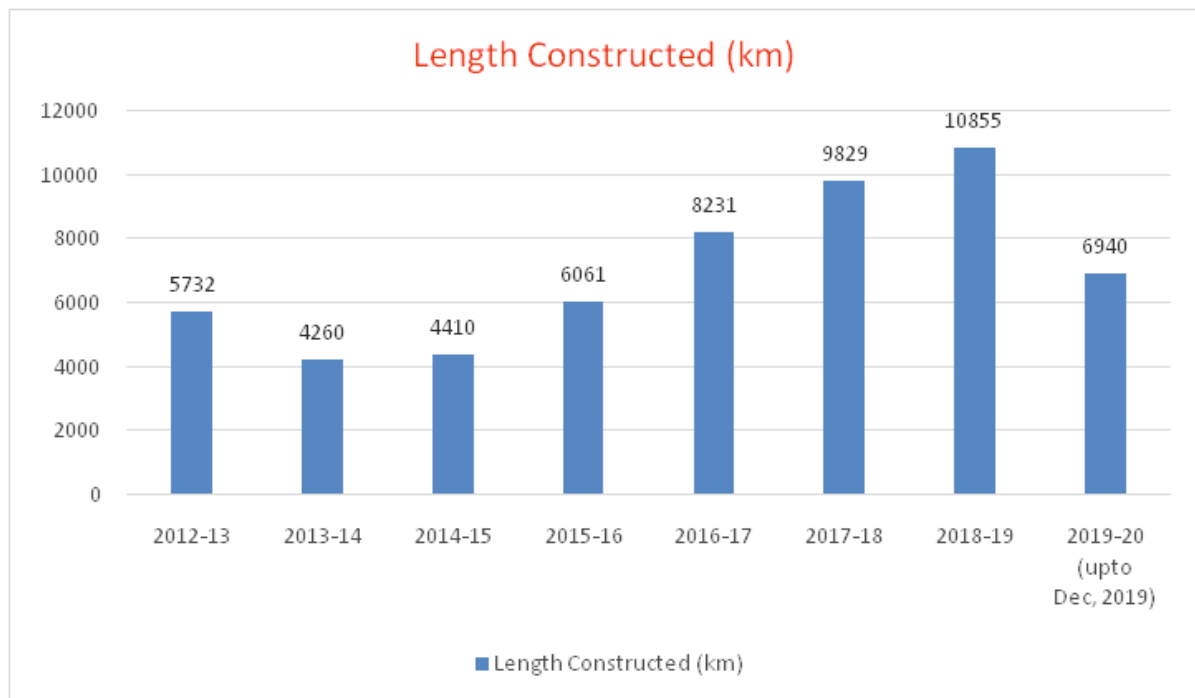
NH 66 Zuari Bridge, Goa



CHAPTER III

ROAD DEVELOPMENT

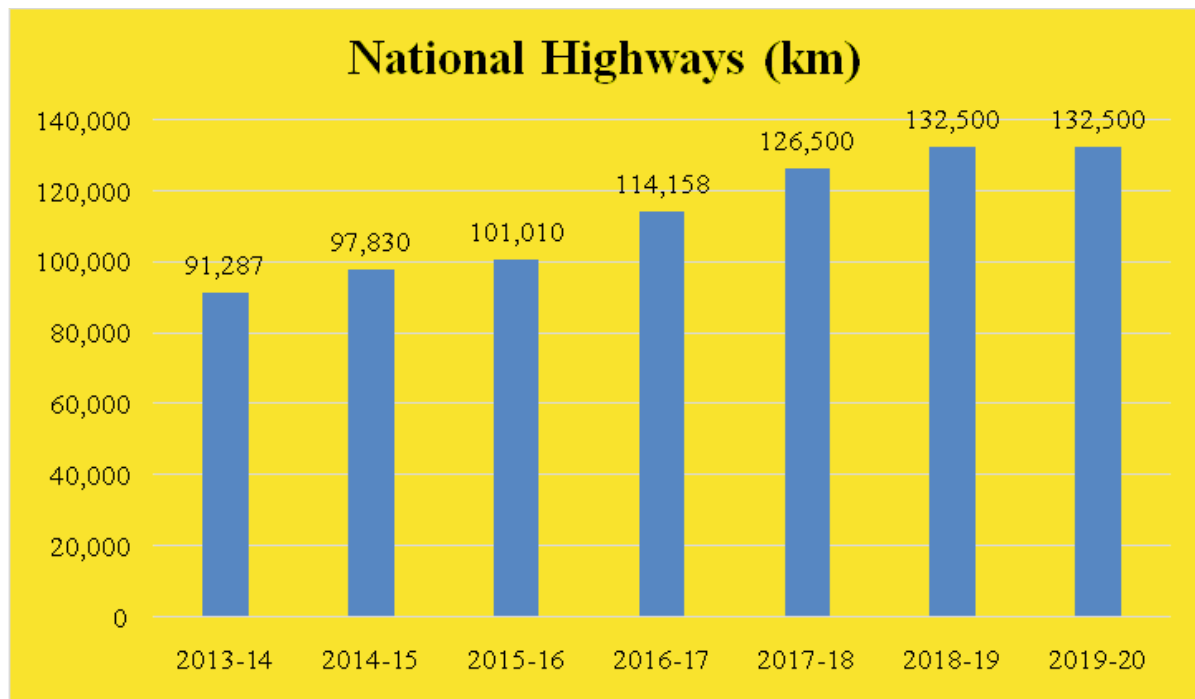
3.1 The Ministry has been entrusted with the responsibility of development of Road Transport and Highways in general and construction & maintenance of National Highways (NHs) in particular. All roads other than National Highways in the states fall within the jurisdiction of respective State Governments.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



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

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

- 3.2 The length of National Highways for which the Ministry of Road Transport & Highways, Government of India is responsible is 1,32,500 km. A list of State-wise National Highways is at **Appendix-2**.



- 3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources.

3.4 Development and Maintenance of National Highways:

The Government is implementing Bharatmala and National Highways Development Project (NHDP).

3.5 Bharatmala Phase-I

Phase-I of Bharatmala Pariyojana includes development of following schemes:

Sr. No.	Scheme	Length (km)	Cost (Rs. crore)
1	Economic Corridors	9,000	120,000
2	Inter -Corridors & feeder roads	6,000	80,000
3	National Corridor Efficiency improvement	5,000	100,000
4	Border & International connectivity roads	2,000	25,000
5	Coastal & port connectivity roads	2,000	20,000
6	Expressways	800	40,000
	Sub Total	24,800	385,000
7	Ongoing Projects, including NHDP*	10,000	150,000
	Total	34,800	535,000

*-balance works under various phases of National Highways Development Project (NHDP) shall be fully subsumed under the proposed Bharatmala Pariyojana, to remove overlap and undertake comprehensive development. Balance works under NH(O), SARDP-NE, EAP & LWE schemes would continue under relevant schemes.

3.6 Sources of funding for Bharatmala Phase-I

The Bharatmala Pariyojana Phase-I is to be funded from Cess collected from Petrol & Diesel (as per Central Road & Infrastructure Fund Act, 2000, erstwhile CRF Act, 2000), amount collected from toll apart from External Assistance, Expected monetisation of NHs through TOT (Toll-Operate-Transfer), Internal & Extra Budgetary Resources (IEBR) and Private Sector Investment.

The Financing Plan indicating the source of Fund upto 2021-22 for Phase-I of Bharatmala Pariyojana and other schemes for development of roads/ NHs are as follows:

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



Sr. No.	Source	Estimated fund (Rs. Crore)
1	CRF earmarked for NH	2,37,024
2	GBS (SARDP, EAP Counter Part etc.) Expected monetisation of NHs through TOT	59,973
3	(Toll-Operate -Transfer)	34,000
4	PBFF (Toll NHAI)	46,048
5	Market Borrowings	2,09,279
6	Private Investment (PPP)	1,06,000
	Total	6,92,324

3.7 Financial performance-

3.7.1 Progress made in increase in Capital Expenditure and IEBR during 2019-20 The funds allocated for the Ministry and expenditure incurred during 2019-20 is summarized below:

Amount in Rs. crore

Sr. No.	Scheme	2019 -20	
		Alloc.	Expd.*
1	GBS- Capital	71,560	44,017
2	M&R- Revenue	3,100	511
3	Total (Central Sector Road)	74,660	44,528
4	CRF(State Roads) - Revenue	7,422	3,602
5	EI&ISC for State roads -Capital	500	237
6	Road Transport - Revenue	280	19
7	Secretariat Expd. - Revenue	155	86
8	Total (Budget)	83,016	48,471
9	IEBR	62,000	36,526
10	Grand Total (Budget + IEBR)	1,45,016	84,997
11	Pvt. Sector Investment	25,000	14,365



GBS- Gross Budgetary Support, IEBR- Internal and Extra Budgetary Resources,

* Till 30.11.2019 (except for IEBR raised and Pvt. Sector investment for which the data is upto 31.10.2019)

3.8 State PWD and Border Road Organization (BRO)

- (i) An amount of Rs. 30,284.00 crore has been allocated during current year 2019-20, for the NH entrusted to State PWDs and Rs. 350.00 crore for NHs entrusted to BRO for Development of NHs/roads.
- (ii) An amount of Rs. 1,427.17 crore including Rs. 140 crore for BRO has been allocated during 2019-20 for the maintenance of National Highways entrusted to the State PWDs & BRO.
- (iii) State-wise allocation for the development and maintenance of National Highways entrusted to State PWD during the year 2019-20 (upto December, 2019) is at **Appendix - 3**.

3.9 Tribal Sub Plan (TSP) for NH works

The Ministry has been earmarking dedicated funds under Tribal Sub-Plan (TSP) component since 2011-12, which was limited to the Scheme for development of National Highways (NHs) roads in Left Wing Extremism (LWE) affected areas. However, the dedicated outlay under TSP component of the Ministry has been significantly enhanced to 4.3% of the annual capital budgetary allocation (excluding loan part of external aid component and plough back of revenue received by auctioning of NHs on Toll-Operate-Transfer (TOT) model) effective from the financial year 2019-20 by taking up NH projects confined within Tribal Areas under National Highways (Original) [NH(O)] Scheme.

Following are the details of allocation of funds and expenditure incurred under TSP component of the Ministry during current year:

Financial Year	Total Outlay for eligible Capital Schemes	Outlay under Tribal Sub Plan (TSP) Component	Expenditure incurred (provisional upto 30.11.2019)	
			Under Total eligible Capital Schemes	under TSP Component
2019-20	60,697.00	2,610.00	43,534.44	1,393.93

आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.

3.10 National Highways Interconnectivity Improvement Projects (NHIIP):

3.10.1 Rehabilitation and Upgrading to 2-lanes/2-lane with paved shoulders configuration from single/intermediate lane and strengthening of stretches of various National Highways totalling 1067 km in the states of Bihar, Karnataka, Odisha, Rajasthan and West Bengal was taken up with loan assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP).

3.10.2 All 15 Contracts have been already awarded at award cost of Rs. 4,554 cr. Till December 2019, 868.50 km of length has been completed.

3.10.3 Project Components:

Component A: Road Improvement and Maintenance

- Widening and upgradation of 1067 km length of NH sections to 2 lanes/2 lane with paved shoulders configuration.
- Performance based maintenance of the assets for a period of 5 years post construction.

Component B: Institutional Development Components

- Roll-out of Enterprise Resource Planning.
- Updating of various standard reference material including 'costs-database' (for NH works) and 'Data Book' for rate analysis. Standard Data Book has been officially launched by Hon'ble Minister (RT&H) on 14.11.2019.

Component C: Road Safety Components

- Strengthening road safety capacity at the central level

3.10.4 Revised Project Costing has been approved by CCEA- for Rs. 6461 crores for the above 3 components

3.10.5 Financial Progress:

- Allocation 2019-20: Rs. 291 crore under Counterpart Fund and Rs. 305 crore under Externally Aided Project Fund.
- Cumulative Expenditure up to December, 2019 Rs. 4,446 crore (since inception), for FY 2019-20 Rs. 237.50 crore.
- Gross Expenditure eligible for disbursement in 2019-20 (upto December, 2019) Rs. 3,672 Crore (since inception), for FY 2019-20 (upto December, 2019) Rs. 241 Crore.
- Gross Disbursable Portion from World Bank in 2019-20 (upto December, 2019) Rs. 1826 Crore (since inception), for FY 2019-20 Rs. 124 crore.
- Reimbursement by World Bank Rs. 1791 crore (since inception) up to September, 2019.



3.10.6 Physical Progress:

Phases	Total Length (in km)	Length completed in km (till 31.12.2019)	Length completed during FY 2019-20 (upto Dec, 2019)
As per Monitoring Report	1,067	868.50	29

3.11 Central Road Fund

- (i) An allocation of Rs. 54,553.65 crore has been made to the Ministry under the CRF for 2019-20 with the following break-up:-

Amount in Rs. crore	
National Highways	46,617.07
Grant to State Governments and UTs for State roads	7,421.58
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	500.00
Road Transport	15.00
Total	54,553.65

- (ii) The summary of the allocation and release under CRF in respect of states/UTs roads since the year 2000-01 to 2019-20 is as **Appendix - 4**.

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

The schemes of Economic Importance and Inter State Connectivity had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme was being regulated in accordance with the provisions in the Central Road Fund (State Roads) Rules, 2014 dated 24.07.2014, further amended vide notifications dated 23.06.2016 and 18.12.2017.

However, with the amendment of the CRF Act, 2000 to Central Road and Infrastructure Fund (CRIF) Act, 2000 by the Finance Act, 2018, and its subsequent amendment through the Finance Act, 2019, the CRF (State Roads) Rules, 2014 was repealed.

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

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



पशु
Cattle



3.13 Indian Academy of Highway Engineers (IAHE)

3.13.1 The Academy has been playing pivotal role in imparting training to highway engineers. The broad activities of IAHE consist of the following:

- Training of freshly recruited Highway Engineers.
- Conducting Refresher Courses for Senior and Middle level Engineers.
- Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.
- Training in specialized areas and new trends in highway sector.
- Development of training materials, training modules for domestic and foreign participants.
- To conduct short term courses/management development programme on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country.
- Training of engineers of African/other foreign countries sponsored by Ministry of External Affairs.
- Other miscellaneous work assigned to IAHE from time to time by Government.

3.13.2 Training Programme Conducted During The Year:

The Academy has organized 67 training programmes/workshop during 2019-20 up to November, 2019 in which, 2119 Engineers and Professionals have participated. The programme included two international training programmes sponsored by International Labour Organization (ILO) for engineers of Nepal. The training programme also included certificate course for Road Safety Engineers and Auditors in which 46 engineers were certified. Besides one workshop on the subject Highway Development-Challenges & way forward was also conducted.



Inauguration the Delhi-Meerut Expressway (Pkg III)

यह चिन्ह आगाह करता है कि आगे के रास्ते पर गहराई है। यह चिन्ह ड्राइवर को सड़क का गहरा हिस्सा पार करने के लिए वाहन की गति धीमी रखने में सहायक होता है।

This sign cautions that there is a dip on road ahead. This sign helps driver to reduce the speed to cross the plunge on road.



NH- 8 (Assam - Tripura)



NH- 8 (Assam - Tripura)



CHAPTER IV

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

- 4.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern-Region region and 10 per cent of the total budget allocation is earmarked for NE region. The total length of National Highways in North-East is 13,658 km and these are being developed and maintained by four Agencies-the state PWDs, BRO, NHA and NHIDCL. Of the total length of 13,658 km, about 12063 km is with the NHIDCL and respective state PWDs, 864 km is with NHA and 731 km is with BRO.
- 4.2 The details of National Highways and their development & maintenance works taken up under various schemes in the North-East region are given below:

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

- 4.3 A length of 110 km of National Highway No. 44 in the State of Meghalaya (Jowai-Meghalaya/Assam border {Ratachhera} stretch) falls under NHDP Phase-III.
- 4.4 Under the ISC & EI scheme, 27 projects amounting to Rs. 1052.64 crore are under progress.
- 4.5 Under the CRF, 286 works amounting to Rs. 3677.87 crore are in progress for the improvement of state roads.
- 4.6 48 works costing Rs. 3942.47 crore under NH (O) are in progress.
- 4.7 State-Wise details of works in the Northeast are given in subsequent paras.

4.8 Arunachal Pradesh

- 4.8.1 The Government has approved Arunachal Pradesh Package of Roads & Highways covering construction/improvement of 2,319 km roads at an estimated cost of Rs. 15643 crore. Out of 2,319 km, 2,180 km falls in the state of Arunachal Pradesh.
- 4.8.2 As on 31st December 2019, 6 improvement works costing Rs. 327.79 crore is in progress under NH(O)

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

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

- 4.8.3 Under the CRF, 58 works for the Improvement of state roads amounting to Rs. 943.00 Crore are in progress for the improvement of State Roads.
- 4.8.4 Under the ISC & EI schemes, 5 works costing Rs. 120 crore are in progress.

4.9 Assam

- 4.9.1 As on 31st December 2019, 18 improvement works costing Rs. 1347.06 crore, are in progress under NH (O).
- 4.9.2 A length of 667 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI & NHIDCL as part of East West corridor under NHDP Phase-II East-West Corridor portion in Assam. Work in 636 km has been awarded by NHAI and about 610 km, including 18 km of Guwahati bypass, have been completed so far. For balance 31 km length, to be awarded by NHIDCL.
- 4.9.3 Under the CRF, 44 works amounting to Rs. 1003.24 crore are in progress for the improvement of state Roads.
- 4.9.4 Two works amounting to about Rs. 136.65 crore are in progress under ISC scheme.
- 4.9.5 Government has approved implementation of four laning of NH-37 from Numaligarh to Dibrugarh (201 km) along with construction of 4-lane bridge over river Brahmaputra connecting Numaligarh and Gohpur under Phase 'A' SARDP-NE. The work has been awarded in six packages from Numaligarh –Dibrugarh and is under implementation by NHIDCL. As regard to Numaligarh-Gohpurbridge, consultant has been engaged for preparation of DPR.
- 4.9.6 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 km of roads at an estimated cost of Rs. 15643 crore. Out of 2,319 km, 139 km falls in the State of Assam.

4.10 Manipur

- 4.10.1 As on 31st December 2019, 8 improvements works costing Rs. 595.81 crore, are in progress under NH(O)
- 4.10.2 Under CRF, 17 works amounting to Rs. 141.56 crore are in progress.
- 4.10.3 Under ISC & EI, 3 works amounting to Rs. 153.31 crore are in progress.

4.11 Meghalaya

- 4.11.1 As on 31st December 2019, 4 works amounting to Rs. 76.17 crore are in progress under NH (O).
- 4.11.2 92 works amounting to Rs. 539.73 crore are in progress under CRF. In addition, one works at an estimated cost of Rs. 67.68 crore is in progress under the centrally sponsored scheme of inter-state connectivity (ISC).



4.12 Mizoram

- 4.12.1 31st December 2019, 5 improvement works of the value of Rs. 293.98 crore are in progress under NH(O).
- 4.12.2 Under the CRF, 7 improvement works amounting to Rs. 236.56 crore are in progress. In addition one work costing Rs. 57.91 crore is in progress under ISC Scheme.

4.13 Nagaland

- 4.13.1 31st December 2019, 4 improvement works at a cost of Rs. 927.56 crore are in progress under NH(O).
- 4.13.2 Under CRF, 22 improvement works amounting to Rs. 430.27 crore are in progress.
- 4.13.3 Under ISC & EI, 14 works of the value of Rs. 485.91 crore is in progress.

4.14 Sikkim

- 4.14.1 22 works of the amounting to Rs. 144.16 crore are in progress for the improvement of state roads under the CRF. In addition, one works costing Rs. 31.18 crore are in progress under ISC & EI scheme.

4.15 Tripura

- 4.15.1 31st December 2019, 3 improvement works at a cost of Rs. 374.10 crore are in progress under NH(O).
- 4.15.2 23 works amounting to Rs. 190.24 crore are in progress under the CRF for the improvement of state roads.

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on right. This sign is used in conjunction with a give way sign on the side road.



Fifth Inception Day Celebrations of NHIDCL



Fifth Inception Day Celebrations of NHIDCL



CHAPTER V

The National Highways & Infrastructure Development Corporation Limited (NHIDCL)

5.1 Introduction

The National Highways & Infrastructure Development Corporation Limited (NHIDCL) is a Public Sector Undertaking under the Ministry of Road Transport and Highways, Govt. of India. It was incorporated on 18 July 2014 with the objective to develop National Highways and other infrastructure at a fast pace in the North East and Strategic areas of the country sharing International Borders. Presently the efforts are focussed on economically consolidating these areas with overall economic benefits flowing to each and every strata of the local population & integrating them in a more robust manner with the National Economy.

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

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

In a short span of time of five years, NHIDCL has been able to expedite the construction of Highways and development of other Infrastructure in the North-Eastern and Strategic Border areas of the country.

- 5.2 In Assam, 17 stretches with a length of 434 km at an estimated project cost of Rs. 9022 crore have been entrusted to NHIDCL, in addition, 1695 km are under DPR including Bharatmala Pariyojana.
- 5.3 In Arunachal Pradesh, the company is looking after 25 stretches with a length of around 712 km with an estimated project cost of Rs. 9,526 crore.
- 5.4 In Jammu & Kashmir and Ladakh, there are total 05 stretches for a length of 63 km and an estimated project cost of Rs. 10,405 crore, in addition, 270 km are under DPR. These projects include 274 km long NH-244, Jammu-Akhnoor, Z-Morh Tunnel (6.5 km) and Zojila Tunnel (14.30 km).
- 5.5 In Manipur, there are total 05 stretches for a total length of 106 km and at an estimated project cost of Rs. 2,279 crore, in addition, 1545 km are under DPR including Bharatmala Pariyojana. Imphal-Jiribam road, the lifeline of Manipur was entrusted to NHIDCL. The road was in dilapidated state, it has been restored and two Major bridges namely Barak and Makru have also been commenced. In addition, restorations of three roads namely Churachandpur, Ukhrul -Toloi- Tadubi, Ukhrul-Jessami National Highway are under progress.
- 5.6 In Meghalaya, Currently, there are a total of 02 stretches, for a length of 85 km with a total estimated project cost of Rs. 860 crore, in addition, 1018 km are under DPR including Bharatmala Pariyojana. Including JICA funded Tura-Dalu project which is awarded on March 2018 at a cost of Rs. 553.41 crore covering a length of 51.5 km.



- 5.7 In Mizoram, there are a total of 07 stretches, for a length of 312 km with a total estimated project cost of Rs. 5,562 crore, in addition, 423 km are under DPR including Bharatmala Pariyojana. Aizwal to Tuipang section of NH - 54 covering a design length of 351 km (8 Packages) to be built at a sanction cost of Rs. 4163 crore (total project cost is Rs. 6168 crore) with funding support from JICA of which 07 projects are awarded.
- 5.8 In Nagaland, there are a total of 17 stretches, the length of all projects is 343 km for an estimated project cost of Rs. 5,937 crore, in addition, 271 km are under DPR including Bharatmala Pariyojana. The company also plans to award 4 more projects this year including construction of Kohima Jessami. The total length of these packages is 103 km at a sanction cost of Rs. 1719 crore.
- 5.9 In Sikkim, NHIDCL has a total of 06 stretches for a length of 78 km for an estimated project cost of Rs. 1,567 crore, in addition, 446 km are under DPR.
- 5.10 In Tripura, NHIDCL has a total of 02 stretches of 50 km at an estimated project cost of Rs. 878 crore, in addition, 421 km are under DPR including Bharatmala Pariyojana. This also includes major bridge over river Feni at Sabroom which will connect Tripura to Bangladesh at a sanctioned cost of Rs. 128.69 crore. The company also plans to award Manu-Simlung of 80.26 km in this FY 2019-20.
- 5.11 In Uttarakhand, Ministry has assigned 09 Stretches to NHIDCL for a total length of 104 km which is estimated at a cost of Rs. 2,735 crore, in addition, 313 km are under DPR. NHIDCL has also been entrusted with maintenance and Construction of Rudraprayag – Joshimath, project has been awarded in 3 packages covering the total length of 95 km. Construction of Silkyara tunnel to provide all weather connectivity to one of the four Dham that is Yamunotri covering 4.86 km at the awarded cost of Rs. 853.79 crore.
- 5.12 In the state of West Bengal, 02 stretches with a length of 15 km at an estimated project cost of Rs. 562 crore, in addition, 53 km are under DPR, one project of Mechi Bridge (1.4 km) for connectivity to Nepal is being at a sanction cost of Rs. 114.74 crore.
- 5.13 In Andaman & Nicobar, a total of 09 stretches are entrusted to NHIDCL for a length of 262 km costing around Rs. 1,798 crore. NH-4 (old NH 223) was in a dilapidated state and now is entrusted to NHIDCL with Restoration work. The Road is being improvised to 2 lane with Paved shoulder along with 2 major bridges over Middle Strait Creek, Humphrey Strait Creek.
- 5.14 Bharatmala Projects entrusted to NHIDCL-The Cabinet Committee on Economic Affairs has considered proposal for investment approval of Phase-1 'Bharatmala Pariyojana' in its meeting held on 24th October 2017 and will be implemented over a period of 5 years. The approved components are Border Roads, International Connectivity Roads, Economic Corridor (NER) & Feeder Route- Inland Waterways. The Company has been entrusted with a length of 5196 km details are here as follows:

यह चिन्ह रेलवे स्टेशन के स्थान को दर्शाता है।

This sign indicates location of Railway Station.



Summary				
Sr. No	Classification	Civil work to be carried out by NHIDCL	Status of balance scope	
			DPR Completed (in km)	DPR under preparation
1	Border Roads	1436	–	1366
2	International Connectivity Roads	945	673	272
3	Economic Corridor (NER)	2508.7	78	2102.7
4	Feeder Route- Inland Waterways	302.3	-	302.3
	Grand Total	5196	751	4043

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

- Construction of bridge over river Feni in Sabroom to provide connectivity of Tripura to Bangladesh.
- Construction of Imphal- Moreh road and Moreh bypass road will facilitate trade with Myanmar. Land Port at Moreh is under construction by Land Port & Custom Department.
- 351 km long 2 laning of NH54 from Aizawl to Tuipang in Mizoram which will provide vital link to the Kaladan Multimodal Transport project, that will connect Sittwe port in Myanmar with the NE Region.
- Construction of 6-lane Mechi Bridge on Asian Highway (AH-02) shall improve cross trade through West Bengal with Nepal.

5.16 JICA Funded Projects

- The Cabinet Committee on Economic Affairs has given its approval for development of 403 km of National Highways in Meghalaya and Mizoram. Out of 403 km approximately 52 km will be in Meghalaya and 351 km in Mizoram. The project is under implementation.
- The estimated cost is Rs 6,721 crore including cost of land acquisition, resettlement and other preconstruction activities. The civil works are expected to be completed by 2021.
- The projects will encourage sub regional socio economic development by improvement of infrastructure in Meghalaya and Mizoram. The work for development to two lane standards is under scheme "North East Road Network Connectivity Project Phase I" with loan assistance of Japan International Cooperation Agency (JICA).



- (iv) Aizawl-Tuipang section of (NH-54) in Mizoram for a loan amount of Rs. 2222.18 Crore have been signed under “North-Eastern connectivity Improvement Project Scheme Phase-I” on 29.03.2018. Project passes through 5 districts and provides International connectivity between India & Myanmar through Kaladan Multi Model transit Transport Corridor from Lawngtlai. Projects approved by the Cabinet Committee on Economic Affairs on 22.03.2017 and loan agreement signed with JICA on 31.03.2017 for first tranche of Rs 3690 Cr. Projects are targeted to be completed in 3.5 Years. More than 90% land has been acquired; remaining is likely to be done by January, 2020. Disbursement of Compensation to the beneficiaries is at advance stage of completion by CALA. Civil work is being executed under 8 civil contract packages (total length of 351.163km), out of 8 civil packages, 7 Civil Packages have been awarded and Contract agreement has been signed, remaining one civil work will be awarded by 1st week of February, 2020. Appointed date for package-2,3,4,5 & 6 has been declared. Supervision Consultant has been appointed for all the 8 packages. Other pre-construction activities viz. Forest clearance, Environment clearance, felling of tree and utility shifting has been completed. Additional reserved forest and deemed forest proposal has been uploaded online for clearance.
- (v) 4 Nos. of bypasses are proposed to be constructed to bypass the heavily populated area on Aizawl-Tuipang section (under Phase-1) for which loan agreement has been signed on 29.03.2018 for Rs 2222.183 Cr. Project is divided in 3 civil contract packages (total length of 23.669km). Construction period is scheduled as 30 months is under scheme "North East Road Network Connectivity Project Phase II" with loan assistance of Japan International Cooperation Agency (JICA).
- (vi) Shillong to Dawki section including construction of Dawki bridge in Meghalaya for a loan amount of Rs. 6168 crore have been signed under “North-Eastern connectivity Improvement Project Scheme Phase-II”.
- (vii) Construction of 20 km long bridge between Dhubri and Phulbari on NH-127B in Assam, Meghalaya at an amount of Rs. 4044 crore is under scheme "North East Road Network Connectivity Project Phase III" with loan assistance of Japan International Cooperation Agency (JICA). Bids are to be invited in 2019-20.

5.17 ADB Funded Projects

- (i) SASEC aims to put in place the critical multi-modal transport networks that will enhance intraregional trade and investment in the subregion and, in turn, boost economic growth. SASEC works to strengthen road, rail, and air links, as well as developing port infrastructure to match the needs of the region's growing economies, and to support the SAARC transport corridor network
- (ii) In 2005, the SASEC countries agreed on priority sectors for investment and coordinated action: transport, trade facilitation, and energy. In 2016, the SASEC countries approved the SASEC Operational Plan 2016-2025, a 10-year strategic roadmap, which introduced economic corridor development (ECD) as a fourth sectoral area of focus.



- (iii) The Imphal Moreh road section from km 330.00 to km 425.411 is part of NH 39 which links the state of Manipur with other parts of India. The NH 39 (renamed as NH102) Imphal-Moreh road is also linking India and Myanmar. The road stretch is a critical section of the UNESCAP Asian Highway No. 01 (AH01)/Trans Asian Highway which is the longest route of the Asian Highway network running 20,557 km from Tokyo, Japan via Korea, China, Southeast Asia, India, Pakistan, Afghanistan and Iran to the border between Turkey and Bulgaria west of Istanbul where it joins end-on with European route E80, paving the way for India and other South Asian countries to Myanmar, and further afield to other member countries of the Association of South East Asian Nations (ASEAN). The road is also very important for the Act East Policy of Indian Government.
- (iv) Based on the importance of the road, widening/improvement of it are highly needed. At present, widening/improvement of the road from km 330.00 to km 350.00 under package-I being taken up and the portion from km 350.00 to km 395.68 under package – II is in progress with the financial assistance of Asian Development Bank (ADB) under SASEC Road Connectivity Investment Program (“SRCIP”) Tranche 2 and the portion from km 395.68 to km 425.411 (Friendship Bridge) also being taken up with the financial assistance of Asian Development Bank (ADB) under SASEC Road Connectivity Investment Program (“SRCIP”) Tranche 3.

5.18 Status of entrusted projects with NHIDCL

5.18.1 Status of Projects under Implementation/Construction:

Sr. No.	State /UTs	Total Ongoing Projects	
		No of Projects	Length in km
1	Andman & Nicobar	9	262.36
2	Assam	17	434
3	Arunachal Pradesh	25	712
4	Manipur	4	106
5	Meghalaya	2	85
6	Sikkim	6	78
7	Nagaland	17	343
8	Tripura	2	50
9	West Bengal	2	15
10	Mizoram	7	312
11	J & K and Ladakh	5	63
12	Uttarakhand	9	104
	Total	105	2564.36

जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

When the width of the road decreases and the road merges into a narrow road, there is a possibility that a speeding vehicle may collide with oncoming traffic. This sign cautions the driver to be careful as the road ahead is narrow.



5.18.2 Projects planned for award in FY 2019-20:

Projects likely to be awarded in FY 2019-20			
S.No	State/UTs	Length (in km)	Cost (Rs in Cr)
1	Arunachal Pradesh	56	601
2	Assam	80	4606
3	Jammu & Kashmir and Ladakh	1	90
4	Manipur	185	3116
5	Meghalaya	72	1432
6	Mizoram	303	4213
7	Nagaland	192	2892
8	Sikkim	43	493
9	Tripura	244	2475
10	Uttarakhand	1	24
	Grand Total	1177	19942

5.19 IT Initiatives for Transparency

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

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

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



The Portal also facilitates the public agencies to receive Technical Proposals through INFRACON. In order to do so, Firms & Key Personnel are required to register on the portal online. This has been done to significantly reduce the paper work being done during bid submission and also to bring in Transparency & Accountability in the process. The information being captured on the portal and the input forms are so designed that it also aids in automating the Evaluation Process and leads to Quick and Effective decision-making. So far 1637 Firms and 22064 Key Personnel have registered on INFRACON to work for NHIDCL.

5.19.2 Development of INAM PRO+ as a common platform for B to B transactions -

INAMPRO (www.inampro.nic.in) is a web based platform and marketplace for Infrastructure and Material Providers to conduct business in a fair, transparent and swift manner. With this platform, MoRTH aims to free the infrastructure sector from external impediments like materials shortages, project cost escalations due to inexplicable variations in material prices etc. that have historically plagued the field of infrastructure development. This portal aims to stabilize the infrastructure material price based on equilibrium between the supply and demand in the infrastructure materials industry, by providing a platform for companies to float their products, prices with stocks and other information for Buyers. The portal also enables New Technology/ Product makers to reach market quickly thereby opening a window of opportunity for such suppliers resulting into inclusive growth. So far, a total of 1052 Buyers, 364 Sellers have been registered showcasing 934 products.

5.20 NEW INITIATIVES

1. MoU WITH NORWEIGIAN GEOTECHNICAL INSTITUTE (NGI), NORWAY

- A MoU has been signed between the NHIDCL and the Norwegian Geotechnical Institute (NGI), Norway on 06.09.2018 to make use of their experience in areas related to underground construction works and slope stability works in terrains with fragile geological structures.
- This technique will be much useful in finalising the alignment of underground structure like Tunnel based on Geotechnical investigation

2. AIRBORNE ELECTROMAGNETIC SURVEY (AEM)

- The Airborne Electromagnetic Survey technology is provided by very few companies/ organisations worldwide, Norwegian Geotechnical Institute (NGI), being one of them. The AEM data provides a powerful tool for geotechnical investigation and is considered to be the most efficient and latest employed technology for geophysical investigation in some major countries of the world in challenging terrains.
- It was felt that remote sensing technique such as Airborne Electro-Magnetic Survey, in conjunction with limited Horizontal directional drilling/ coring, could be fast and cost effective in the investigation of sub-surface geology and subsequent preparation of optimum quality DPR

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



for underground works. Further, it was observed that the cost of tunnel can be reduced substantially due to adoption of above technique, as Geological surprises/ risk can be minimised at the DPR stage.

- The services on site is likely has been commenced from 24 November,2019 and has been concluded on 18 December,2019 at Bhuntar Airport base.
- Survey for Jalori pas tunnel has been completed. The others couldn't be done due to bad weather. The same shall be commence again in end of February,2020.
- The work of conducting AEM survey for (i) Zojila Tunnel (ii) Lachalung La Tunnel (iii) Tanglang La Tunnel and (iv) Shinkun La Tunnel in the UT of Ladakh was awarded to M/s. Norwegian Geotechnical Institute in JV with AIA(IN Technical Collaboration with SkyTEM) at a quoted price of Rs. 14.93 Crore with a completion period of 4 months.

3. BUS PORT

- A Network of Self Sustainable Smart Bus Ports will be developed in every State, to transform the Travel Experience for lakh of commuters who travel across the States in buses every day.

This will open new opportunities of employment and revenue generation by involving the private sector. The State Governments have to bring in the land while MoRTH, through NHIDCL would prepare the pre-feasibility study, the DPR and also complete the bidding process for selection of developers. Projects with States like Tamil Nadu, Uttarakhand and Odisha are at various stages.

4. EASY PARK

It is a method of automatically parking and retrieving cars that typically use a system of pallets, lifts and shuttles.

- 5.21 A Statement indicating the fund spent for the period from 01.04.2019 to 31.12.2019 for the project entrusted to NHIDCL is at **Annexure-5**.



Fifth Inception Day Celebrations of NHIDCL



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यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



मध्य पट्टी में अंतर
Gap in Median

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



30th National Road Safety Week

यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गैप' है और वहां यू-टर्न (वापस मुड़ने) की व्यवस्था की गई है। दुर्घटना से बचने के लिए ड्राइवर को चाहिए कि वह वाहन की गति धीमी करे और संबंधित लेन पर उसे ले जाए।

This sign indicates that there is a gap in the divider of a road and there is a provision of U-turn. The driver should slow and take relevant lane to avoid any crash.



CHAPTER VI

ROAD TRANSPORT AND ROAD SAFETY

- 6.1 Road transport is the dominant mode of transport in India, both in terms of traffic share and in terms of contribution to the national economy. Apart from facilitating the movement of goods and passengers, road transport plays a key role in promoting equitable socio-economic development across regions of the country. It also plays vital role in social and economic integration and development of the country. Easy accessibility, flexibility of operations, door-to-door service and reliability have earned road transport a greater significance in both passenger and freight traffic vis-à-vis other modes of transport.
- 6.2 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.
- 6.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC), are being administered in the Road Transport Division of the Ministry:
- Motor Vehicles Act, 1988
 - Central Motor Vehicles Rules, 1989
 - Road Transport Corporations Act, 1950
 - Carriage by Road Act, 2007 repealed to Carriers Act, 1865
 - Carriage by Road Rules, 2011
- 6.4 In order to facilitate inter-State movement of goods carriages, a new national permit system has been implemented in all States/Union Territories with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of Rs. 1000 as home State authorization fee and Rs. 16,500 per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. The new system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis based on an agreed formula.
- 6.5 During 2019-20, various workshop-cum-training programmes has been conducted by this Ministry for officers of the State Transport/Traffic Departments and Municipal Corporations through leading automobile institutes / research association and academic institutes namely, Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Indian Institute of Petroleum (IIP), Dehradun, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT) Delhi etc. The

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



training programmes are designed in such a manner to give the participants exposure in all sphere of governance in road transport sector and to face the emerging challenges. A new Foundation Training Programme for the officers of Transport Department post recruitment has been launched by the Ministry starting from 30 December, 2019. The programme is being conducted by the Central Institute of Road Transport, Pune. It will be a six-week residential programme covering all aspect of Road Transport including the Motor Vehicle, CMVRs as well Tax Act, and the issues related to regulation and administrators of road transport, need for stricter enforcement of law to ensure greater safety on roads and an environment-friendly road transport operation raising their awareness, skill and knowledge to implement the same in practice.

6.6 Major initiatives under Motor Vehicle Legislation

6.6.1 Motor Vehicles (Amendment) Act, 2019.- The Motor Vehicles Act, 1988 is the principal instrument through which road transport is regulated in the country. The same has been amended first time in a comprehensive way after thirty years by The Motor Vehicles (Amendment) Act, 2019, passed by the Parliament and published in the Gazette of India on 9th August 2019.

The Act is expected to bring reforms in the area of Road Safety, ensure citizen facilitation, transparency, and reduce corruption with the help of information technology and by removing intermediaries. The Act would strengthen public transport, safeguard and protect Good Samaritans and reform the insurance and compensation regime. The Act would also facilitate Divyang by allowing motor vehicles to be converted to adapted vehicles with post-facto approval and facilitating licence to drive adapted vehicles.

Key provisions in Motor Vehicles (Amendment) Act, 2019. -

- Mandatory fitness test through Automated Centres
- New provision for ELV
- New Section on Vehicle Recall
- Safety of Pedestrians and Non Motorized Transport
- Safety of Children during Commute
- Electronic Monitoring and Enforcement of Road Safety
- New Section for Good Samaritan, Golden Hour treatment, No fault liability
- Penalties
- Schemes for interim relief for accident victim claimants
- Constitution of Motor Vehicle Accident relief Fund
- Formulation of Road Safety Board



- 6.6.2. Acceptance of Driving Licence, Registration Certificate and other documents presented in Electronic form through IT or mobile app platform:- The Ministry of Road Transport and Highways has amended Rule 139 of the CMVR, 1989 empowering the driver or a conductor of a motor vehicle to produce certificates in physical or electronic form such as certificate of registration, insurance, fitness and permit, the Driving Licence, certificate for pollution under check and any other relevant document(s) on demand by any police officer in uniform or any other officer authorised by the State Government. The requirement of placing a hard copy in physical form has been dispensed with. It facilitates convenience and prevents harassment to citizens.
- 6.6.3. Common Format for the Driving Licence and the Certificate of Registration: A common standard format and design of the Driving Licence and the Certificate of Registration for whole of the country has been prescribed. The option of providing a paper or booklet based driving Licence or the registration certificate has been done away with. Now, such certificates can only be provided in two types of cards viz. a PVC based or a Poly carbonate one. Detailed specifications have been prescribed by the Government in the notification issued. The enriched specifications are of high standard and would enable a durable and quality cards. The State Governments have been provided with an option to decide on the type of material of the card to be provided. Further, the optional features of providing a chip based smart card or further an option of providing a contact less features (NFC) has also been provided which the States can prescribe. A QR code has been prescribed on the cards. This would enable easy linking and access and validation of the information on the cards with the SARATHI or VAHAN database. As the Ministry had recently issued amendments of the Central Motor Vehicles Rules 1989 enabling transport related documents in an Electronic Form, the QR would facilitate the enforcement authorities.
- 6.6.4. Removal of Requirement of NoC for the renewal/change of address in the Driving Licence: - The Ministry has sent an advisory dated 28th February, 2019 to all the States/UTs directing the Licensing authorities to stop and discontinue old process of verification in manual mode by asking to submit NoC and follow the online verification of the driving Licences for facilitation of the citizens. This will reduce visits to RTO and ease citizen in renewal of Licence and in case of change of address.
- 6.6.5. HSRP (High Security Registration Plate)- As per Ministry's notification, the High Security Registration Plate including the third registration mark, wherever necessary, shall be supplied by the vehicle manufacturers along with all the vehicles manufactured on or after the 1st day of April, 2019 and their dealers will place a mark of registration on such plates and affix them on the automobiles. It has been provided further that the dealers of the vehicle manufacturers may also affix such plates, supplied by the vehicle manufacturers, on old vehicles after placing the registration mark. It will lead to a system of uniform High Security Registration plate throughout the country and facilitation to customers.

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



- 6.6.6. Hybrid Electric System: -Further, rule 115D of the Central Motor Vehicles Rules, 1989 regarding the Retro-fitment of hybrid electric system or electric kit to Motor Vehicles have been amended. Through this, the Ministry has notified the Automotive Indian standards for retro-fitment of Hybrid Electric System Kit to vehicles of categories L, M and N and conversion of motor vehicles for pure electric operation with fitment of Pure Electric Propulsion Kit by replacing the engine of Motor Vehicles of categories L, M, N. This is a step taken by the Ministry to promote use of electric vehicles in order to curb vehicular pollution.
- 6.6.7. Braking System and Anti-Lock Braking System reg.: - MoRTH has issued a notification regarding advanced Braking system for promoting road safety such as Anti-Lock Braking system for M1, M2, M3 and N category of vehicles. Moreover, the Automotive Indian Standards for Electronic Control Stability for M1 and N1 category of vehicles, Brake Assist System for M1 and N1 category of vehicles and Anti-Lock Braking System for vehicles of category M3, N3 and N2 other than tractor-trailer combination meant for carrying hazardous goods and liquid petroleum gas have also been laid.
- 6.6.8. Additional features for fully built buses (AIS 135 and AIS 153): -It has been mandated that all fully built buses of M2 and M3 categories manufactured on and after 1st April 2019, by Original Equipment Manufacturers having seating capacity exceeding 22 or more excluding the driver to be in accordance with AIS:153 so that these will meet the stringent standards which would enable smoother ride, passenger safety and comfort.
- 6.6.9. Affixing reflective tapes on commercial Vehicles:- The Ministry of Road Transport and Highways has mandated fixation of retro-reflective tape on all the vehicles irrespective of date of manufacturing. This will promote road safety.
- 6.7 Steps taken to reduce vehicular pollution and use of green fuels: -The Ministry has issued emission standards for additional alternate fuels usage in motor vehicles.
- Dual fuel / dedicated dual fuel CNG / BIO CNG / LNG usage for vehicles below 3.5T.
 - Addition of methanol blend M85 to the existing blends of M15, M100 and MD95.
 - Introduction of Di-Methyl Ether (DME or D100) fuel as an alternative to all class of compressed ignition engines in motor vehicles.
 - Retro-fitment of Hybrid electric kit to in-use vehicles for dual use purpose and for pure electric propulsion usage.
- 6.8 Integrated Road Accident Database (IRAD) management system**

The Ministry has launched a new project called Integrated Road Accident Database (IRAD) to create an accurate road accident database management system with the help of Indian Institute of Technology, Madras and NIC. This will enable the States and Centre to compile the information



related to road accidents, analyse the root cause of road accidents and develop and implement 'data-led' road safety interventions to reduce accidents. Accidents data is the basis for assessing road safety scenarios and for implementing required interventions to reduce accidents. Accident database is the first step towards achieving scientific road safety management. An ideal database needs to be comprehensive so as to meet not only the statistical requirements but also assist in planning accident reduction measures.

This system can collect data across the country on different types of roads i.e. National highways, state highways, city roads etc. IRAD will be a comprehensive web-based IT solution and will enable various agencies such as Police, PWDs, NHAI etc. to enter details on a road accident from different perspectives such as investigation, road engineering, vehicle condition etc. The details so entered, shall enable various authorities to run different types of analysis and understand the dynamics of road accidents in India and hence help them to launch targeted measures in fields of enforcement, engineering, education and emergency care to improve road safety situation in India. This system would be first launched as a pilot in the six States which have the highest fatalities in terms of road accident related deaths, i.e., Karnataka, Madhya Pradesh, Maharashtra, Rajasthan, Tamil Nadu and Uttar Pradesh.

6.9 Major initiatives taken by Road Transport Sector:

(i) Strengthening of Road Transport System

The Ministry has appraised the existing scheme namely “Strengthening ITS in Public Transport System” to provide financial assistance to State Governments for use of latest technologies such as GPS/ GSM based vehicle tracking system, computerized reservation/ ticketing system, inter-modal fare integration, passenger information system etc. for services covering inter-city and mofussil areas and to provide financial assistance for preparation of total mobility plan for the entire State. The Ministry provides one-time financial assistant to the tune of 50% of the project cost to the States/ UTs for IT related projects.

(ii) Development of Bus Terminals

Efficient mobility of people is one of the key factors for the progress and prosperity of a society and a nation. While State Road Transport Undertakings/ State Transport Undertakings focus on profitable bus operations, most of them ignore the development and upkeep of bus terminal facilities. In order to develop high quality bus terminal facilities, and more importantly, to ensure its continued operations and maintenance in a proper manner, this Ministry has launched a scheme (on 5th September 2018) namely Development of Bus Ports in States/ UTs on BOT/ HAM basis. The scheme is a Central Sector Scheme and is aimed at initiating the process of development of bus terminal infrastructure by the states. The scheme objective is to enhance the capacity and quality of the bus terminal infrastructure to benefit the users of the public bus transportation by providing

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

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



them safe, convenient and user-friendly locations to board and de-board as well as better passenger amenities. The scheme also aims to cater to the requirements of both public and private sector intercity bus operators. Proposals from the States of Odisha, Uttarakhand, Tamil Nadu, Andaman & Nicobar and Kerala have been sent to NHIDCL for examination. In principle approval has been accorded in respect of Ramnagar(Uttarakhand), Baddi(Himachal Pradesh), Salem(Tamil Nadu), Sonipat(Haryana) and Cuttack (Odisha), New Pahargoan Village (Andaman & Nicobar) and Udaipur in Tripura.

(iii) Safety and Security of Women Passengers (Nirbhaya Scheme)

The Government of India has set up a dedicated fund – Nirbhaya Fund. This Ministry gives financial assistance from the Nirbhaya fund to the States/ UTs for the projects specifically designed to improve safety and security of women in public transport. Funds have been released to Government of Andhra Pradesh, Uttar Pradesh and Bangalore Metropolitan Transport Corporation under Nirbhaya Scheme.

(iv) Training Programmes for Transport/Traffic Department Officials

The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries. Motor Vehicle Act 1988, Central Motor Vehicle Rules, 1989 etc. are administered in the Road Transport Division.

The Ministry also issues different notification on different subject from time to time. To update the officials of Transport Department of States / UTs with new rules and regulations relating to transport, this Ministry conducts Workshop cum Training programmes for development of Human Resources through various institutes.

(v) Reimbursable Advisory Service Agreement with World Bank

Under the Scheme for Procurement of Reimbursable Advisory Services from World bank, an initiative for Improvement of Public Transport has been Launched by Hon'ble Minister (RT&H) on 31st January, 2019. The objective of the Advisory Services is to assist the participating states in improving their public transport policy, and State Road Transport Undertakings (SRTUs) to improve their service definition and planning, increase capacity of the public transport system through innovative contracting methods, leveraging technology to improve service delivery and safety to enhance customer experience and to create an accessible and affordable transport network. This sector suffers from issues of efficiency as well as capacity and has seen a marginal growth over last two decades. Therefore, an urgent need was felt to bring in reforms in the public transport sector in India to revitalise public transportation system. The RAS would enable the ministry to guide states in public transportation and to carry out certain pilot projects in the recipient States of Maharashtra and Andhra Pradesh. Ministry has organised several National level workshops under this initiative.

**(vi) Workshop on Intelligent Transport Systems**

This Ministry has organised a National Workshop on Intelligent Transport Systems at Mysore on 29-30 August 2019. The main focus of the workshop was to understand the role of ITS in delivering efficient and effective public transport. The workshop was attended by the several MDs of State Transport Undertakings official of Municipal Undertakings providing urban bus operations as well as from several semi governments and private organisations involved in the bus operations.

(vii) Workshop on Contracting for Buses and Intelligent Transport System for Contracting

A National Workshop on Contracting for bus services and Intelligent transport Systems (ITS) was organised at Delhi on 14-15 October 2019. The workshop was conducted by the World Bank in association with the experts from Transport for London. The main focus of the workshop was to share the international best practices to improve bus contracting in India, discuss the Indian experience with contracting and scale up the same in India and improve the overall performance management in the country through advance use of ITS. It was well attended by the several MDs as well as other officials of State Transport Undertakings (STUs), official of Municipal Undertakings providing urban bus operations, representatives of bus operators from all across the country and representatives from various companies providing innovative solutions in bus operations and other mobility related services.

(viii) Taxi Policy Guidelines

As per direction of Hon'ble High Court of Delhi vide its Order dt. 11th Aug, 2016 in W.P. (Civil) 6000/2015 filed by Radio Taxis Association, a high-level committee was constituted in the Ministry to examine all the relevant issues related to existing permits given to black/yellow taxis, radio taxis, aggregators etc. The terms of reference inter alia included formulation of a credible and acceptable plan of action and draft scheme under the existing provisions of MV Act, 1988. The report of the Committee to propose taxi policy guideline to promote urban mobility was approved and accepted by this Ministry. The report was then, forwarded to all State Governments for taking appropriate action. The State Governments are empowered to amend its rule to regulate the taxi aggregators.

(ix) Accessible India Campaign (Sugamya Bharat Abhiyan)

The Accessible India Campaign was launched by Hon'ble Prime Minister for creating universal accessibility for persons with Disabilities in Built Environment, Transport, and Information & Communication Technology (ICT) ecosystem. The Campaign is based on the principles of the Social Model of Disability, which proposes that disability is caused by the way society, is organized, and not based on the person's limitations and impairments. The physical, social, structural and attitudinal barriers prevent people with Disabilities (Divyangjan) from participating equally in the socio-cultural and economic activities. Under the campaign all the STUs to achieve targets of Accessible India Campaign as under:

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

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



- (I) 25% of Government owned public transport vehicles should be made fully accessible by March 2019
- (ii) All bus stops/ terminals/ ports should be made accessible
- (iii) Facilities for speedy licensing and registration may be provided to differently abled persons.

In this regard as per the data compiled by ASRTU in respect of 62 STUs dated 19th September 2019, it is brought out that out of total number of operational buses 140653, the number of buses involved in Intercity operations are 110626 and in Urban operations are 24233. The accessibility percentage of these buses is tabulated as under:

Sr. No	Number of Buses held by STUs	Total number of buses	Number of accessible/Fully accessible buses	Total	Percentage of accessibility
1	Intercity operations	110626	24233*+24**	24257	21.92
2	Urban operations	29937	14868*+5260**	20128	67.23
3	Total	140563	44385		31.57

Note: *Accessible without wheelchair accessibility, **Fully accessible having wheel chair accessibility

(x) Benefits to the Transport fraternity

The Ministry of Road Transport and Highways has increased the permissible axle loads for heavy goods vehicles. This has helped in improving the pay load of the Goods vehicles by 15 to 20%, thereby bringing a major reduction in logistics cost.

The Ministry has taken several initiatives to facilitate the transporters' ease of business. These include permitting electronic documentation, increase in fitness periodicity, doing away with the transport licence requirements for Light Commercial Vehicles and easing the National Permit requirements.

(xi) Other Citizen friendly initiatives

- (i) The Government has taken the decision to do away with VIP culture by removing the Red and Amber Lights atop the vehicles with the exception of specific dignitaries/ duty related categories.
- (ii) A fixed compensation of Rs. Five Lakh has been notified under the Structured Compensation for Third party insurance liabilities. This will help majority of the victims and will help them get expeditious compensation with ease.
- (iii) The safety standards of the vehicles have been upgraded to ensure that even the cheapest vehicles sold by the OEMs have safety features at par with global standards.
- (iv) The Ministry has amended the rules to enable carriage of Driving License and Registration



Certificates in electronic form and produce the same in Digital form to the enforcement agencies as and when called for.

6.10 Road Safety

(i) Reduction in number of road accidents

As per the Ministry's annual report on road accidents based on the data reported by Police authorities throughout India, road safety continues to be a cause for concern:

Parameter	2017	2018	% change over previous year
Number of road accidents	4,64,910	4,67,044	(+) 0.46
No. of persons killed	1,47,913	1,51,417	(+) 2.37

The Ministry has been making concerted efforts to address the problem of road safety through a series of measures that include improving road infrastructure, road safety audits, identification and rectification of black spots on roads and strengthening the automobile safety standards, organizing road safety awareness programmes and strengthening enforcement etc.

(ii) Guidelines for setting up Driver Training Schools in districts

The Ministry has been working in association with States, Vehicle manufactures and NGOs for strengthening the driving training. Institute of Driving training and Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centre (DTC) have been established which act as model Driving Training Centres with state of art infrastructure. A scheme for creating driving training centres in all the districts of the country and support refresher-training programme for heavy commercial vehicles drivers has been launched. In addition, Model Institutes of Drivers Training and Research (IDTR) are being set up in States/UTs. So far 29 (nos.) DTRs/ITDRs and 4 RTDCs have been sanctioned in different States/UTs, of which 16 are complete and functioning.

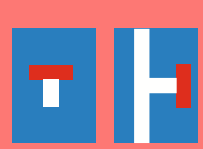
The Ministry has also launched a scheme for setting up of Driving Training Centre (DTC) to provide quality training to drivers to improve road and environment safety and strengthen overall mobility on roads. Under the scheme, the Ministry would provide one-time assistance to the extent of 50% of the project cost, and establishing centres of excellence in research and academic institutions. The Government will facilitate dissemination of the result of subject to a maximum of Rs 1.00 crore, for setting up the DTC.

(iii) SukhadYatra App and Toll-Free Emergency Number

A mobile App and Toll-free Emergency number 1033 for highway users, developed by NHAI, were launched in March this year. The SukhadYatra mobile application provides information

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

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



on toll gates. The key feature of the app includes a provision for the user to enter road quality-related information or to report any accident or pothole on the highway. It also provides users with real-time data related to waiting time expected at toll plazas and various facilities like points of interest, highway rest/mini, etc. The app can also be used to purchase FASTags.

The toll-free number 1033 will enable users to report an emergency condition, or highway-related feedback, across the highway. The service has also been integrated with ambulance/tow away services along the roads.

(iv) Observance of the 30th National Road Safety Week

The 30th National Road Safety Week, 2019 was inaugurated at Gandhi Smriti and Darshan, Rajghat, New Delhi on the 4th of February, 2019. It was attended by a host of school children, NGOs, and stakeholders in road safety from Government and industry.

External Affairs Minister Smt Sushma Swaraj and Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development and Ganga Rejuvenation Shri Nitin Gadkari flagged off Suraksha Yatra - a motor car rally from Rajghat in New Delhi to commemorate the 150th Birth Anniversary of Mahatma Gandhi. The flag off was also part of an event to launch the 30th National Road Safety Week. Shri V. Kalyanam, Personal Secretary to Mahatma Gandhi was also present on the occasion. The rally travelled through places historically associated with Gandhiji, both in India, as well as in Bangladesh and Myanmar, and passed through Sabarmati, Porbandar, Dandi, Yerwada, Sewagram, Jabalpur, Lucknow, Gorakhpur, ChauriChaura, Champaran, Shantiniketan and Kolkata in India before travelling to Dhaka in Bangladesh. It concluded at Yangon in Myanmar on 24th of February, 2019 covering a total distance of 7250 km. The rally was part of the year-long celebrations to commemorate the 150th year of Mahatma Gandhi in India and across the globe. It took up advocacy on Road Safety concerns along the route.

Various programmes were held during the Road Safety Week, including seminars and workshops on Emerging Trends in Safety, Road Safety Engineering, Motor Vehicle Insurance, Emergency care (Protection of Good Samaritan & First Responder Training), Role of Youth, and Industry/ Corporate Conclave on Role of Corporate in Road Safety. These were attended by representatives of OEMs, ACMA, Test Agencies, Road Engineers/Auditors and Road Construction Companies/ Concessioners, Corporates, NGOs, Insurance Companies, Medical Staff, and college students. School Bus Driver Refresher Training session was also held at IDTR, Sarai Kale Khan, where bus drivers from private schools imparted training on road safety.

(v) Vehicle Location Tracking Device and Emergency Button in all public service vehicles and Scheme for setting up the Monitoring centres in the States

With a view to enhancing the safety of women passengers, detailed standards for Installation of Vehicle Location Tracking Device (VLT) and Emergency Button on public service vehicles have been notified on October 25, 2018. The States/ UTs have been mandated to ensure compliance of the rule and check fitment and functional status of the VLT device in the public service vehicles at the time of checking of the vehicles for fitness certification. The Command and Control Centres in the States will be used to provide interface to various stakeholders such as State emergency response centre, the Transport authorities of the state and central governments, device manufacturers and their authorized dealers, testing agencies etc. The Command and control Centre will also be able to provide feed to the VAHAN database or the relevant data base of the state with regard to over speeding and the health status of the device.



Car Rally in Road Safety Week

यह चिन्ह इंगित करता है कि आसपास अस्पताल है। इस रास्ते पर गाड़ी चलाते समय ड्राइवर को सतर्क रहना चाहिए और अनावश्यक रूप से हॉर्न नहीं बजाना चाहिए।

This sign indicates that there is Hospital nearby. The driver should be careful while driving through this stretch and should not honk unnecessarily.



NE1 Ahmedabad - Vadodara Expressway



Palanpur - Swaroopganj, Gujarat

CHAPTER VII

RESEARCH AND DEVELOPMENT DURING THE YEAR 2019:

7.1 The role of Research and Development (R&D) in the roads sector is to update the specifications for road and bridge works, for effective implementation and quality control of projects, to promote emerging construction materials and to recommend new techniques for highway planning, design, construction and maintenance. The research schemes being dealt by the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. The dissemination of research findings is done through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways and by incorporation of these findings in IRC guidelines/codes of practice/manuals, Ministry's specifications, preparation of State-of-Art reports and guidelines/instructions/circulars issued by this Ministry. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken in the Ministry. Thus, the research work is pivotal role in the development of road infrastructure in the country. An outlay of Rs. 39.28 crores has been provided for R&D for the year 2019-20.

7.2 R&D Proposals:

In the year 2019, following research schemes for development of Roads & Bridges have been sanctioned:

- Research scheme to design a Geopolymer mix using Fly Ash, Ground granulated Blast furnace slag & also Reclaimed Asphalt Pavement (RAP) Aggregates and to analyze its life.
- Research scheme for estimation of Modulus of Resilience by volumetric/ Performance properties of Asphalt Mixes for an amount of Rs. 36.00 lakh.

7.3 New Materials and Techniques:

7.3.1 It has been the endeavour of the Ministry to encourage use of new/alternative materials/technologies on National Highways. For this, Ministry initiated the process of accreditation with the assistance from Indian Roads Congress.

7.3.2 In order to simplify the process and encourage the usage of emerging materials and techniques on National Highways, Ministry has stipulated that new materials/technologies proven in India and abroad shall be deemed accredited provided the promoters furnish the proved performance and set up a permanent base in India. Additionally, the Ministry directed that new/alternative materials and technologies shall be given priority in field trials and their performance evaluated over a period of time to enable the formulation of guidelines and codes of practice for their future usage on National

यह अग्रिम संकेत इंटरसेक्शन से पूर्व स्थापित किया जाता है जो तीर के चिन्हों से गंतव्य के मार्ग को दर्शाता है जिससे चालक को सही मार्ग के चयन में सहायता मिलती है।

This advance sign is erected before an intersection indicating the way to destination by arrows, facilitating the driver to ensure that he is on correct route.



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



Highways.

- 7.3.3 Ministry has constituted a National Panel of Experts (NPE) under the Chairmanship of Shri S. R. Tambe Secretary PWD, Maharashtra (Retired) comprising 9 members for resolving the technical issues in the implementation of new or innovative technologies, materials and equipment for recommendation. NPE will also be entrusted to examine various alternative technologies when individual proposals from proponents of new technology/alternative materials/equipment are placed before them. The NPE is empowered to approve the new technologies/materials to be used either on trial stretches in appropriate cases or approve them for use in construction of highways. The new materials and techniques are helpful for increase in structural strength, capacity, durability, higher performance, environmental friendliness and cost effectiveness based on life cycle cost approach.
- 7.3.4 The NPE committee recommended the use of Ultra High-Performance Fiber Reinforced Concrete Technology (UHPFRC) in construction of bridge structure at km 42+050 (sole river) on NH-752 K (Latur-Nilanga-Aurad Section) as a pilot project, after detailed study and visiting the construction site, where this technology has already been used. Ministry has allowed the contractor to construct the superstructure with UHPFRC subject to certain conditions. The contractor shall also submit one copy of all construction drawings for entire bridge structure to Ministry & RO Mumbai for reference and record.

7.3.5 Geo-synthetics

The use of Geo-synthetics is being done in a bigger way as per the existing IRC codes/ guidelines and Ministry's Specification/ Guidelines. The Ministry issued directions regarding use of Geo-synthetics and their use in road construction vide circular dated 16.07.2018. All the State Governments have also been advised to include various types of Geo-synthetics in their Schedule of Rates so that the estimated cost of the project can be worked out by including Geo-synthetics. The feasibility of using Geo-synthetics in any project should be explored by all the executing agencies/ State Governments at the DPR stage itself and, accordingly, its usage should be included in the Scope of the Work.

7.3.6 Fly-ash

Ministry advocates use of fly-ash in road construction which is permitted as per the Standards & Specifications evolved by the Indian Road Congress/ Ministry. Accordingly, Ministry issued directions vide circular dated 27.08.2018. The physical and chemical properties of fly ash and the design methodology to be adopted for embankment construction has been specified in IRC:SP:58:2001 "Guidelines for use of fly-ash in road construction". Section 305 i.e. "Embankment Construction" of MoRT&H Specifications for Road and Bridge works lays down the specifications for use of fly-ash in embankment construction. Ministry has also advised all executing agencies to assess the quantity of fly ash that can be utilized in each on-going project within a radius of 300 km from the thermal power plant.

7.3.7 Waste plastic

Safe disposal of plastic is severe environmental problem in India. Plastic being non degradable material find its way in landfills, choking drainage, hazards to animals etc.

To encourage use of waste plastic on National Highways (NHs), Ministry has issued Guidelines for its use within 50 km periphery of urban areas having population of more than 5 lakh. The Guidelines also stipulate taking up of a stretch of at least 10 km as pilot project for assessment of its performance. Moreover, Government has decided that in 2019-20 the “Swachhata Hi Seva Campaign (SHS)” will focus on plastic waste management as the main theme, wherein instructions have been issued for collection and re-use of waste plastic. This includes awareness generation, recycling, effective disposal of collected plastic waste including its usage in road construction. Until December, 2019, waste plastic has already been utilised in wearing course of about 85 km of NH since 2nd October, 2019.

7.3.8 Coir/Jute Fiber

Coir and Jute are both natural bio-degradable plant products. Coir is found between the hard internal shell and the outer coat of a coconut whereas Jute fibres are composed primarily of the plant materials. Coir and Jute promotes the growth of new vegetation by absorbing water and preventing the top soil from drying out. The following IRC codes recommend the use of Coir and Jute for erosion control, Slope treatment and for stabilization of soil:

- (i) IRC: SP: 48 'Hill Road Manual'.
- (ii) IRC: SP: 106 'Engineering guidelines on landslide mitigation measures for Indian roads'.
- (iii) IRC: 56 'Recommended practice for treatment of embankment and roadside slopes for erosion control'.

7.3.9 Recycling

Ministry vide its letter dated 11th January 2018 has issued exhaustive guidelines for Hot in place Recycling Technology to be used for Periodic renewal (PR) works along with criteria for selecting stretches where Hot In place recycling can be done. All the executive agencies have also been directed to regularly monitor the performance of the stretches improved using Hot in place recycling technique. The feedback in respect of investigation of the existing stretches considered for Hot in place recycling, selecting the design mix and also on the performance are to be regularly reported to the Ministry so as to further refine/improve the guidelines in this regard.

7.4 Road Safety Engineering

7.4.1 Ministry of Road Transport & Highways has been making concerted efforts towards improvement of road safety through engineering measures on National Highways. 789 black spots based on fatalities in 2011, 2012, 2013 & 2014 calendar years have been identified and notified with unique ID numbers

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

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



assigned to each of the spots. Guidelines have been prepared and notified for investigation and rectification of the road accident black spots on National highways. So far 399 black spots have been rectified. A total of 510 black spots are under the jurisdiction of NHAI, 150 black spots are under the jurisdiction of State PWD (NH), 129 black spots are under State Government. Out of 510 black spots under NHAI, 278 have already been rectified, 223 have been awarded and are in progress and balance 9 spots are being taken up. Out of 150 black spots under the jurisdiction of PWD (NH), 121 have already been rectified, 28 have been awarded and are in progress and 1 spot is in bidding stage.

- 7.4.2 As investigation, design of rectification measures at the black spots is an involved time taking process, it was decided to install immediate cautionary measures to alert and caution the road users about the road accident black spot through signs, solar blinkers and speed reduction measures till the black spots are rectified through long term permanent measures.
- 7.4.3 Ministry vide its circular dated 26th August 2019 has delegated power to Regional officers for Technical sanction upto Rs 50 crore per black spot including Land Acquisition. Road Safety Expert @ Rs 7.5 lakh per black spot may also be engaged for the work.
- 7.4.4 Detailed guidelines for taking up road safety audits on National Highways have been prepared and notified. Road Safety Audits have been made part and parcel of all National Highways development projects on EPC/BOT modes. Ministry has issued a circular which makes it mandatory to carry out road safety audit for all new road projects having length of 5 km or more at the stage of Detail Project Report(DPR)/Engineering Design.
- 7.4.5 Moreover, Ministry has sanctioned a Pilot Project for installation of roller crash barrier in 500m stretch on National Highways in the state of Himachal Pradesh. Roller Crash barrier converts impact energy into rotational energy and is Suitable in Hilly Roads, Sharp Curves, Roads around Reservoir, Canal, lakes.

7.5 Standardisation

Adoption of Standardized practices in design, construction and maintenance with due regard to variability in terrain, soil and climate is imperative for efficient and economical development of highway facilities including rural roads. On this front, the Indian Roads Congress (IRC) has made valuable contribution to the profession in preparing/revising Standards, Specifications, Codes of Practices, Guidelines and Manuals on different aspects of roads, bridges and traffic engineering, such as:-

1. IRC:52-2019 “Guidelines for the Alignment Survey and Geometric Design of Hill Roads” (Third Revision)
2. IRC:79-2019 “Recommended Practice for Road Delineators” (First Revision)
3. IRC:89-2019 “Guidelines for Design and Construction of River Training & Control Works for Road Bridges” (Second Revision)

4. IRC:105-2019 “Specifications for Dense Bituminous Macadam and Bituminous Concrete for Airfield Pavements” (First Revision)
5. IRC:128-2019 “Guidelines on Training of Highway Professionals”
6. IRC:129-2019 “Specification for Open-Graded Friction Course”
7. IRC:SP:16-2019 “Guidelines on Measuring Road Roughness and Norms” (Second Revision)
8. IRC:SP:17-2019 “Guidelines for Concrete Overlays on Concrete Pavements” (First Revision)
9. IRC:SP:30-2019 “Manual on Economic Evaluation of Highway Projects in India (Third Revision)
10. IRC:SP:40-2019 “Guidelines on Repair, Strengthening & Rehabilitation of Concrete Bridges” (First Revision)
11. IRC:SP:59-2019 “Guidelines for Use of Geosynthetics in Road Pavements and Associated Works” (First Revision)
12. IRC:SP:84-2019 “Manual of Specifications & Standards for Four Laning of Highways” (Second Revision)
13. IRC:SP:87-2019 “Manual of Specifications & Standards for Six Laning of Highways” (Second Revision)
14. IRC:SP:88-2019 “Manual on Road Safety Audit” (First Revision)
15. IRC:SP:91-2019 “Guidelines for Road Tunnels” (First Revision)
16. IRC:SP:101-2019 “Guidelines for Warm Mix Asphalt” (First Revision)
17. IRC:SP:122-2019 “Guidelines for Green Rating of Highways”
18. IRC:SP:123-2019 “Guidelines for Construction of Two-Layer Concrete Pavements”
19. IRC:SP:124-2019 “Model Contract for Maintenance of Roads”
20. IRC:SP:125-2019 “Guidelines for Cement Grouted Bituminous Mix-Surfacing for Urban Roads”
21. IRC:SP:126-2019 “Guidelines for Design and Construction of Low Volume Rural Roads using Jute Geotextiles”
22. Pocket Book for Highway Engineers, 2019

यह चिन्ह इस पर लिखे गए गंतव्य/स्थान की दिशा और दूरी दर्शाता है। यह चिन्ह बोर्ड ड्राइवरों द्वारा स्थान को ढूंढने में सहायक होता है। इसलिए, यह उनके समय और ईंधन खपत में बचत करने में बहुत सहायक होता है।

This sign shows direction and distance of the destination/place written on it. This sign board helps drivers in locating the places and thus is very helpful in saving time and fuel.



MoU with the National Investment and Infrastructure Fund



The Chairman of the 15th Finance Commission, Shri N.K. Singh along with the members in a meeting with the Union Minister for Road Transport & Highways, Shipping and Water Resource



CHAPTER VIII

ADMINISTRATION AND FINANCE

(A) ADMINISTRATION

- 8.1 Administration Wing of the Ministry of Road Transport and Highways consists of Establishment Section, General Administration Section, O&M Section and Cash Sections. The Administrative Wing is entrusted with the service and administrative matters of 957 employees (Group A, B & C) of this Ministry, House-keeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.
- 8.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of this Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix-6**.
- 8.3 Pension Papers of the retirees are submitted to the Pay & Accounts Officer well in time and the retirement benefits paid on the last working day of the retiring officers/officials.
- 8.4 A Welfare Cell also exists in the Ministry of Road Transport and Highways which looks after all the welfare measures activity of the officers/officials in the Ministry. Farewell parties are organized by the Welfare Cell of the Ministry to bid farewell to retirees and a Memento as well as a gift is also presented. In the Ministry of Road Transport and Highways various welfare measures in respect of welfare of women employees of the Ministry are undertaken.
- 8.5 Important Days of national Importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, Swach Bharat Abhiyan, Good Governance Day, Constitution Day, etc. were observed and "Pledge" taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards "Flag Day". The essay competitions both in Hindi and English were conducted during Vigilance Awareness Week. The participants are rewarded for their participating in these events.
- 8.6 **Setting up of Information & Facilitation Counter**

An Information and Facilitation Counter (IFC) is functioning in the Ministry for effective and responsible administration as well as to provide information to the citizen regarding services and programmes, schemes etc. implemented by the Ministry. Material on a variety of subjects useful to the general public is available at the counter. In addition to furnishing information, the IFC also

यह चिन्ह दर्शाता है कि आसपास एक प्राथमिक उपचार सुविधा है जो आपात स्थिति या दुर्घटना के मामले में बहुत उपयोगी साबित होती है। आम तौर पर ये चिन्ह राजमार्गों और ग्रामीण सड़कों पर लगाए जाते हैं।

The sign shows that there is a First Aid facility nearby which is very useful in case of emergency or crashes. These signs are normally erected on highways and rural roads.



receives public grievance petitions, which are then forwarded to the concerned authorities for consideration and disposal. Citizens'/clients' charter detailing the activities/services of the Ministry is available on the Ministry's website.

8.7 **Formation of Citizen's Charter**

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

8.8 **Departmental Record Room**

Due attention is being paid by the Ministry to records management. A total of 1950 files were recorded and 2985 files were reviewed/weeded out as per provisions of Record Retention Schedule till 31st December, 2019.

8.9 **The Grievance Redressal & CPGRAMS**

The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (O&M). He is designated as Nodal Officer of Public Grievances. Public grievances received are referred to the concerned administrative units for speedy redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web based grievance redressal mechanism is also operational in the Ministry. A total number of 13798 cases of public grievances were received from 1st January, 2019 to 31st December 2019, all have been forwarded to the concerned Wings/Divisions for prompt disposal. These include NHAI, NHIDCL, IAHE, RT Wing, Roads Wing and Regional Offices. Out of the total 15313 (including brought forward cases) grievances, 12622 have been disposed of till 31st December, 2019.

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

8.10 **e-office**

8.10.1 Revamped website of the Ministry in August, 2019.

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

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

यह संकेत दर्शाता है कि सड़क पर आगे सुरंग है। यह संकेत कई बार सुरंग के नाम तथा उसकी लंबाई को भी दर्शाता है।

This sign indicates the tunnel on road. This sign sometimes may also indicate the name and length of tunnel.

8.10.3 Implementation of e-office in MoRTH

- E-office has already been implemented in MoRTH. DARPG set the target of 80% e-office for MoRTH, which have been achieved in 2019.
- Admin, HR, Technical, project and Financial division are communicating with each other through e-office very smoothly.
- Tracking of files has now been become very easy.
- The conversion of Physical files into electronic files are in process.
- Significant changes can be seen to achieve the goal of paperless office.
- Implementation of digital signature for authentication has also been implemented.
- Reports can be generated as:
 1. Park file
 2. Close file
 3. Receipt Received.
 4. Pending of Receipt (section wise)

8.11 Grievance & Citizen's Charter Cell

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

(B) FINANCE

8.12 Accounts and Budget

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



रुकिए
Stop



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

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

(i) Payments

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

(ii) Receipts

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

(iii) Submission of Accounts & Reports

- Preparation of Monthly Accounts of the Ministry of Road Transport & Highways, Statement of Central Transaction, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure and the Director General of Audit, Central Revenues.
- Preparation of Annual Budget including the performance Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
- Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
- Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.



- Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
- Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz. AS & FA, Secretary etc. for monitoring the expenditure.
- Preparation of material for Annual Report for submission to Ministry, Accounts at a Glance and flash figure of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.
- Preparation of Monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.
- Preparation of State wise monthly expenditure in respect of all RPAOs/PAOs for further submission to Ministry.

(iv) **Budget**

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

(v) **Internal Audit**

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

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

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



प्रवेश निषेध
No Entry



(vi) Computerization of Accounts

- a. E-Lekha: A web based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAO's/RPAO's have been fully integrated with the based accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being used by various Departments of the Ministry.
- b. PFMS: PFMS was initially started for release of funds under plan schemes of Govt. of India. Now the scope of PFMS has been expanded to integrate various existing standalone systems being used by DDO's and PAO for online processing of sanctions, bills and payments of all types of expenditure. This is being implemented in different phases. In the first phase, it is proposed to make all payments of PAO except Salaries, Pension & GPF through PFMS. The CGA has decided to roll out phase I w.e.f. 1.10.2015 in Delhi/NCR based PAO/NCDDO's (This would mean a spread of around 40 departments including nearly 90 PAOs and 500 DDOs). PFMS has since been rolled out in all RPAOs/CDDOs

8.12.4 National Permit Fee Scheme

- (i) In the year 2010-11, the Ministry of Road Transport & Highways adopted a new National Permit Scheme for transport of goods vehicles in the country and had taken up the responsibility of coordinating for the collection of the National Permit Fee from almost 1200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/UTs as per agreed formula every month..
- (ii) As per the National Permit Fee Scheme launched in May, 2010 the transporters are required to pay Rs. 15000/- per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport & Highways, Govt. of India and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.
- (iii) Consequent upon the instruction issued by the Ministry in this regard, the Online System of collection of Consolidated Fee for National Permit through the State Bank of India branches (Accredited Banker for collection of Consolidated Fee for National Permit) on nation-wide network, its reporting to the concerned authorities and accounting by the PAO (Sectt,) MoRTH, New Delhi has been going on smoothly.
- (iv) A specific Accounting Procedure for the collection, reporting and accounting of the New Consolidated Fee for National Permit by the Ministry of Road Transport & Highways has been chalked out by the Office of the Controller General of Accounting for use by various

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

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



implementing agencies. Statement Showing the State wise Disbursement of National Permit fee at **Annexure - 7**.

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

(i) In terms of the guidelines issued by the Ministry of Finance, Department of Expenditure, the Standing Audit Committee (SAC) chaired by Secretary (RT&H) reviews and monitors the progress of furnishing of Action Taken Notes in respect of the Reports/Paras of the Public Accounts Committee (PAC) and Audit Reports/Paras (Civil) as per the printed reports of the Comptroller & Auditor General of India which are within the purview of PAC. SAC also reviews and monitors Audit Paras as per printed reports of C&AG falling in the Commercial category which are within the purview of Committee on Public Undertaking. As per further instructions issued by Ministry of Finance, SAC meetings can also chaired at AS&FA level, there is also a mechanism of Adhoc Committee to review the progress of furnishing replies to Inspection Paras of Audit.

(ii) During the period from 1.4.2019 to 31.12.2019:

Final ATN of one para i.e. Para No. 12.4 (Report No. 9 of 2017) – Toll operations in NHAI was sent to Lok Sabha Sectt. (COPU Branch):

In addition to the above, meetings of the Standing Audit Committee (SAC) chaired by Joint Secretary were also held from time to time to expedite replies on the part of the Ministry in respect of Inspection Reports/Paras and Draft Audit Paras of Audit on various matters and for the settlement of Inspection Paras/DAPs with Audit.

(iii) Status of pending of C&AG (Commercial) Paras is reflected in **Appendix-16**.

8.12.6 Grant No. 83— Ministry of Road Transport and Highways.

The actual expenditure for the year 2019-20 (upto Nov., 2019) has been reflected in **Appendix-8**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **Appendix-9** and the Details receipts of expenditure for the three years have been reflected in **Appendix-10**. Highlights of accounts are at **Appendix-11**.

(C) VIGILANCE

8.13.1 The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Joint Secretary & Chief Vigilance Officer. National Highways Authority of India (NHAI) which is an autonomous body under Ministry of Road Transport & Highways has a separate full time Chief Vigilance Officer. NHIDCL also has a part-time CVO.

8.13.2 During the year 2019-20, a total of 97 complaints have been examined by the Vigilance Section of the Ministry and out of them 35 complaints were disposed of after consultation with CVC and



suitable decision taken with the approval of the disciplinary authority. Besides dealing with vigilance related complaints in consultation with the Central Vigilance Commission where required, special emphasis was laid on preventive vigilance. It was emphasized that Road Wing should monitor the quality of construction and maintenance along with timely progress / completion of National Highways through PMIS portal. Road Wing was also advised to review the access permission guidelines and make the entire (end-to-end) process of access permission on-line with provision for a real-time MIS so as to leave little room for any process and information related issue.

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

- Integrity Pledge was taken by all the staff of the Ministry of Road Transport & Highways and Ministry of Shipping jointly.
- Selected quotes on theme of corruption were run at TV screen installed near reception (Main Entrance)
- Quotations on the theme of corruption were uploaded on twitter account of the Ministry.
- A lecture was delivered by Shri S. P. Singh, Director, CVC on 'Integrity – A way of life' in the Media Centre where all the employees took active participation.
- An Essay writing competition on the topics “Vigilance Awareness in Public Governance” in English and “Is corruption free India possible” in Hindi has been organized. Cash prize of Rs. 2500, Rs. 2,000 & Rs. 1500 were awarded in a function to officials whose articles are adjudged 1st, 2nd and 3rd in Hindi and English respectively.

(D) Right to Information Act-Implementation

8.14 The main objectives of the RTI Act are to promote transparency and accountability in the functioning of every Public authority and to set up a practical regime for giving citizens access to information that is under the control of public authorities. It is an attempt to move from opaqueness to transparency, ultimately leading to good governance. Central Information Commission (CIC) and State Information Commission (SIC) have been set up to promote transparency and accountability in the working of public authority. As per the RTI Act, Nodal Officer, RTI Section, PIOs, Appellate Authorities are fully functional in this Ministry. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various



means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning this Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. A web portal enabling citizens to apply for information under the RTI Act online and also the Appeals has been introduced by Department of Personnel & Training and is fully functional in this Ministry.

The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. Three organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament, National Highways Infrastructure Development Corporation Limited (NHIDCL) a Public Sector Undertaking under this Ministry and Indian Academy of Highway Engineers (IAHE) a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act.

The Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants. A total of 8737 RTI applications have been received from 1st January, 2019 to 31st December, 2019 which includes brought forward as well as physical and online applications. Any of which if intended for more than one PIO was forwarded under system generated separate registration numbers. Likewise, from 1st January, 2019 to 31st December, 2019 a total number of 614 appeals (including brought forward) has been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders / alerts to concerned PIOs/ FAAs through their emails. By using the facility available in the online system, monitoring of the disposal of RTI Applications/Appeals is also done from time to time.

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

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



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



CONSTITUTION DAY



CONSTITUTION DAY

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

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



CHAPTER IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

9.1 IMPLEMENTATION MECHANISM:

At present, one Deputy Director (Official Language), 2 Senior Translation Officers and 02 Junior Translation Officers are posted in the Hindi section of the Ministry. Deputy Director (OL) deals with the work relating to implementation of official language policy and the work relating to translation. Besides monitoring the implementation of the Official Language Policy and the Annual Programme, Hindi Section undertakes translation-work from English into Hindi and vice-versa of the material received from various sections/divisions of the Ministry.

9.2 OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE:

The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Administration & Official Language). Meetings of OLIC were held on 20th March, 2019, 24th June, 2019, 27th September, 2019 and 24th December, 2019. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from sections/divisions of the Ministry and the offices under its control, were reviewed in these meetings and remedial measures were suggested to improve and enhance use of Hindi in official work.

9.3 COMPLIANCE WITH SECTION 3(3) OF THE OFFICIAL LANGUAGES ACT, 1963 (AS AMENDED IN 1967) AND CORRESPONDENCE IN HINDI:

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

9.4 SPECIFIC MEASURES TAKEN FOR PROMOTING USE OF HINDI CASH AWARDS AND INCENTIVE SCHEME

An incentive scheme to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under this scheme, cash awards are given for doing notings and drafting in Hindi. Cash prizes were given to 09 personnel under the said scheme, for the year 2018-19. An incentive scheme for officers to give dictation in Hindi is also being implemented.

9.5 CELEBRATION OF HINDI DIVAS AND HINDI PAKHWARA:

- 9.5.1 On the occasion of Hindi Divas on 14th September, 2019 the message of the Hon'ble Union Minister



of Home Affairs was circulated for the observance of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwarawas observed in the Ministry from 3rd September, 2019 to 17th September, 2019. During this period, Competitions were held in Hindi Essay writing, Rajbhasha Quiz, Hindi Noting & Drafting, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech, Hindi Handwriting and Translation. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. In 09 competitions held during the Hindi Pakhwaras this year, 05 non-Hindi speaking and 64 Hindi speaking personnel participated. Thus, out of total 69 (Sixty Nine), 57 (Fifty Seven) participants have been declared award winners on the basis of competition results.

9.5.2 A full-day Hindi workshop was organized in the Ministry on 27th June, 2019 in which the lectures were delivered by the Official Language experts on the topic titled 'Hindi Meaning of Administrative Words/Sentences' in the Forenoon session and on the subject titled 'Hindi Noting and Drafting in Official Work' in the Afternoon session in which 18 personnel of the Ministry took part. Similarly, a full-day Hindi workshop was organized on 27th September, 2019 in which the lectures were delivered by the Official Language experts on the topic titled 'The Use of Simple Hindi in Official Work' in the Forenoon session and on the topic titled 'Hindi Noting and Drafting in Official Work' in the Afternoon session in which 23 Data Entry Operators of the Ministry took part. A working-day Hindi workshop was organized on 23rd December, 2019 in which the lectures were delivered by the Official Language experts on the topic titled 'Training About Standard Spelling of Hindi' in the Forenoon session in which 20 personnel of the Ministry took part.

9.6 PROPAGATION OF INFORMATION TECHNOLOGY:

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



CHAPTER X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

10.1 The Ministry of Road Transport and Highways is making sincere efforts for effective implementation of the Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of DoPT. The status as on 31st December, 2019 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as under:

Group	Sanctioned Strength	No. of persons with disabilities appointed
A (Non-Technical)	89	01
A (Technical)	328	04
B	234	03
C	306	09
TOTAL	957	17

10.2 Posts/vacancies for which MoRTH is not the recruiting agency, are reported to UPSC/SSC. Recruitment to such vacancies are made on the basis of recommendations of UPSC/SSC.



बाएं मुड़ना मना है
Left Turn Prohibited

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



Nagpur - Saoner Betul, Maharashtra



Delhi - Meerut Expressway



CHAPTER XI

TRANSPORT RESEARCH

- 11.1 The Transport Research Wing (TRW) of the Ministry of Road Transport & Highways (MoRTH) is involved in collection, compilation, dissemination and analysis of data on roads and road transport sector including road accidents. The Wing is also responsible for rendering research and data support to the Ministry for policy planning and monitoring. In this direction, the Wing is working for systemic improvement of data quality and is also taking up studies on key areas in road transport sector through reputed institutions.
- 11.2 Consistent efforts are being made to improve the quality of road transport data (including data of road accidents) so as to support the Ministry's schemes and interventions.
- 11.3 On the roads and road transport sector, TRW disseminates data through four annual publications, namely, Basic Road Statistics, Road Transport Year Book, Road Accidents in India and Review of Performance of Road Transport Undertakings.
- (i) Basic Road Statistics of India(BRS): The publication BRS 2017-18 is under finalisation. The publication provides comprehensive information on the road network in the country including National Highways, State Highways & District Road (Constructed by State PWDs), Rural Roads of PMGSY, those constructed by State PWD and Rural Work Departments and Panchayats, Urban Roads under Municipalities, Ports Trusts and Military Engineering Services, and Project Roads of different organisations such as Railways, Border Road Organisation, Coal PSUs, State Departments such as Forest, Power, Irrigation etc.
 - (ii) Road Transport Year Book(RTYB): It is the primary source of information/data on number of registered motor vehicles, motor vehicles taxation, licences and permits and revenue realized from road transport in various State and UTs and in million-plus cities of the country. TRW collects information for this publication from the Transport Commissioners of all State/UT's. The publication RTYB 2017-18 & 2018-19 is under compilation
 - (iii) Road Accidents in India: The publication provides State/UT-wise data on all facets of road accidents, fatalities and injuries during a calendar year. The TRW collects data on a calendar year basis from the Police Departments of State/UTs in a prescribed format finalised by a committee consisting of professors of IIT-Delhi & IIT-Kharagpur, Principal Secretary Transport, Tripura, ADG(Police) Traffic from Govt. of Tamil Nadu, representatives from Ministry of Health & Family Welfare as well as WHO and MoRTH and approved by Secretary, MoRTH. The latest issue of "Road Accidents in India" published by TRW is for the calendar year 2018.
 - (iv) Review and Performance of State Road Transport Undertakings (SRTU): The publication

सड़क के कुछ व्यस्त चौराहों (इंटरसेक्शन) पर यह चिन्ह देखा जा सकता है। इन चौराहों पर वापस मुड़ने (यू-टर्न) से बड़ी दुर्घटनाएं हो सकती हैं या यातायात जाम लग सकता है। जुर्माने और किसी भी अप्रिय घटना से बचने के लिए ड्राइवर को चाहिए कि वह इस चिन्ह का उल्लंघन न करें।

This sign can be seen at some of the busy intersections on roads. The U-turn at these intersection could result in major crashes or traffic jams. The driver should not violate this sign to avoid fine and any untoward incident.

reviews physical and financial performance of SRTUs during the financial year under report, based on the information supplied by the State Road Transport Undertakings. The latest issue of Review of Performance of State Road Transport Undertakings for April 2016-March 2017 is under finalisation.

11.4 The major highlights of the Road and Road Transport Sector in India as evident from the data of the publications are as follows:

- (i) Road Transport Year book:- Road Transport Year book for 2016-17 has since been printed and circulated. As per this publication the number of registered vehicles in the country stood at about 2533 lakh up to the period 31, March 2017 recording an annual compound growth rate of 10.11 per cent during 2007 to 2017. Two-wheelers constitute 73.9 per cent of total registered vehicles as on 31.3.2017 **Appendix-12.**

The total number of registered motor vehicles (Transport and Non-Transport) increased to 253 million in 2016-17 recording a CAGR of 10.11 percent, outpacing the CAGR of National Highways of 5.54% in the last ten years. While the category of “Transport” vehicles, account for 8.9 per cent of total registered vehicles, Non Transport Vehicles account for the balance 91.1%. Two- wheelers, account for the largest segment of registered vehicles of (73.86%) and is reflective of a preference for personalized means of transport. International comparison reveals that while developed countries tend to have a higher car penetration ratio, developing countries tend to have higher two- wheelers penetration.

- (ii) Road Accidents in India:- As far as the report on Road Accidents in India is concerned during the calendar year 2018, the total number of road accidents were reported at 4,67,044 causing injuries to 4,69,418 persons and claiming 1,51,417 lives in the country. The trends in the number of road accident, those injured & killed for the calendar years from 2005 to 2017 is at **Appendix -13.**

- (iii) As compared to 2017, the number of road accidents increased by 0.46 percent, persons killed has increased by 2.4 percent and injuries have declined by 0.33 percent in the year 2018.

However, accident severity expressed in terms of number of persons killed per 100 accidents rose from 31.8 in 2017 to 32.4 in 2018.

- (iv) Age profile of road accident victims for the calendar year 2018 reveals that the persons in the age group of 18-60 accounted for 85 per cent (1,28,207 persons).
- (v) Two-wheelers accounted for the highest share in total number of road accident deaths (36.5 per cent) in 2018, followed by Cars, Taxis, Vans and LMV vehicles (16.6 per cent), Pedestrians (15.0 per cent), Trucks/Lorries (10.0 per cent), Buses (5.4 per cent), Auto rickshaws (4.4 per cent) and other motor vehicles (7.3 per cent).
- (vi) Under Traffic rules violation the single most important factor responsible for road accidents is



over speeding which accounted for a share of 66.5 per cent in road accidents and 64.4 per cent of road accident deaths.

- (vii) As per the Basic Roads Statistics of India (BRS) which is currently under finalisation, the total road length as on 31st March 2018 was 62,04,426 Kilometres (Provisional). The break-up of major categories is as follows:
- National Highways 1,26,350
 - State Highways 1,81,531
 - District Roads 6,14,028
 - Rural Roads 44,04,404
 - Urban Roads 5,31,608
 - Projects Roads 3,46,505
- (viii) As on 31st March, 2018, National Highways comprised 2.04 % of total road network in the country, State Highways 2.93 per cent during the same period and the share of rural roads (including JRY) was the highest at 70.99% followed by District roads (9.90%) and Urban roads (8.57 %). The percentage of surfaced roads to total road length was 60.5 per cent.
- (ix) The total road length of the country increased significantly from 3.99 lakh km in 1951 to 62.04 lakh km in 2018, growing at a Compound Annual Growth Rate (CAGR) of 4.2%. Category-wise break-up of total road length from 1951 to 2018 is at **Appendix-14**. State-Wise distribution of National Highways in the Country as on 31.03.2018 is given at **Appendix-2**.
- (x) The review of the Performance of State Road Transport Undertaking for the financial period 2016-2017, is under finalisation and a total of 56 SRTUs reported their physical and financial performance in 2016-17 as against 47 SRTU's in 2015-16.
- (xi) The loss reported by 56 SRTU's in 2016-17 was of the order of Rs.13,956.76 crore (provisional) as against Rs. 11,256.28 crores in 2015-16, showing an increase in losses by 23.99 per cent. Though there is not much change in the physical performance of the SRTUs, the total revenue earned by the SRTUs registered a marginal increase of 1.96 percent which was more than neutralized by the increase in cost by about 5.72%, resulting in enhanced losses in 2017. **Appendix -15**
- (xii) The net profits/losses varies for each STRU depending upon underlying operational efficiency parameters such as fleet vintage, fleet utilisation, occupancy ratio, staff productivity, etc.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएं। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहां बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

This sign indicates that the driver should drive in left lane for smooth traffic flow. This sign is installed mainly on the roads which do not have divider in between and two way traffic flows on the same road.



MoU with National Investment and Infrastructure Fund



Investor Roadshow for Toll-Operate-Transfer

अनिवार्य साइकिल मार्ग संकेत दर्शाता है कि साइकिल चालक को अनिवार्य रूप से इस मार्ग का प्रयोग करना चाहिए। यह संकेत यह भी दर्शाता है कि इस मार्ग पर साइकिल के संचलन के अतिरिक्त किसी अन्य वाहन का संचलन प्रतिबंधित है।

Compulsory cycle track signifies that cyclists should compulsorily use this track. It also restricts the movement of any traffic except cyclist of the track.



CHAPTER XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry engaged in various bilateral and regional level activities for cooperation with neighboring countries during 2019-20.

12.2 MAJOR INITIATIVES TAKEN BY INTERNATIONAL COOPERATION DIVISION

12.2.1 Memorandum of Understanding (MoU)/Agreements and other instruments signed:

For cooperation with other countries on the basis of reciprocity, equality and mutual benefits, an instrument signed between two Governments provides Government support and sense of reliability to the executive agencies, professionals and private sector for collaborating and cooperating in identified sectors/areas. Memorandum of Understanding between the Ministry of Road Transport and Highways of the Republic of India and the Ministry of Transport of the Russian Federation on Bilateral cooperation in the Road Transport and Road Industry was signed during the Eastern Economic Forum in Vladivostok, Russia in September, 2019.

12.2.2 Regional Cooperation:

To strengthen relations with countries in the South and South East Asian region and to facilitate seamless movement of vehicles across international borders, Ministry of Road Transport and Highways initiated negotiations to forge Motor Vehicle Agreements and conclude bus service agreements with neighbouring countries in the sub-region. Under these initiatives, the following activities were conducted in 2019-20:

To recommence the process of negotiation, a meeting on India-Myanmar-Thailand Framework Motor Vehicle Agreement (IMT MVA) and its Protocols was held in Bangkok, Thailand on 24-25 September 2019. After the meeting, the three countries agreed to start internal consultations towards the signing of the IMT MVA.

12.2.3 Bus Services to neighbouring countries:

A trial run was conducted on the 1140 km Dhaka-Siliguri-Darjeeling-Gangtok-Siliguri-Dhaka route from 12-16 December 2019. This trial run is part of Joint Statement issued by the Prime Ministers of India and Bangladesh during the visit of Prime Minister of Bangladesh to India in October 2019, and its purpose was to survey/assess conditions of road on the route and to recommend operationalization of passenger bus services between the two countries.



Swachhata Abhiyan



Swachhata Hi Seva



CHAPTER XIII

SWACHH BHARAT MISSION (SBM) AND OTHER CAMPAIGNS

13.1 SWACHH BHARAT MISSION

- 13.1.1 Transport Research Wing (TRW) of the Ministry has been made the nodal office for work relating to the Swachh Bharat Mission. MORTH has been observing the Swachhata Pakhwada as per the dates notified by the Ministry of Drinking water and Sanitation from time to time. The NHAI & NHIDCL are undertaking activities for the construction of Toilets including those for Divyangs at NHAI toll plazas, NER, J&K and Utrakhnad, installation of litterbins at bus stops en-route the National Highways, installation of hoardings for public awareness / paintings, training of drivers etc.
- 13.1.2 A provision of Rs 100 crore has been made for Swachhata related activities in the budget of MORTH in 2019-20. The achievements as on date in financial and physical terms is given at **Appendix -17.**

13.2 SWACHHATA HI SEVA

The Government decided that in 2019-20, the 'Swachhata Hi Seva Campaign (SHS)' would be observed during the period 11th September to 27th October, 2019. The Campaign would focus on Plastic Waste Management as the main theme. For the Campaign, Ministry of Road Transport & Highways prepared a detailed Action Plan and the personnel undertook Shramdaan and ensured the collection of all plastic waste on and around National Highways. Efforts for awareness generation were also successful; roughly 69,000 people were mobilized, and Shramdaan of around 2,22,226 lac-man hours was done during the campaign. Plastic waste has been used in nearly 85 km of road length since 2nd October 2019 upto December, 2019. The Officers of MoRTH, NHAI and NHIDCL have been directed to be in touch with Urban Local Bodies to receive plastic waste, which can be used in road construction. It is a continuous campaign of the Ministry.

13.3 STOPPAGE OF USE OF SINGLE-USE-PLASTIC

The Ministry has directed all officers under the Ministry to stop use of 'single-use-plastic'. It has been advised to use locally produced environment-friendly products such as kulhads, clay-glasses / plates etc. in place of harmful plastic products.

13.4 CELEBRATION OF CONSTITUTION DAY

It has been decided by the Government to run an awareness campaign focused on Citizens' Duties including Fundamental Duties as enshrined in the Indian Constitution from 26th November, 2019 to 26th November, 2020. Department of Justice (Ministry of Law & Justice) has circulated

indicative list of activities to be undertaken during the Campaign.

This Ministry has celebrated the 'Constitution Day' on 26th November, 2019 by reading Preamble of the Constitution and is running awareness campaign from 26th Nov, 2019 to 26th Nov, 2020. Among the 11 Fundamental Duties as enshrined in PART IVA (Article 51A), the Ministry has identified/adopted the Fundamental Duty namely; (g) “To protect and improve the natural environment including forests, lakes, rivers and wildlife, and to have compassion for living creatures” for the campaign period. All regional offices of the Ministry and organizations have been instructed for effective implementation of the awareness campaign.



Constitution Day

**APPENDIX-1****MINISTRY OF ROAD TRANSPORT AND HIGHWAYS****(SADAK PARIVAHAN AUR RAJ MARG MANTRALAYA)**

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

Contd...

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



लंबाई सीमा
Length Limit



VI. PUBLIC SECTOR UNDERTAKINGS:

16. Indian Road Construction Corporation.

17. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

18. The Road Transport Corporations Act, 1950 (64 of 1950).

19. The National Highway Act, 1956 (48 of 1956).

20. The Motor Vehicles Act, 1988 (59 of 1988).

21. The National Highways Authority of India Act, 1988 (68 of 1988).



APPENDIX-2

STATE/UT-WISE DETAILS OF NHS

As on 30.09.2019			
Sr. No.	Name of State / UTs	National Highway No.	Total Length (in km)
1	Andhra Pradesh	16, 216, 216A, 516C, 516D, 516 E, 716, 716A, 716B, 26, 326, 326A, 30, 40, 140, 340, 340C, 42, 44 N.S., 544D, 544F, 544DD, 544E, 150A, 65, 165, 365BB, 565, 765, 67, 167, 167A, 167B, 167BG, 69, 71, 75	6,913.5
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 415, 515, 315A	2,537.4
3	Assam	2, 702, 702C, 702D, 6, 306, 8, 208A, 15, 115, 215, 315, 315A, 415, 515, 715, 715A, 17, 117, 117A, 217, 27 E.W., 127, 127A, 127B, 127C, 127D, 127E, 427, 627, 29, 129, 329, 329A, 37	3,908.5
4	Bihar	19 G.Q., 119, 219, 319, 319A, 20, 120, 22, 122, 122A, 122B, 322, 722, 922, 27 E.W., 227, 227A, 227F, 227J, 227L, 327, 327A, 327AD, 527, 527A, 527B, 527C, 527D, 527E, 727, 727A, 727AA, 31, 131, 131A, 131B, 231, 331, 431, 531, 33, 133, 133A, 133B, 333, 333A, 333B, 333C, 139	5,357.6
5	Chandigarh	5	15.3
6	Chhattisgarh	30, 130, 130A, 130B, 130C, 130D, 130CD, 930, 43, 143B, 343, 45, 49, 149B, 53, 153, 353, 63, 163, 163A	3,605.8
7	Delhi	9, 709B, 44, 344M, 344N, 344P, 48, 148A, 148AE, 148NA, 248BB	157.1
8	Goa	748, 748AA, 66, 366, 566	292.9
9	Gujarat	NE-1, 27, 927D, 41, 141, 341, 47, 147, 147D, 48, 148M, 148N, 848, 848A, 848B, 51, 151, 151A, 251, 351, 351F, 751, 751D, 751DD, 53, 753B, 953, 754K, 56, 756, 58, 64, 68, 168, 168A	6,635.0
10	Haryana	NE2, 703, 5, 105, 7, 907, 907G, 9, 709, 709A, 709AD, 11, 919, 334B, 334D, 44, 344, 344N, 344P, 444A, 48, 148A, 148B, 148N, 148NA, 248A, 248BB, 54, 52, 152, 152A, 152D, 352, 352A, 352R, 352W, 254	3,165.7

Contd...

आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.

As on 30.09.2019			
Sr. No.	Name of State/UTs	National Highway No.	Total Length (in km)
11	Himachal Pradesh	3, 103, 303, 503, 503A, 5, 105, 205, 305, 505, 505A, 705, 7, 707, 907A, 907, 154, 154A, 44 N.S.	2,606.9
12	Jammu & Kashmir and Ladakh	1, 301, 501, 701, 701A, 3, 44, 144, 144A, 244, 244A, 444	2,423.2
13	Jharkhand	114A, 18, 118, 218, 19, 419, 20, 220, 320, 320D, 320G, 22, 522, 33, 133, 333, 133A, 133B, 333A, 39, 139, 43, 143, 143A, 143B, 143AG, 143D, 143H, 343, 49	3,366.8
14	Karnataka	44 N.S., 544DD, 544E, 48 G.Q., 548B, 548H, 648, 748, 748AA, 948, 948A, 50, 150, 150A, 52, 752K, 160, 161A, 561A, 163, 65, 66, 166E, 766, 766C, 766E, 766EE, 67, 167, 367, 367A, 69, 169, 169A, 369, 369E, 73, 173, 373, 75, 275, 275K, 181	7,334.8
15	Kerala	544, 744, 66, 766, 966, 966 A, 966 B, 183, 183A, 85, 185	1,781.6
16	Madhya Pradesh	719, 27, 927A, 30, 34, 135, 135B, 135BB, 135BD, 135BG, 135C, 44, 45, 934, 39, 339B, 539, 43, 543, 943, 46, 146, 146B, 346, 47, 147E, 347, 347A, 347B, 347C, 547, 548C, 52, 552 Ext., 752B, 752C, 752G, 753L, 56, 161G	8,772.3
17	Maharashtra	930, 930D, 130D, 543, 44, 47, 547, 547E, 347C, 247, 647, 347A, 48, 348, 348A, 348B, 348BB, 548A, 548B, 548C, 548DD, 548H, 548D, 548, 548CC, 548E, 848, 848A, 50, 150, 52, 652, 752E, 752G, 752I, 752K, 752H, 53, 353C, 353D, 353E, 753, 753A, 753B, 753E, 753F, 953, 353B, 353I, 753J, 753L, 353J, 353K, 753C, 753BB, 753AB, 753H, 753M, 60, 160, 160A, 160B, 160C, 160D, 160H, 61, 161, 161A, 161E, 161G, 161H, 461B, 361F, 361, 361B, 361C, 361H, 561A, 561, 561, 761, 63, 65, 465, 965, 965DD, 965D, 965C, 965G, 66, 166, 166A, 166H, 166D, 166F, 166G, 166E, 2 66	17,756.6
18	Manipur	2, 102, 102A, 102B, 102C, 202, 702A, 29, 129A, 37, 137, 137A	1,750.3
19	Meghalaya	6, 106, 206, 217, 127B	1,155.6
20	Mizoram	2, 102B, 302, 502, 502A, 6, 306, 306A, 108	1,422.5
21	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A	1,547.7

Contd...



As on 30.09.2019			
Sr. No.	Name of State/UTs	National Highway No.	Total Length (in km)
22	Odisha	16 G.Q., 316, 316A, 516, 516A, 18, 20, 220, 320D, 520, 720, 26, 126, 126A, 326, 326A, 130C, 130CD, 143, 143H, 49, 149, 53, 153B, 353, 55, 655, 57, 157, 157A, 59, 63	5,761.5
23	Puducherry	32, 332	26.9
24	Punjab	3, 503, 503A, 703, 703A, 703B, 5, 105B, 205, 205A, 7, 9, 44, 344, 344A, 344B, 148B, 148BB, 52, 152, 152A, 54, 154, 154A, 254, 354, 354B, 354E, 754, 62	3,274.1
25	Rajasthan	709, 11, 311, 911, 911A, 919, 21, 921, 23, 123, 25, 125, 325, 925, 925A, 27, 927A, 44, 48, 148, 148B, 148C, 148D, 148N, 248, 248A, 448, 52, 552, 552G, 752, 54, 754K, 954, 56, 156, 58, 158, 458, 758, 62, 162, 162A, 68, 168, 168A, 968, 70	10,341.8
26	Sikkim	10, 310, 310A, 510, 710, 717A, 717B	463.0
27	Tamil Nadu	16 G.Q., 716, 716A, 716B, 32, 32 Ext., 132, 132B, 332, 332A, 532, 36, 136, 136, 136B, 336, 536, 38, 138, 338, 40, 42, 44 N.S., 544, 544H, 744, 744A, 844, 944, 48 G.Q., 648, 948, 66, 75, 77, 79, 179A, 179B, 179D, 81, 181, 381, 381A, 381B, 83, 183, 383, 85, 785, 87	6,741.5
28	Telangana	30, 44, 150, 353B, 353C, 61, 161, 161B, 161AA, 161BB, 63, 163, 363, 563, 65, 365, 365A, 365B, 365BB, 565, 765, 765D, 167, 167 extn.	3,795.5
29	Tripura	8, 108, 108A, 108 B, 208, 208A	853.8
30	Uttar Pradesh	NE2, 307, 9, 509, 709A, 709AD, 709B, 19, 219, 319D, 519, 719, 21, 321, 321G, 123, 24, 124C, 124D, 27, 227A, 727, 727A, 727AA, 727BB, 727B, 727G, 727H, 927, 28, 128, 128A, 128B, 128C, 328, 328A, 30, 230, 330, 330A, 330B, 330D, 530, 730C, 730S, 530B, 730B, 730H, 730, 730A, 31, 731, 731A, 731B, 731AG, 73 1K, 135, 335, 931, 931A, 34, 234, 334, 334A, 334C, 334B, 334D, 334DD, 534, 734, 35, 135C, 135A, 135BB, 135B, 39, 339, 539, 44, 344, 552 Ext.	11,736.8

Contd...

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

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



पशु
Cattle



As on 30.09.2019			
Sr. No.	Name of State/UTs	National Highway No.	Total Length (in km)
31	Uttarakhand	7, 107, 107A, 507, 307, 707, 707A, 9, 109, 309, 309A, 309B, 30, 34, 134, 334, 334A, 534, 7 34, 344	2,949.3
32	West Bengal	10, 110, 12, 112, 312, 512, 14, 114, 114A, 314, 16, 116, 116A, 116B, 316A, 17, 317, 317A, 517, 717, 717A, 18, 218, 19, 419, 27, 327, 327B, 327C, 31, 131A, 33, 133A, 49	3,664.5
33	A & N Islands	4	330.7
34	Dadra & Nagar Haveli	848A	31.0
35	Daman & Diu	848B, 251	22.0
		Total	1,32,499.5

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

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



APPENDIX-3

**ALLOCATION FOR DEVELOPMENT AND MAINTENANCE
OF NATIONAL HIGHWAYS DURING 2019-20**

(Rs. in crore)			
Sr. No.	State/UT/Agency/Scheme	Allocation under Development	Maintenance
(1)	(2)	(3)	(4)
1.	Andhra Pradesh	1,739.00	86.95
2.	Arunachal Pradesh	70.00	27.45
3.	Assam	392.00	31.98
4.	Bihar	1,798.00	39.46
5.	Chhattisgarh	700.00	38.75
6.	Goa	997.00	7.73
7.	Gujarat	457.00	104.44
8.	Haryana	103.00	7.50
9.	Himachal Pradesh	155.00	40.31
10.	Jammu & Kashmir and Ladakh	46.00	8.18
11.	Jharkhand	143.00	28.08
12.	Karnataka	1,271.00	73.81
13.	Kerala	263.00	86.03
14.	Madhya Pradesh	2,185.00	44.68
15.	Maharashtra	9,718.00	237.65
16.	Manipur	300.00	9.80
17.	Meghalaya	55.00	38.21
18.	Mizoram	120.00	51.87
19.	Nagaland	405.00	32.15
20.	Odisha	410.00	61.01
21.	Punjab	798.00	17.28
22.	Rajasthan	887.00	50.30
23.	Sikkim	0.00	14.86
24.	Tamil Nadu	478.00	38.20
25.	Telangana	1,398.00	54.70

Contd...

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

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

(Rs. in crore)			
Sr. No.	State/UT/Agency/Scheme	Allocation under Development	Maintenance
(1)	(2)	(3)	(4)
26.	Tripura	65.00	36.02
27.	Uttar Pradesh	1,696.00	92.39
28.	Uttarakhand	878.00	35.11
29.	West Bengal	748.00	28.31
30.	Andaman & Nicobar Islands	0.00	0.00
31.	Chandigarh	5.00	0.33
32.	Dadar & Nagar Haveli	0.00	0.33
33.	Daman & Diu	0.00	0.33
34.	Delhi	3.00	1.00
35.	Puducherry	2.00	1.97
36.	Other projects under NH(O) #	2,000.00	0.00
37.	National Highways Authority of India (NHAI)- Cess #	11,091.00	400.00
38.	NHAI Toll #	10,600.00	
39.	NHAITOT #	10,000.00	
40.	National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) under NH(O)#	1,650.00	100.00
41.	Border Roads Organization (BRO)#	350.00	140.00
42.	Special Accelerated Road Development Programme for North -East Region (SARDP-NE) including Arunachal Package* *		
43.	Special Programme for development of Roads In Left Wing Extremism affected Area (LWE) including Development of Vijayawada -Ranchi Road**	950.00	-
44.	Externally Aided Projects - Head Quarters, NHAI, NHIDCL #	900.00	-



APPENDIX-4

ALLOCATION AND RELEASE UNDER CRF (State Roads)

Amount in Rs. crore			
Sr. No.	Year	Allocation	Release*
1.	2000 -01	985.00	332.01
2.	2001 -02	962.03	300.00
3.	2002 -03	980.00	950.28
4.	2003 -04	910.76	778.94
5.	2004 -05	868.00	607.40
6.	2005 -06	1,535.36	1,299.27
7.	2006 -07	1,535.46	1,426.29
8.	2007 -08	1,565.32	1,322.19
9.	2008 -09	1,271.64	2,122.00
10.	2009 -10	1,786.56	1,344.98
11.	2010 -11	2,714.87	2,460.29
12.	2011 -12	2,288.65	1,927.39
13.	2012 -13	2,359.91	2,350.37
14.	2013 -14	2,359.91	2,226.60
15.	2011 -12	2,642.63	2,094.78
16.	2015 -16	2,852.64	2,369.47
17.	2016 -17	7,175.00	5,069.82
18.	2017 -18	6,744.07	6,367.11
19.	2018 -19	6,998.93	6,784.50
20.	2019 -20*	7,421.58	3,601.57
*Till 30.11.2019			

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on right. This sign is used in conjunction with a give way sign on the side road.

APPENDIX-5

FINANCIAL EXPENDITURE OF NHIDCL FOR THE PERIOD 01.04.2019 TO 31.12.2019

Utility Shifting							
S No.	State/ UTs	Land Acquisition	Utility Relocation	Forest Clearance	Authority Engineer	Civil Works	Total
1	Andaman & Nicobar	-	-	-	4.41	81.04	85.45
2	Arunachal Pradesh	3.93	2.59	3.82	15.16	578.12	603.62
3	Assam	293.19	7.11	3.88	14.00	257.30	575.49
4	Jammu & Kashmir and Ladakh	20.00	1.09	1.04	1.91	26.58	50.63
5	Manipur	211.16	-	17.37	2.81	179.88	411.23
6	Nagaland	9.94	7.29	-	8.37	261.20	286.80
7	Sikkim	-	-	6.87	0.94	124.91	132.72
8	Tripura	-	-	-	1.18	61.32	62.50
9	Meghalaya	9.90	0.26	-	-	14.71	24.87
10	Mizoram	748.56	-	0.37	-	-	748.93
11	Uttrakhand	-	-	-	4.44	299.47	303.91
		1,296.68	18.35	33.36	53.22	1,884.52	3,286.14



APPENDIX-6

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

Groups	Sanctioned Strength	Total No. of employees in position	SCs	STs	% of SCs to total employees in position	% of STs to total employees in position
TECHNICAL						
A	242+86=328*	295	44	20	14.91	6.77
B	23	13	03	-	23.07	-
C	100	78	19	8	24.35	10.25
TOTAL	451	386	66	28	17.09	7.25
NON TECHNICAL						
A	89	69	12	05	17.39	7.25
B	211	134	19	14	14.18	10.45
C	206	137	44	06	32.12	4.38
TOTAL	506	340	75	25	22.06	7.35

*Total sanctioned strength of 328 includes deputation reserve of 86.

यह चिन्ह इंगित करता है कि सड़क के नजदीक अल्पाहार की सुविधा उपलब्ध है।

This sign indicates that there is facility of light refreshment nearby on the road.



APPENDIX-7

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE

S.No	STATE/Union Territory	Amount in Rs. (upto Nov., 2019)
1	Andhra Pradesh	536352192
2	Arunachal Pradesh	931167
3	Assam	207650241
4	Bihar	676027242
5	Chandigarh	189026901
6	Chhattisgarh	265382595
7	Dadra & NHD	69837525
8	Daman & Diu	67044024
9	Delhi	621088389
10	Goa	94979034
11	Gujarat	937685169
12	Haryana	737484264
13	Himachal Pradesh	275625432
14	Jammu & Kashmir and Ladakh	79149195
15	Jharkhand	618294888
16	Karnataka	1198411929
17	Kerala	372466800
18	Madhya Pradesh	1461932190
19	Maharashtra	1523389212
20	Manipur	1862334
21	Meghalaya	16761006
22	Mizoram	2793501
23	Nagaland	13036338
24	Odissa	444166659
25	Punjab	515866518
26	Puducherry	142468551

Contd...



APPENDIX-7

STATEMENT SHOWING THE STATE WISE
DISBURSEMENT OF NATIONAL PERMIT FEE

S.No	STATE/Union Territory	Amount in Rs. (upto Nov., 2019)
27	Rajasthan	1133230239
28	Sikkim	931167
29	Tamil Nadu	523315854
30	Telangana	192751569
31	Tripura	9311670
32	Uttarakhand	372466800
33	Uttar Pradesh	1519664544
34	West Bengal	542870361
	Total	15364255500

Source : Statement of Central Transaction for the F.Y. 2018-19.

APPENDIX-8

MAJOR HEAD WISE EXPENDITURE

Heads of Account	BE.	Expdr. upto Nov., 2019	% of BE
MH 3054 Roads and Bridges	6249.88	2862.89	45.81
MH 3055-Road Transport	439.36	16.40	3.73
MH3601-Grant in aid to State Govts	14616.00	7615.59	52.10
MH3602-Grant in aid to UT Govts	160.00	64.00	40.00
Total Revenue Section	21619.82	10644.57	49.24
Deduct Recoveries (Rev.)	-10662.43	-3552.91	33.32
NET (Revenue Section)	10957.39	7091.66	64.72
MH 4552 Capital Outlay on North Eastern Areas***	6070	0	0.00
Mh5054 Capital Outlay on Roads and Bridges	136729.16	88245.25	64.54
MH 5055- Capital Outlay on Road Transport	30.00	9.71	32.35
Total Capital Section	142829.16	88254.95	61.79
Deduct Recoveries (Cap)	-70770.58	-42585.44	60.17
NET (Capital Section)	72058.58	45669.51	63.38
Gross Total (Revenue + Capital)	164448.98	98899.52	60.14
Deduct Recovery (Revenue+ Capital)	-81433.0	-46138.35	56.66
Total (NET)	83015.97	52761.17	63.56



APPENDIX-9

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

REVENUE RECEIPTS

ITEMS/YEAR	2016 -17	2017 -18	2018 -19	2019 -20 till Nov 2019
TAX REVENUE	510.21	482.32	729.48	597.78
NON TAX REVENUE	7327.7	9066.03	19314.99	6861.29
GROSS REVENUE RECEIPTS	7837.91	9548.35	20044.47	7459.07

Source : Statement of Central Transaction for the F.Y. 2018-19.

यह चिन्ह आम तौर पर पहाड़ी सड़कों पर लगाया जाता है, जहां सड़कों पर धूल-मिट्टी या बजरी गिरती रहती है। यह चिन्ह दिखने पर ड्राइवरों को धीमी गति से और सावधानीपूर्वक वाहन चलाना चाहिए क्योंकि यहां थोड़ी सी लापरवाही से भी बड़ी दुर्घटनाएं हो सकती हैं।

This sign is usually erected on hilly roads where loose earth or gravel keeps on falling on the road. Driver should drive slowly and carefully after this sign as little carelessness can cause major crashes here.



APPENDIX-10

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(in Rs. crores)

Sr. No.	MAJOR HEAD	2016-17	2017-18	2018-19	2019-20
1	0021-Taxes on Income other than Corporation Tax	374.60	382.08	580.78	443.51
2	0049- Interest Receipts	135.61	100.24	148.70	154.27
	0050- Dividend & Profit	0	0	12.01	16.07
5	0070-Other Administrative Services	0.00	0.00	0.00	
6	0071 -Contribution and Recoveries towards Pension and Other Retirements Benefits	0.60	0.97	1.48	0.90
7	0075 Miscellaneous General Services	1.77	1.61	4.93	1.43
8	0210-Medical and Public Health	0.27	0.48	0.49	0.36
9	0216-Housing	1.27	0.15	0.14	0.10
10	1054 – Roads and Bridges	7323.72	9062.81	19295.94	6842.43
11	1475 – Other General Economic Services	0.07	0.01	0.00	0.00
	TOTAL	7837.91	9548.35	20044.47	7458.97

Source : e-lekha



APPENDIX-11

HIGHLIGHTS OF ACCOUNTS

Receipts (2018-19)		Disbursements (2018-19)	
Amount (In thousands)		Amount (In thousands)	
A.	Revenue Receipts		Revenue Expenditure
1	Tax Revenue	5807859	General Service
2	Non Tax Revenue	194651486	Social Service
	Interest Receipts	1487012	Economic Service
	Other Non -Tax Revenue	193164474	Grants in Aid & Cont.
	Total Revenue Receipts	200459345	Total Revenue Expenditure
			95617850
B.	Capital Receipts		Capital Expenditure
	Loans for other Transport Service		Economic Service
	Loans and Advances to State Governments		Loans and Advances
	Loans to Government Servants	4953	
	Total Capital Receipts	4953	Total Capital Expenditure
			674007470
Total Consolidated Fund of India		200484298	Total Consolidated Fund of India
			769625320
	Public Account		Public Account
	Small Savings Provident Fund A/c	247261	Small Savings Provident Fund A/c
	Provident Fund	247261	Provident Fund
	Other Accounts		Other Accounts
	Reserve Funds	603459200	Reserve Funds
	Reserve Funds not bearing interest	603459200	Reserve Funds not bearing interest
	Deposit and Advances	101753008	Deposit and Advances
	Deposit bearing interest		Deposit bearing interest
	Deposit not bearing interest	101753008	Deposit not bearing interest
	Advances		Advances
	Suspense and Miscellaneous	765818752	Suspense and Miscellaneous
	Suspense	765818752	Suspense
	Other Accounts		Other Accounts
	Total Public Accounts	1471278221	Total Public Accounts
			902137199
	Total Receipts	1671762519	Total Expenditure
			1671762519

Source : Statement of Central Transaction for the F.Y. 2018-19.

जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

When the width of the road decreases and the road merges into a narrow road, there is a possibility that a speeding vehicle may collide with oncoming traffic. This sign cautions the driver to be careful as the road ahead is narrow.



आगे रास्ता चौड़ा है
Road Widens Ahead

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



APPENDIX-12

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA: 2003-2018

Year (As on 31st March)	All Vehicles	Two Wheelers*	Cars, Jeeps and Taxis	Buses @	Goods Vehicles	Others*
1	2	3	4	5	6	7
2003	67007	47519	8599	721	3492	6676
2004	72718	519 22	9451	768	3749	6828
2005	81499	58799	10320	892	4031	7457
2006	89618	64743	11526	992	4436	7921
2007	96707	69129	12649	1350	5119	8460
2008	105353	75336	13950	1427	5601	9039
2009	114951	82402	15313	1486	6041	9710
2010	127746	91598	17109	1527	6432	1108 0
2011	141866	101865	19231	1604	7064	12102
2012	159491	115419	21568	1677	7658	13169
2013	176044	127830	24056	1814	8307	14037
2014	190704	139410	25998	1887	8698	14712
2015	210023	154298	28611	1971	9344	15799
2016	230031	168975	30242	1757	10516	18541
2017	253311	187091	33688	1864	12256	18411
CAGR (2007 to 2017)	10.11	10.47	10.29	3.28	9.12	8.09

*Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles for which category-wise break up is not reported by State/UT.

@ Includes omni buses.

Source: Offices of State Transport Commissioners/UT Administrations.



APPENDIX-13

Number of Road Accidents and Persons Involved: 2005 to 2018

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
2005	4,39,255	83,491 (19.0)	94,968	4,65,282	21.6
2006	4,60,920	93,917 (20.4)	1,05,749	4,96,481	22.9
2007	4,79,216	1,01,161 (21.1)	1,14,444	5,13,340	23.9
2008	4,84,704	1,06,591 (22.0)	1,19,860	5,23,193	24.7
2009	4,86,384	1,10,993 (22.8)	1,25,660	5,15,458	25.8
2010	4,99,628	1,19,558 (23.9)	1,34,513	5,27,512	26.9
2011	4,97,686	1,21,618 (24.4)	1,42,485	5,11,394	28.6
2012	4,90,383	1,23,093 (25.1)	1,38,258	5,09,667	28.2
2013	4,86,476	1,22,589 (25.2)	1,37,572	4,94,893	28.3
2014	4,89,400	1,25,828 (25.7)	1,39,671	4,93,474	28.5
2015	5,01,423	1,31,726 (26.3)	1,46,133	5,00,279	29.1
2016	4,80,652	1,36,071 (28.3)	1,50,785	4,94,624	31.4
2017	4,64,910	1,34,796 (29.0)	1,47,913	4,70,975	31.8
2018	4,67,044	1,37,726 (29.5)	1,51,417	4,69,418	32.4

Note: Figures in parentheses indicate share of fatal accidents in total accidents.

* Number of persons killed per 100 accidents.

Source: Information supplied by States/UTs (Police Department)

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



APPENDIX-14

Total Road Length and Percentage Share of Each Category of Road (1951-2018)

Year (as on 31st March)	National Highways	State Highways	District Roads	Rural Roads	Urban Roads	Project Roads	(in km) Total
1	2	3	4	8	9	10	11
1951	19,811	#	1,73,723	2,06,408	0	0	3,99,942
1961	23,798	#	2,57,125	1,97,194	46,361	0	5,24,478
1971	23,838	56,765	2,76,833	3,54,530	72,120	1,30,893	9,14,979
1981	31,671	94,359	4,21,895	6,28,865	1,23,120	1,85,511	14,85,421
1991	33,650	1,27,311	5,09,435	12,60,430	1,86,799	2,09,737	23,27,362
2001	57,737	1,32,100	7,36,001	19,72,016	2,52,001	2,23,665	33,73,520
2002	58,112	1,37,711	6,95,335	20,61,023	2,50,295	2,24,124	34,26,600
2003	58,112	1,34,807	6,96,960	20,82,188	2,97,259	2,59,328	35,28,654
2004	65,569	1,33,177	7,19,257	21,40,569	3,01,310	2,61,625	36,21,507
2005	65,569	1,44,396	7,86,230	22,66,439	2,86,707	2,59,815	38,09,156
2006	66,590	1,48,090	8,03,669	23,08,125	2,91,991	2,62,186	38,80,651
2007	66,590	1,52,235	8,35,003	23,93,488	3,00,580	2,68,505	40,16,401
2008	66,754	1,54,522	8,63,241	24,50,559	3,04,327	2,70,89	41,09,592
2009	70,548	1,58,497	9,62,880	26,29,165	3,73,802	2,76,617	44,71,510
2010	70,934	1,60,177	9,77,414	26,92,535	4,02,448	2,78,931	45,82,439
2011	70,934	1,63,898	9,98,895	27,49,804	4,11,679	2,81,628	46,76,838
2012	76,818	1,64,360	10,22,287	28,38,220	4,64,294	2,99,415	48,65,394
2013	79,116	1,69,227	10,66,747	31,59,639	4,46,238	3,10,955	52,31,922
2014	91,287	1,70,818	10,82,267	33,04,328	4,57,467	2,96,319	54,02,486
2015	97,991	1,67,109	11,01,178	33,37,255	4,67,106	3,01,505	54,72,144
2016	1,01,01	1,76,166	5,61,940	39,35,337	5,09,730	3,19,109	56,03,293
2017	1,14,158	1,75,036	5,86,181	41,66,576	5,26,483	3,28,897	58,97,671
2018(P)	1,26,350	1,81,531	6,14,028	44,04,404	5,31,608	3,46,505	62,04,426
CAGR (1951 2018)	2.80	@	1.90	4.67	@	@	4.18

P) = Provisional

(#) - Included in District Roads

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

@ - CAGR cannot be calculated as there is no value in the first year (i.e. 1951)

यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गैप' है और वहां यू-टर्न (वापस मुड़ने) की व्यवस्था की गई है। दुर्घटना से बचने के लिए ड्राइवर को चाहिए कि वह वाहन की गति धीमी करे और संबंधित लेन पर उसे ले जाए।

This sign indicates that there is a gap in the divider of a road and there is a provision of U-turn. The driver should slow and take relevant lane to avoid any crash.



APPENDIX-15

Combined Physical Performance of 56 State Road Transport Undertaking -2015-16 & 2016-17

Sl No.	Item	2015-16	2016-17(P)	% age increase /Decrease
A	Physical Performance			
1	Fleet Held (Number)	1,47,348	1,49,095	1.19
2	Fleet Operated (Number)	1,32,753	1,33,770	0.77
3	Fleet Utilisation (%)	90.09	89.72	-0.41
4	Passenger /km Offered (in Crore)	81,740	81,885	0.18
5	Passenger/km Performed (in Crore)	57,047	56,605	-0.77
6	Occupancy Ratio (%)	69.79	69.13	-0.95
7	Staff Strength (Number)	7,57,161	7,40,831	-2.16
8	Staff/Bus Ratio	5.14	4.97	-3.31
9	Staff Productivity (bus-kms/Staff/Day)	59.65	61.75	3.52
10	Vehicle Productivity (bus-kms/Bus/Day)	306.53	306.84	0.10
B	Financial Performance			
1	Total Revenue (? in crore)	54,747.69	55,821.95	1.96
	<i>of which total traffic earnings</i>	45,032.60	45,226.91	0.43
2	Total cost(? in crore)	66,003.96	69,778.71	5.72
	<i>of which staff cost</i>	29,312.54	31,109.86	6.13
3	Net profit/loss (-) # (? in crore)	-11,256.28	-13,956.76	23.99

Net Loss is not equal to total revenue minus total cost due to adjustments of previous years' loss & deferment of part of interest payments in the current year net loss in respect of certain SRTUs.
Source: Various State Road Transport Undertakings

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



APPENDIX-16

STATUS OF PENDING C&AG AUDIT PARAS (Commercials)

Sl. No.	Paras	Ministry's Remarks/ Present Status
1.	Para No. 2.1 of Report No. 15 of 2016–Undue benefit to the concessionaire (PIU Begusarai)	ATN sent to C&AG, reply awaited.
2.	Para No. 2.3 of Report No. 15 of 2016–Undue benefit to the concessionaire (PIU Darbhanga).	ATN sent to C&AG, reply awaited.
3.	Para 12.1 of Report no. 9 of 2017 Undue benefit to the concessionaire resulted in accumulation of dues	– Further clarification sought by C&AG is pending with Ministry.
4.	Para 12.3 of Report no. 9 of 2017 Incorrect revenue projection in financial analysis	– ATN sent to C&AG, reply awaited.
5.	Para 11.1 of Report No. 11 of 2018 – Non recovery of damages and maintenance cost from the concessionaire.	ATN sent to C&AG, reply awaited.
6.	Para 11.2 of Report No. 11 of 2018 – Non -recovery of damages from the concessionaires	ATN sent to C&AG, reply awaited.
7.	Para 11.3 of Report No. 11 of 2018 – Undue financial benefit to the concessionaire	Comments sought from NHAI are awaited
8.	Par a 11.4 of Report No. 11 of 2018 – Excess payment of bonus to concessionaire	Further clarification sought by C&AG is pending with Ministry.
9.	Para 11.5 of Report No. 11 of 2018 – Loss of interest on toll revenue due to delay in delinking of road stretch	Further clarification sought by C&AG is pending with Ministry.
10.	Para 11.6 of Report No. 11 of 2018 – Non – recovery of claims from concessionaire	Comments sought from NHAI are awaited
11.	Para 11.7 of Report No. 11 of 2018– Undue favour to a concessionaire	ATN sent to C&AG, reply awaited.
12.	Para 11.8 of Report No. 11 of 2018 – Loss of revenue due to non collection of toll	ATN sent to C&AG, reply - awaited.



APPENDIX-17

Financial and Physical Progress for Activities under Swachh Bharat Mission (as on 31.10.2019)

(A) Financial Progress

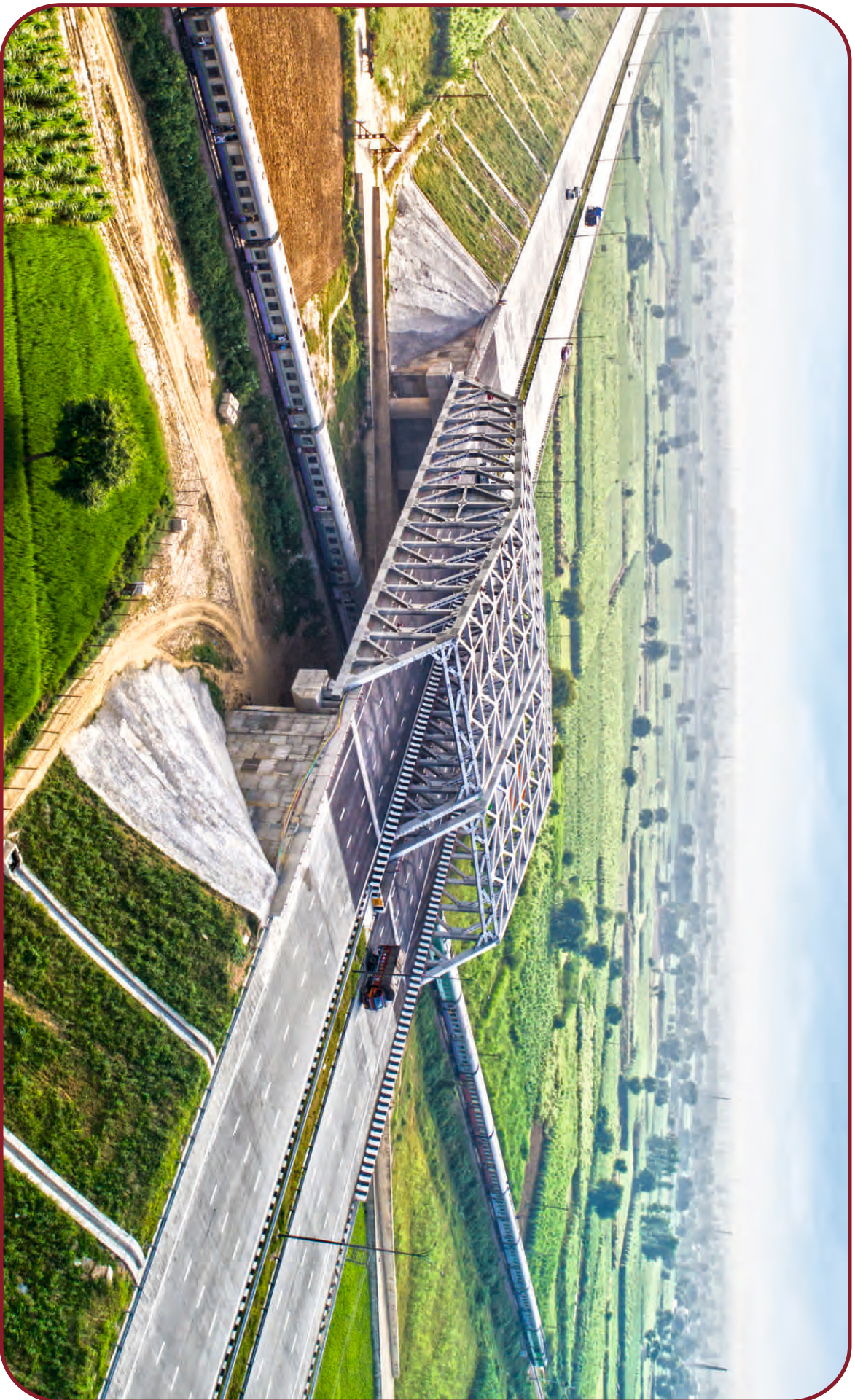
Name of the Organization	Activity	Financial Progress		
		Proposed Allocation for 2019-20 (Rs. In crore)	Expenditure as on 31.10.19 (Rs. In crore)	% Utilization
NHAI	Toilets Construction at 454 NHAI Toll Plazas	76.68	21.84	28.48
	Installation of Litterbins at bus stops en route the NH	0.01	0.0375	375.00
	Installation of Hoardings for Public Awareness	0.11	0.249	226.36
	Total (NHAI)	76.80	22.13	28.81
NHIDCL	Toilets Construction in NER, J&K and Uttrakhand including for Divyang.	20.25	3.54	17.48
	Installation of Litterbins at bus stops en-route the NH In NER, J&K, Uttrakhand	0.12		
	Installation of Hoardings for Public Awareness	0.60		
	Sanitization of truck drivers and bus drivers	0.12		
	Total (NHIDCL)	21.09	3.54	16.78
	Grand Total	97.89	25.67	26.22

(B) Physical Progress

Name of the Organization	Activity	Financial Progress		
		Target	Achievement	% Achievement
NHAI	Toilets Construction at 454 NHAI Toll Plazas	426	182 (91 for gents +91 for ladies toilets)	42.72
	Installation of Litterbins at bus stops en-route the NH	37	125	337.84
	Installation of Hoardings for Public Awareness	73	166	227.40
NHIDCL	Toilets Construction in NER, J&K and Uttrakhand including for Divyang.	78	27	34.62
	Installation of Litterbins at bus stops en-route the NH In NER, J&K, Uttrakhand	0	0	0
	Installation of Hoardings for Public Awareness	0	0	0
	Sanitization of truck drivers and bus drivers	0	0	0

यह सड़क चिन्ह दर्शाता है कि चौराहे की मुख्य सड़क पर एक साइकिल पथ है या साइकिल चालक इस पथ का निरंतर प्रयोग करते हैं। ड्राइवर को सावधानीपूर्वक चौराहा (इंटरसेक्शन) पार करना चाहिए ताकि साइकिल सवार सुरक्षित ढंग से मुख्य सड़क पार कर सकें।

This road sign indicates that there is a cycle path intersecting the major road or is frequented by cyclists. The driver should carefully cross this intersection so that cyclist could cross the major road safely.



Eastern Peripheral Expressway



सत्यमेव जयते

MINISTRY OF ROAD TRANSPORT & HIGHWAYS
Government of India
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