

ANNUAL REPORT

2020
2021



BHARATMALA
ROAD TO PROSPERITY



सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF
ROAD TRANSPORT & HIGHWAYS
NEW DELHI





**Inauguration of 3rd Edition of International Conference & Exhibition
on Public Transport Innovation-2020**



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रुकिए
Stop



Meeting with the State, UT Road Transport Ministers via video conferencing, to ease public life during COVID-19 pandemic

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.

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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



Review meeting of NHAI-MoRTH projects

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.



SCO Transport Ministers Meeting via Video Conferencing

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.



ट्रकों का आना मना है
Truck Prohibited

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



Workshop on Motor Vehicle Insurance and Safety

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 62.16 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways	1,36,440 km
State Highways	1,76,818 km
Other Roads	59,02,539 km
Total	62,15,797 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)

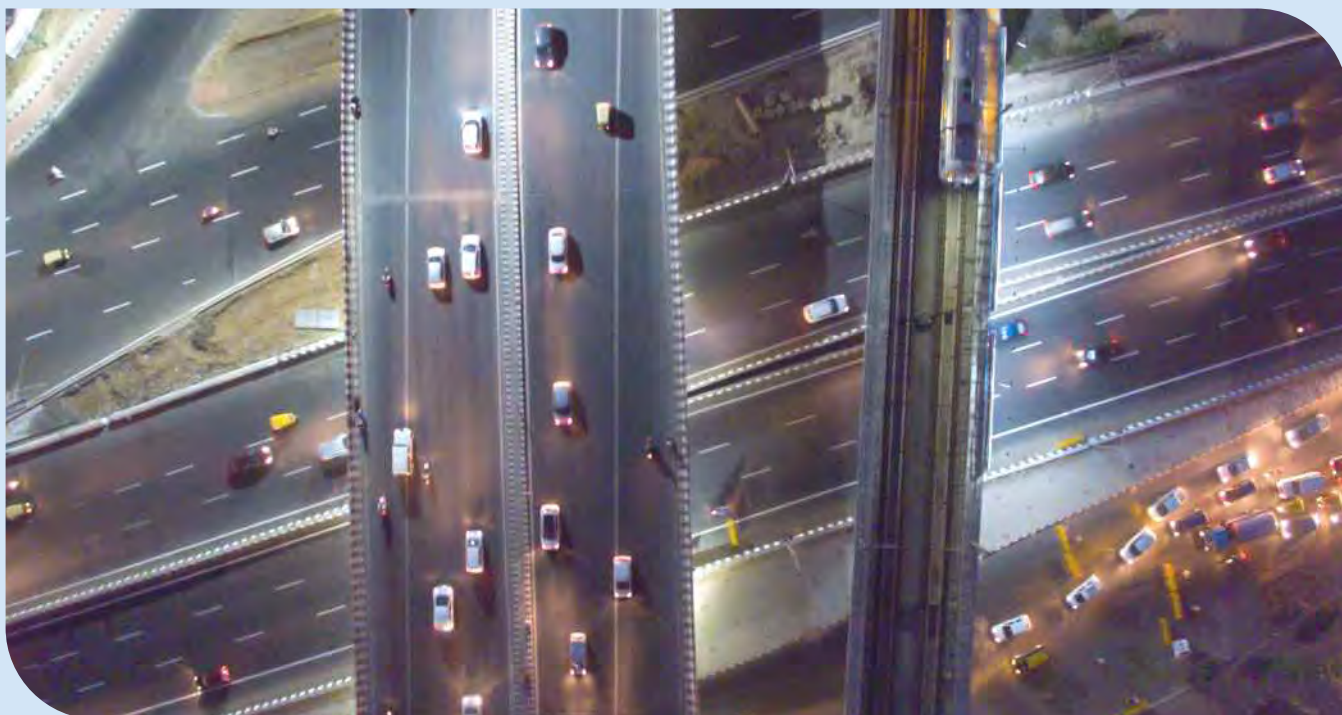
The Cabinet, in its meeting held on 13.03.2014, approved the setting up and operationalization of a new corporate entity, the NHIDCL, under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/ up-grading/widening of National Highways in parts of the country which 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 16,850 registered members comprising engineers & professionals of all Stakeholders of the road sector, from Central and State Governments; Public Sector; Research Institutions; Academic 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.



Delhi-Meerut Expressway



Yamuna River Bridge, 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.



पत्थर लुढ़कने की संभावना
Falling Rocks

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



Wildlife friendly Corridor Pench Tiger Reserve National Park Jabalpur – Nagpur (Madhya Pradesh / Maharashtra)



10

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 2020-21 at a Glance

2. ROAD NETWORK:

2.1 Road Sector : The National Highways have a total length of 1,36,440 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 31.12.2020 are as under:

Phases	Total Length in km	Length completed upto 31.03.2020	Length completed during 01.04.2020 to 31.12.2020	Length Completed up to 31.12.2020
Bharatmala Pariyojana (I+II+III+IV) GQ, Port connection & Upgradation with 2/4/6-laning / Development of North South-East West Corridor	46,278	37,579	1,106	38,685
V 6-laning of GQ and High density corridor	6,500	3,799	289	4,088
VI Expressways	1,000	209	10	219
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers etc.	150	31	181
Other Schemes				
SARDP-NE (Phase A+Arunachal Pradesh)	6,418	3,269	176	3,445
LWE (including Vijayawada Ranchi Route)	6,014	5,380	80	5,460
EAP (WB+JICA+ADB)	1,985	1,109	97	1,206

2.2 The year 2020-21 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 10,237 kms achieved during 2019-20.

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.



साइकिलों का आना मना है
Cycle Prohibited



Overall road projects exceeding 55,000 km in length, costing more than Rs. 6.26 lakh crore, are in progress. National Highways of 7,767 km length have been completed in the first nine months of FY 2020-21, as against 6,940 km for the corresponding period during the last financial year. The Ministry has scaled new heights in expanding the Highway infrastructure throughout the country, despite nation-wide lockdown due to Pandemic COVID-19.

2.3 Major Initiatives by the Ministry

2.3.1 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 13,171 kms have already been awarded under Bharatmala Pariyojana (including residual NHDP Works) till November 2020, while projects with length 2,587 kms are currently under bidding. Additionally, work on preparation of Detailed Project Reports for about 13,233 kms is under progress.

While conceptualizing Bharatmala Pariyojana, it was observed that even on the already developed corridors such as the Golden Quadrilateral and North-South, East-West corridors, and other high-density Economic Corridors, there are multiple points of local congestion hampering the speed of vehicular movement on these corridor. Congestion is primarily driven by interaction of local city traffic with through highway traffic. These congestion points could be addressed by separating the city traffic from the highway traffic through development of grade separators, city bypasses, ring roads and lane expansion etc. 191 points of local congestion corresponding to 153 towns / cities have been identified as a part of Bharatmala Pariyojana. Out of 191 Choke points; 44 choke points will be addressed through development of ring roads for 29 towns / cities, 56 choke points will be addressed through development of Bypassed for 54 towns / cities, 91 choke points will be addressed through development of structures / lane expansion for 76 towns / cities. Work has been completed on 21 choke points while project work is ongoing for 68 choke points and work on 12 choke points have been awarded.

Further, 35 locations have been identified for development of Multimodal Logistics Parks in order to reduce congestion on proposed Corridors, enhance logistic efficiency and reduce logistics costs of freight movements. It is estimated that more than 35 crore man-days of employment shall be generated under Phase-I of the programme.



The network identified under Bharatmala Pariyojana has been further optimized to improve connectivity across key economic centres through discussions with all stakeholders. The principle of shortest distance has been followed in identification and determination of green-field alignments for connecting important economic centres to reduce the overall costs as compared to upgradation of the brown-field / existing alignments, as the shorter green-field alignments enable significant reduction both in capital cost and vehicle operating cost over time.

2.3.2 Multimodal Logistics Parks (MMLPs) under Bharatmala Pariyojana

As mentioned in Para 2.3.1 above, Integration of Multi transport mode has also been built into the Bharatmala Programme and includes development of 35 Multi-modal Logistics Parks (MMLPs) at various locations across the country. These MMLPs are being developed on a 'Hub and Spoke' model and being implemented by NHAI and NHIDCL (in North-East India). The development of these MMLPs is one of the endeavours to eradicate Logistics related deficiencies in India, to draw the associated costs down and to strategically integrate highway projects and other connectivity initiatives like inland waterways, railways etc. in tandem with the freight distribution ecosystem. These MMLPs shall act as regional inter-modal freight-handling facilities with mechanized material handling provisions which shall contain warehouses, specialized cold chain facilities, freight / container terminals and bulk / break-bulk cargo terminals. The MMLPs are planned to foster inter-modal connectivity with inclusions such as dedicated Railway line / Spur, access from prominent Highway(s) / Expressway(s) to allow movement of commercial vehicles and connectivity to an Airport or a Seaport (or Inland waterway Terminal).

The MMLP Jogighopa is the first project for which the development work has been initiated. The foundation stone of the project was laid on 20th October, 2020 by Hon'ble Minister of RT&H and the same is being implemented by NHIDCL in Assam. The MMLP Chennai, Nagpur and Bangalore are at advanced stage of SPV formation and work for the same shall be awarded within 2021.

2.3.3 Development of dedicated National Highway Connectivity for Ports (as part of Bharatmala Pariyojana)

A separate company under the NHAI named 'National Highways Logistics Management Limited' (NHLML) has been incorporated to carry out development of the MMLPs and works related to National Highway connectivity for ports.

The Ministry of Road and Highways is also committed to enhance the ports logistics ecosystem and is working hand-in-hand with the Ministry of Ports, Shipping and Waterways to develop dedicated first mile national highway connectivity for certain identified ports and IWT terminals having congestion. Out of 2,026 km road development for ports as identified by the Ministry of Ports, Shipping and Waterways, the work of 652 km is entrusted to NHLML for developing dedicated 4-lane highway connectivity for selected major ports of the country. The remaining length of port connectivity roads is already being undertaken under other components of the Bharatmala Pariyojana. This effort is expected to eradicate multiple traffic related issues such as removal of congestion points in city locations; reduction in delays caused due to restrictions on commercial vehicles movement during certain hours of the day as per state / Local Urban regulations and Reduction in road accidents through separation of Commercial and Passenger vehicle traffic etc.



बाएं मुड़ना मना है
Left Turn Prohibited



2.3.4 Projects completed, planned / under progress

(i) Delhi-Mumbai Expressway

1,300 km Greenfield access-controlled corridor provides shorter (~140 km vis-à-vis existing route) & faster connectivity. 1,040 km has already been awarded, remaining 260 km will be awarded in the current FY 2020-21.

(ii) Ambala-Kotputli Corridor

310 km Greenfield Trans Haryana corridor provides direct connectivity between Ambala (on NH 44) to Kotputli (on NH 48) bypassing the congested sections of NH 44 between Ambala and Delhi and NH 48 between Delhi and Kotputli. Contracts for the entire corridor of length 310 km have been awarded.

(iii) Bengaluru-Chennai Expressway

278 km access-controlled expressway will provide an alternate and efficient route to the congested NH 48 & will be awarded in the current FY 2020-21.

(iv) Delhi – Dehradun Economic Corridor

210 km long corridor providing shorter (~25 km), faster connectivity between Delhi & Dehradun will be awarded in the current FY 2020-21.

(v) Delhi-Amritsar-Katra Expressway

633 km long expressway will improve connectivity to Jammu, Kartarpur and Amritsar. Furthermore, it is planned to develop more than 40 wayside amenities along the highways to enhance rider comfort and safety. 433 km length of this corridor is targeted for Award in FY 2020-21.

(vi) Amritsar - Bhatinda – Jamnagar corridor

762 km long Access controlled highway will provide direct connectivity to several economic hubs in Punjab, Rajasthan and Gujarat. Contracts for 730 km length have been awarded and remaining length will be awarded shortly.

(vii) Kanpur - Lucknow Expressway

63 km access-controlled expressway connecting the two key economic centres of UP, will provide alternate route to the congested NH 27. Entire corridor will be awarded in the FY 2021-22.

(viii) Chennai - Salem Corridor

277 km access controlled corridor will provide 60 km shorter and faster connectivity between industrial districts of western Tamil Nadu and Chennai. Entire corridor will be awarded in the FY 2021-22.

(ix) Raipur – Vishakhapatnam Corridor

464 km corridor connecting Raipur to the East Coast through Chhattisgarh, Orissa and North Andhra Pradesh will improve connectivity and thrust economic development in the region. 340 km will be awarded in the current FY and the rest 120 km will be awarded in the FY 2021-22.

(x) 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. Work for Construction of 4-lane bridge (length-20 km) over river Brahmaputra between Dhubri on North Bank and Phulbari on South bank on NH 127B has been awarded with date of start as 15th December, 2020 for total amount of Rs. 4,997 crore with target date of completion of Sept-2028.

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

(1) Infrastructure Investment Trusts

In order to enhance NHAI's resource mobilization, the Cabinet has accorded the approval (vide communication 39/CM/2019(i) dated 13.12.2019) authorizing NHAI to set up Infrastructure Investment Trust (s), as per InvIT Guidelines issued by SEBI, to monetize completed National Highways that have a toll collection track record of at least one year.

NHAI reserves the right to levy toll on the identified highway and incorporate SPV(s), which are essential and integral part of the entire InvIT structure. Present status of the NHAI InvIT is as under:

- ✓ SBI Caps has been appointed as transaction advisor.
- ✓ Trustee has been appointed – IDBI Trustee Services Limited
- ✓ Company Secretary has been appointed to form SPVs and Trust
- ✓ Registration application for NHAI InvIT submitted to the SEBI
- ✓ SPVs have been incorporated.
- ✓ NHAI Board has approved investment in the two newly incorporated SPVs
- ✓ The Investment Manager of NHAI InvIT has been appointed and accorded the name of “National Highways Infra Investment Managers Private Limited” (NHIIMPL). NHIIMPL has also been incorporated under the Companies Act, 2013. Management Structure of Board of Investment Manager and the appointees thereon have been approved.

(2) Toll Operate Transfer (TOT) and Securitization of User Fee Receipts of NHs

With a view to expanding the project base available with NHAI for monetization under TOT mode and for raising finance against toll receipts from identified Public Funded/Hybrid Annuity Model (HAM) projects through securitization, the Cabinet Committee on Economic Affairs (CCEA) has accorded the approval (vide communication no. CCEA/20/2019 (i) dated 25.11.2019) for allowing NHAI to raise long term finance from banks by securitizing the user fee receipts from fee plazas as alternate mode of asset monetization.

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। जुमाने 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.



आगे चलना या
बाएं मुड़ना अनिवार्य
**Compulsory Ahead
or Turn Left**

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



NHAI has been authorized by the Ministry in August, 2020 to form Special Purpose Vehicle (SPV), wholly owned by NHAI, for financing, construction and operation of Delhi-Mumbai Greenfield Expressway under Companies Act 2013, which will work on raising low interest capital through securitization of user fee receipts.

(3) Ease of Doing Business

Following important reforms/ changes relating to BOT(Toll) Model, TOT Model and HAM were undertaken during the year 2020 with the aim of ease of doing business in the road sector:

(I) Changes in Model Concession Agreement (MCA) of BOT (Toll) Project

Considering the key challenges of BOT (Toll) framework faced by stakeholders, changes in the BOT(Toll) framework related to Project Preparation and Conditions Precedents, Dispute Resolution and limitation of liability, Ease of Doing Business, incorporation of new policies such as policy for Harmonious Substitution, policy for resolution of stuck projects etc. and other miscellaneous reforms such as use of latest technology for traffic and road condition monitoring, Additional Performance Security etc. have been issued.

(ii) Changes in MCA of TOT framework

Change in the MCA of TOT Model allowing non-disclosure of the Initial Estimated Concession Value (IECV) before the bidding process for the TOT bids has been issued.

(iii) Changes in MCA of HAM model

In order to address the issues relating to NH Projects under Hybrid Annuity Mode (HAM) raised by stakeholders, changes in the provisions relating to Change in Ownership (Exit Option), Shifting of Utilities, Maintenance during Construction Period, Financial Close, Payment during Construction Period, applicable Bank Rate, Mobilization Advance, Termination Payment and Dispute Resolution etc. in the MCA of HAM have been made, and revised MCA of HAM incorporating these changes has been issued.

(iv) Modification in Bidding Documents

(a) Change in Financial Capacity for HAM: Allows bidder to have minimum Net Worth of 15% of EPC at the close of the preceding financial year. Provided further that each member of the Consortium shall have a minimum Net Worth of 7.5% of Estimated Project Cost in the immediately preceding financial year.

(b) Change in Technical Capacity for HAM and BOT (Toll) projects:

- Core sector would be deemed to include civil construction cost of power sector, commercial setups (SEZs etc.), telecom, ports, airports, railways, metro rail, industrial parks/ estates, logistic parks, pipelines, irrigation, water supply, stadium, hospitals, hotel, smart city, warehouses/ Silos, oil and gas, sewerage and real estate development.
- The capital cost of the project should be more than 5% of the amount specified as Estimated Project Cost; and
- The payments/receipts of less than 5% of the amount specified as Estimated Project Cost

**(c) Change in Bidding document for Tunnel projects:**

S. No.	Tunnel projects	Change in Bidding documents
(i)	Tunnel up to 200 m as part of normal project	No additional condition. No prior experience required.
(ii)	Tunnel is part of the project then, the sole Bidder or in case the Bidder being a Joint Venture, any member of Joint Venture shall necessarily demonstrate additional experience in construction in the last 5 (Five) financial years preceding the Bid Due Date i.e. shall have completed construction of at least one tunnel consisting of single or twin tubes (including tunnel(s) for road/ Railway/ Metro rail/ irrigation/ hydroelectric projects etc.) having at least 50% of the cross-sectional area and 25% length of the tunnel to be constructed in this project.	Tunnel is part of the project then, the sole Bidder or in case the Bidder being a Joint Venture, any member of Joint Venture shall necessarily demonstrate additional experience in construction in the last 5 (Five) financial years preceding the Bid Due Date i.e. shall have completed construction of at least one tunnel consisting of single or twin tubes (including tunnel(s) for road/ Railway/ Metro rail/ irrigation/ hydroelectric projects etc.) having at least 50% of the cross-sectional area or tunnel for two lane road whichever is lower and 25% length of the tunnel to be constructed in this project.

(4) Atmanirbhar Bharat: Relief for Contractors / Developers of Road Sector

As an integral part of Atmanirbhar Bharat, the following measures have been taken by the MoRTH for providing relief to Contractors/ Developers/Concessionaires of Road Sector from the impact of COVID, subsequent lockdown and other measures taken to prevent spread of COVID:

(A) For all National Highway works being executed under HAM and EPC Models by different Agencies-

- (i) Schedule-H condition in Contracts was relaxed to enable payments at monthly interval for the work completed as per specifications.
- (ii) Allowed extension of time to contractors under Force Majeure Clause due to COVID pandemic as per instructions in Ref. No. F.18/4/2020-PPD dated 19.2.2020 of Department of Expenditure and in accordance with the contract.

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.



- (iii) Direct payments to approved subcontractors by the Departmental authority towards works done by them wherever competent authority is satisfied that it is required for early completion of work in accordance with contract.
- (iv) Expeditious approval of change of scope whenever required and payment to the extent of work executed as per specification.
- (v) Waiver of penalty for delay in submission of Performance Security/Bank Guarantee for new contracts entered into during March 2020 to September 2020.
- (vi) Performance Security provided by contractor/supplier to be returned by the Contractee (Government Department/Agency) as is proportional to the supplies made/contract work completed as per amendment to GFR 171 issued by Department of Expenditure.

(B) For all National Highway works being executed under BoT by different Agencies-

- (i) Allowed extension of concession period in accordance with the Concession agreement and DOE instructions in this regard.
- (ii) Provision of revenue shortfall loan at an interest rate not more than bank rate +2% to eligible concessionaire for the amount not covered under relief granted by RBI.
- (iii) Expeditious approval of change of scope whenever required and payment to the extent of work executed.

(C) For all National Highway tolling contract being operated by NHAI-

NHAI has been directed to provide the under mentioned Force Majeure relief to the User Fee Collection Contractors/Agencies by dividing the entire Force Majeure period in two phases, first phase during the period user fee collection was suspended and second phase due to low traffic count post resumption of the user fee collection due to COVID-19 pandemic:

- (i) 1st Force Majeure period during suspension of tolling during complete lockdown from 26.03.2020 to 19.04.2020:
 - (a) Waiver of the agreed remittance of the contractor for the period of suspension of user fee collection for the above period.
 - (b) Reimbursement of 75 % of the Administrative & Toll Collection Expenses to be calculated based on fixed annual administrative charges on lane basis as per NHAI procedure, on account of ensuring functioning of ETC systems, security and safety of fee plaza infrastructure during the suspension period.
- (ii) 2nd Force Majeure period post resumption of tolling with effect from 20.04.2020 (00:00 hrs) till traffic resumes 90% of the traffic in pre-lockdown period weekly average traffic



count. During this period the following has to be provided:

- (a) Waiver of the difference between agreed remittance as per contract agreement and the estimated remittance based on the traffic data during the above period.
- (b) Waiver of penal interest for delayed/short remittances for the above period as per Contract provisions.
- (iii) Reimbursement up to 50 % of the Administrative & Toll Collection Expenses to be calculated based on fixed annual administrative charges on lane basis as per NHA procedure.

(D) Relief to the contractors, concessionaries and developers of road sector-

- (i) Retention money (which is a part of the Performance Security till construction period) is recommended to be released in proportion to the work already executed in accordance with the Contract specification and further retention money from the period from 03 months to upto 06 months may not be deducted from the Bills raised by the Contractor. For HAM/BOT Contracts, Performance Guarantee can be released on pro-rata basis of that as provided in the Contract, if Concessionaire is not in breach of the Contract.
- (ii) Extension of Time to Contractor/ Concessionaire for meeting their obligation under the Contract for 03 months to upto 06 months depending on site conditions.
- (iii) Relaxation in Schedule H to provide monthly payment to the Contractor for the work done and accepted as per the specification of the contract during the month EPC/HAM Contract.
- (iv) Direct payment to approved Sub-Contractor through Escrow Account.
- (v) Waiver of penalty for delay in submission of Performance Security/ Bank Guarantee in new Contract entered into during March, 2020 to September, 2020.
- (vi) To allow Extension of Time to Consultants i.e I.E/ A.E for 03 months to upto 06 months depending on site condition. During this Force Majeure Event, they may be considered as if they were on duty.
- (vii) Before CoD, the concession period of BOT contracts shall be extended by a period equal in length to the duration of 03 months to upto 06 months. Further for loss in collection of user fee, the concession period shall be extended by a period in accordance with the Contract till the time daily collection is below 90% of the average daily fee.
- (viii) For all National Highway Tolling Contracts, loss in collection of fee may be compensated in accordance with the Contract.



(5) Green National Highways Corridor Project (GNHCP):-

- (a) The GNHCP Scheme has been approved by the CCEA involving investment of Rs.7,662.47 Crores which includes a loan amount of US\$ 500 Million from the World Bank. Loan agreement was signed on 22.12.2020 with World Bank.
- (b) Rehabilitation and Upgrading to 2-lane/2-lane with paved shoulders/4-lane configuration, and strengthening of stretches of various National Highways covering a total length of 781.38 km in the States of Himachal Pradesh, Rajasthan, Uttar Pradesh and Andhra Pradesh, with loan assistance of the World Bank under Green National Highways Corridor Project (GNHCP).
- (c) Eight (8) packages out of total 23 packages have already been awarded at award cost of Rs.1,217 Cr. for a total length of 233 km.

2.3.6 E-initiatives

(i) BhoomiRashi - Land Acquisition portal

The Ministry has launched BhoomiRashi portal to digitize the Land Acquisition notification process and avoid parking of public funds with the Competent Authority for Land Acquisition (CALA). The system helps in expediting the process by providing simultaneous Hindi translation and has been made compatible with the e-gazette for expeditious publication of notification. The system provides a pre-defined format for preparation of error-free 3a, 3A and 3D draft notifications as well as award calculator for ensuring transparency in calculating amount of compensation. Recently, following modules have been added in the portal to further streamline the LA process and monitor land acquisition progress across the country:

- Offline Data Entry of Survey Numbers and Land Parties;
- Interface for appointment of arbitrator and login credentials to Arbitrator;
- Module for monitoring Court Cases and arbitral cases;
- Module for generating CALA performance report;
- Module for Grievance Redressal System.

With the operation of this Portal, the land acquisition process has been expedited significantly, become error-free and more transparent and the notifications at every stage are being processed on real time basis. Since 1st April, 2018 till 31stDecember, 2020, a total of 6,291 Land Acquisition notifications have been issued and nearly 59,825 hectares of land have been acquired for all National Highway projects.



A key objective of the Ministry was to avoid parking of funds in bank accounts and also ensuring transparent real time deposit of funds in the account of the individuals whose land/property were acquired. The same has successfully been achieved by integrating the payment of compensation with the BhoomiRashi portal via PFMS. Already, payments to 6,360 beneficiaries, amounting to nearly 513 Cr. have been made through PFMS in the State(s) of Andhra Pradesh, Bihar, Chhattisgarh, Gujarat, Haryana, Himachal Pradesh, Karnataka, Madhya Pradesh, Maharashtra, Odisha, Punjab, Rajasthan, Sikkim, Uttar Pradesh and West Bengal.

(ii) E-tolling

National Electronic Toll Collection (NETC) programme, the flagship initiative of Ministry of Road Transport and Highways, has been implemented on pan-India basis in order to ensure seamless movement of traffic through fee plazas and increase transparency in collection of user fee using FASTag. The National Payment Corporation of India (NPCI) is the Central Clearing House (CCH). There are twenty-six (26) banks (including Public and Private sector banks) engaged as Issuer Banks for FASTag issuance to road users and eight (08) Acquirer Banks to process the transactions at Fee plazas.

Towards the objective of achieving 100% collection through electronic payment, the Government has mandated to declare all lanes, except one lane in each direction as FASTag lane w.e.f. December 2019. This one lane in each direction will accept all other modes of payments including FASTag. To discourage the vehicles without FASTag entering into designated FASTag lane, there is a provision in amendment to National Highways Fee (Determination of Rates and Collection) Rules, 2008 vide which user of the vehicle not fitted with 'FASTag' entering into 'FASTag lane' of the fee plaza shall pay fee equivalent to two times of the fee applicable to that category of vehicle.

The Ministry has mandated fitment of FASTag w.e.f. 1st January, 2021 in M and N categories of old four wheelers motor vehicles (sold before 1st December, 2017). Further, FASTag has been made a mandatory requirement under the Central Motor Vehicles Rules 1989 while renewing 3rd Party Insurance w.e.f. 1st April, 2021. This step will ensure that all new as well as old vehicles are fitted with FASTag.

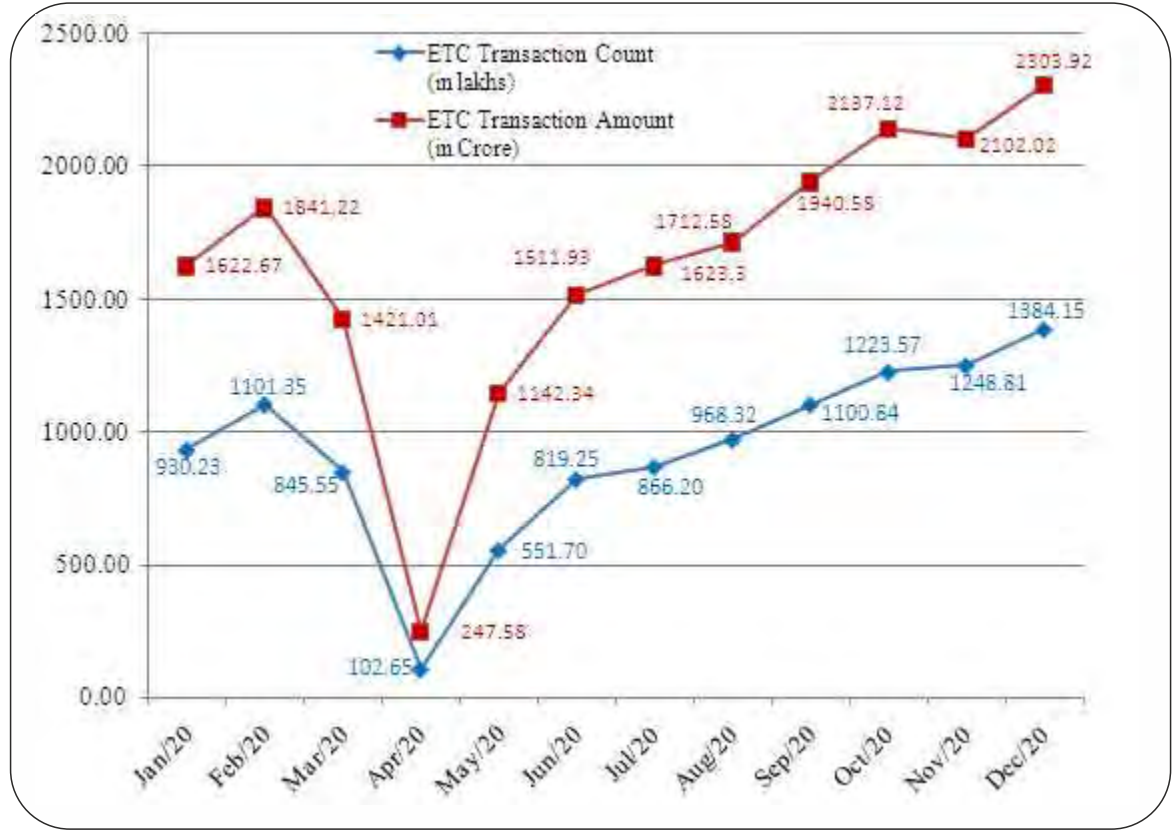
As on 31st December, 2020, collectively banks have issued over 2.29 Crore FASTags with an average daily ETC transactions of 44.65 lakhs; the average daily collection through ETC has increased to Rs. 74.32 crore with penetration of 76% in total fee collection. There are 668 National Highways (NH) fee plazas live with ETC infrastructure in all lanes.



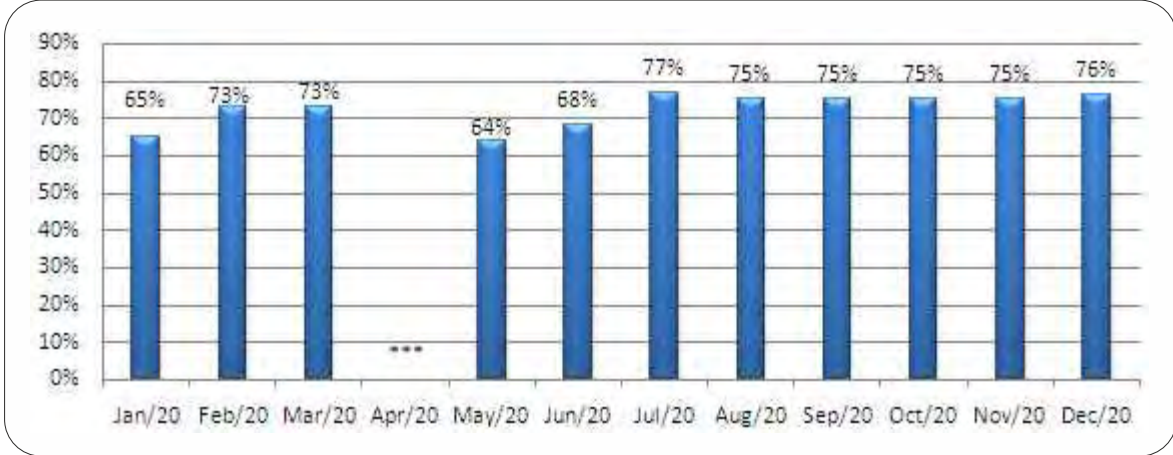
आगे चलना या
दाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Right



Monthly ETC Transaction Count & Collection



ETC Penetration



***Note: User fee collection remained suspended from 25th March, 2020 to 19th April, 2020 due to COVID-19 Epidemic in the country.



2.3.7 National Highways Excellence Awards 2020

- (i) Annual awards for excellence in National Highways sector had been instituted in the year 2018 for recognizing concessionaires and contractors who have been performing exceptionally well. The Ministry intends to recognize and award companies for the best performing road assets and toll plazas across the country. This is a part of the larger objective of strengthening and augmenting the road infrastructure in the country, which is a top priority of Government. Acknowledging companies who are performing exceptionally and delivering finest quality services during construction, operations, tolling and maintenance stages of the highway project, would encourage all companies in the sector to improve the quality of service.
- (ii) The nomination portal for the annual awards, 2020 was launched on 19th August, 2020. Given the number of incomplete applications, the Ministry decided to allow nominations till 30th September 2020. The following categories were included initially:

S.No	Award Category
1.	Project Management
2.	Operation & Maintenance
3.	Toll Management
4.	Highway Safety
5.	Green Highway
6.	Innovation
7.	Outstanding Work in Challenging Conditions

- (iii) Later on two new categories, 'Bridges' and 'Tunnels', have been added for this cycle of awards.
- (iv) It is further stated that Excellence Awards to outstanding field officers of the MoRTH, NHAI and NHIDCL for their contribution in construction and development of road under various categories was also initiated in the year 2019, which has been continued in the year 2020.

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.



NH1D Z-Morh Tunnel, Srinagar-Kargil-Leh Highway



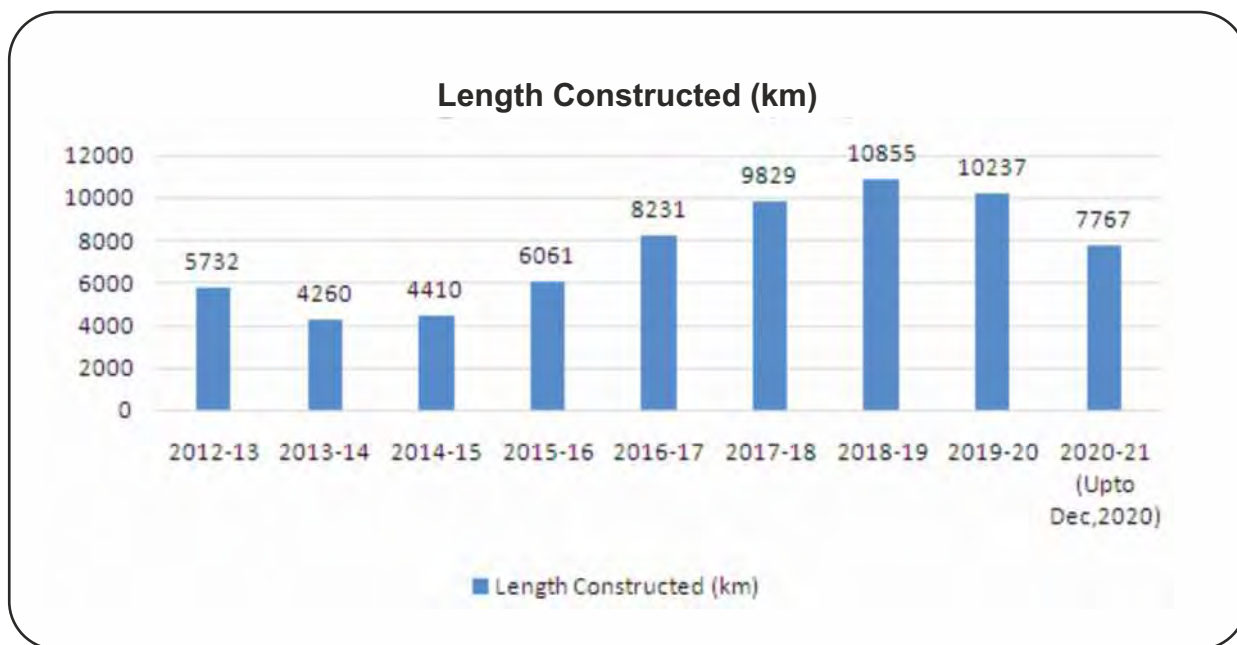
Fastag Implementation on NH



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 Inter-connectivity 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 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।

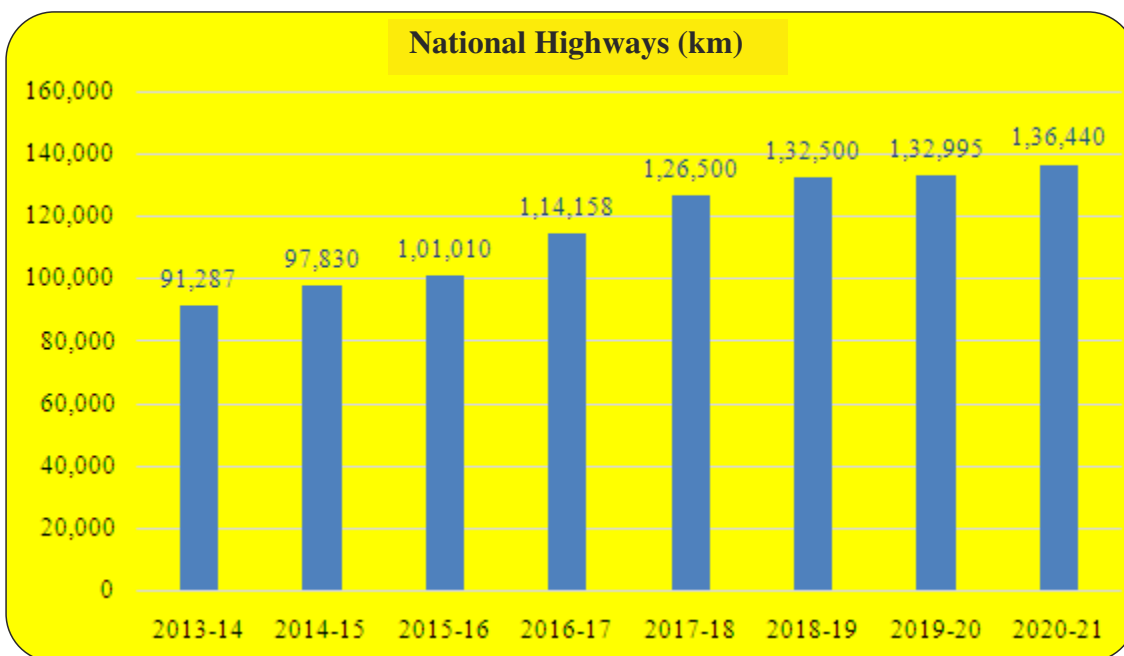
This sign on road indicates that this road is regulated by three-colour light signals, as driver may not expect such section of some roads.



पशु
Cattle



- 3.2 The length of National Highways for which the Ministry of Road Transport & Highways, Government of India is responsible is 1,36,440 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 [including subsumed National Highways Development Project (NHDP)]

The Ministry took up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under Bharatmala Pariyojana. The Bharatmala Pariyojana envisages development of about 26,000 km length of Economic Corridors, which along with Golden Quadrilateral (GQ) and North-South and East-West



(NS-EW) Corridors are expected to carry majority of the Freight Traffic on roads. Further, about 8,000 km of Inter Corridors and about 7,500 km of Feeder Routes have been identified for improving effectiveness of Economic Corridors, GQ and NS-EW Corridors. The programme envisages development of Ring Roads / bypasses and elevated corridors to decongest the traffic passing through cities and enhance logistic efficiency; 28 cities have been identified for Ring Roads; 125 choke points and 66 congestion points have been identified for their improvements. Further, in order to reduce congestion on proposed Corridors, enhance logistic efficiency and reduce logistics costs of freight movements, 35 locations have been identified for development of Multimodal Logistics Parks.

The Public Investment Board (PIB) has recommended the proposal during its meeting held on 16th June, 2017. Cabinet Committee on Economic Affairs (CCEA) has approved the Bharatmala Pariyojana Phase-I. The minutes of the meeting were circulated vide Cabinet Secretariat's letter dated 26th October, 2017.

Phase-I of Bharatmala Pariyojana includes development of-

S. No.	Scheme	Length (km)	Cost (Rs. crore)
1.	Economic Corridors	9,000	1,20,000
2.	Inter - Corridors & feeder roads	6,000	80,000
3.	National Corridor Efficiency improvement	5,000	1,00,000
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	3,85,000
7.	Ongoing Projects, including NHDP*	10,000	1,50,000
	Total	34,800	5,35,000

*-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 and 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.



उभार या ऊबड़-खाबड़
सड़क

Hump or Rough

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



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:

S. No.	Source	Estimated fund (Rs. Crore)
1	CRF earmarked for NH	2,37,024
2	GBS (SARDP, EAP Counter Part etc.)	59,973
3	Expected monetisation of NHs through TOT (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 Progress made in increase in Capital Expenditure and IEBR during 2020-21:

The funds allocated for the Ministry and expenditure incurred during 2020-21 is summarized below:

Amount in Rs. crore			
S. No.	Scheme	2020-21	
		Alloc. (BE outlay)	Expd.*
1	GBS - Capital	81,457	62,065
2	M&R - Revenue	2,600	1,392
3	Total (Central Sector Road)	84,057	63,456
4	CRF(State Roads) - Revenue	6,820	5,256
5	EI&ISC for State roads - Capital	400	192
6	Road Transport - Revenue	379	95
7	Secretariat Expd. - Revenue	167	94
8	Total (Budget)	91,823	69,094
9	IEBR	65,000	39,753
10	Grand Total (Budget + IEBR)	1,56,823	1,08,847
11	Pvt. Sector Investment	26,400	9,755

GBS- Gross Budgetary Support, IEBR- Internal and Extra Budgetary Resources,
* Till 31.12.2020



3.8 Progress made in increase in non-tax revenue in Toll, Operate and Transfer (TOT)

Cabinet Committee on Economic Affairs (CCEA) approved Toll, Operate and Transfer (TOT) Model in August, 2016 for monetisation of developed National Highway (NH) stretches. It is targeted to raise funds to the tune of about Rs. 34,000 crore under TOT concessions upto 2021-22. Target of Rs. 10,250 crore has been set for realization of funds under TOT during 2020-21. Concession of First Bundle of TOT has been started w.e.f. 29th August, 2018 and Rs. 9,681.50 crore has been received from the concessionaire and same has been deposited in Consolidated Fund of India (CFI). 566 km length of NHs has been monetised under TOT Bundle-3 amounting to Rs 5,011 crore. Appointed date declared on 20th October, 2020. This concession fee of Rs.5,011 Cr has been realised on 19th October, 2020. RFP floated for TOT bundle 5(A-1) & 5(A-2) on 24th September, 2020 with bid due date on 18th January, 2021.

3.9 State PWD and Border Road Organization (BRO)

- (i) An amount of Rs.29,668 crore has been allocated during current year 2020-21, for the NH entrusted to State PWDs and Rs.642.00 crore for NHs entrusted to BRO for Development of NHs/roads. Total BE outlay for development of NHs during 2020-21 is Rs. 81,357 crore.
- (ii) An amount of Rs.1,988 crore including Rs.220 crore for BRO has been allocated during 2020-21 for the maintenance of National Highways entrusted to the State PWDs & BRO. Total BE outlay for maintenance of NHs during 2020-21 is Rs. 2,520 crore.
- (iii) State-wise allocation for the development and maintenance of National Highways entrusted to State PWD during the year 2020-21 (upto December, 2020) is at **Appendix-3**.

3.10 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.

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.



बायीं ओर पार्श्व सड़क
Side Road Left



Following are the details of allocation of funds and expenditure incurred under TSP component of the Ministry during current financial year 2020-21:

Amount in Rs. crore

Total Outlay for eligible Capital Schemes	Outlay under Tribal Sub Plan (TSP) Component	Expenditure incurred (provisional upto 31.12.2020)	
		Under Total eligible Capital Schemes	under TSP Component
67,903.06	2,920.00	55,119.02	1,884.64

3.11 State Road Sector

3.11.1 Central Road & Infrastructure Fund

- (i) An allocation of Rs. 59,184 crore has been made to the Ministry under the CRIF for 2020-21 with the following break-up:-

	Amount in Rs. crore
National Highways	51,944.00
Grant to State Governments and UTs for State roads	6,820.00
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	400.00
Road Transport	20.00
Total	59,184.00

- (ii) The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2020-21 is as **Appendix 4**.

3.11.2 Economic Importance and Inter State Connectivity (EI& ISC) 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 24th July, 2014, further amended vide notifications dated 23rd June, 2016 and 18th December, 2017.



However, as per the CRIF Act, 2000, amended by the Finance Act, 2019, the Central Government is no longer responsible for sanction of projects and monitoring of specific projects and expenditure incurred thereon. Further MoRT&H finalised the “Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000” with the approval of Hon'ble Minister (RT&H) and Hon'ble Finance Minister and circulated the same to all the States/ UTs on 31st January, 2020.

3.12 Indian Academy of Highway Engineers (IAHE)

3.12.1 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.

3.12.2 Training programmes conducted during the year

During the calendar year 2020, the Academy has organized 20 class room and 37 online training programmes / workshop up to November, 2020 in which, 3,329 Engineers and Professionals have participated. Besides three brainstorming sessions were also organized in which 1,161 engineers and professionals participated.

3.12.3 Establishment of Centre for Advanced Transportation Technology & Systems (CATTS) in IAHE

MoRTH has sanctioned an estimate amounting to Rs. 48.71 crores during the year 2019-20 to undertake a project for capacity building, technology transfer and creation of an enabling environment for establishment of CATTS in IAHE in partnership with University of New South Wales, Sydney and two premier Indian Universities. The broad scope of the project is building India specific Macro-Model (Computable General Equilibrium Model) for National Highways and India specific Urban Pervasive Data Model for City, which will facilitate evidence-based decision



making in prioritization of projects, selection of most efficient solution for a problem at corridor / intersection level from among different alternatives, Operation, maintenance and management of highways and expressways, devising efficient ITS solutions to increase traffic performance, evaluating impacts on environment, evaluating safety standards and help most effective black spot treatment, preparing evacuation planning etc.



Training programme in IAHE



Dhola Sadiya Maha Setu

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.



रेलवे स्टेशन
Railway Station

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



NH37A Kolia Bhomora Setu, Assam



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, NHAI 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 NHAI 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:

S. 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, work on which has been completed.
- 4.4 Under the ISC & EI scheme, 29 projects amounting to Rs. 1475.04 crore are under progress.
- 4.5 Under the CRF, 220 works amounting to Rs. 3,732.54 crore are in progress for the improvement of state roads.
- 4.6 76 works costing Rs. 5983.326 crore under NH (O) are in progress.
- 4.7 State-Wise details of works in the Northeast are given below.

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. 15,643 crore. Out of 2,319 Km, 2,180 Km falls in the state of Arunachal Pradesh.
- 4.8.2 As on 31st December 2020, 14 improvement works costing Rs.2366.57 Crore is in progress under NH(O)



4.8.3 Under the CRF, 53 works for the Improvement of state roads amounting to Rs.907.12 Crore are in progress for the improvement of State Roads.

4.8.4 Under the EI & ISC schemes, 7 works costing Rs. 206.12 crore are in progress.

4.9 Assam

4.9.1 As on 31st December 2020, 26 improvement works costing Rs. 939.638 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 and 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. Balance length has been awarded by NHIDCL.

4.9.3 Under the CRF, 41 works amounting to Rs. 1355.14 crore are in progress for the improvement of state Roads.

4.9.4 One work amounting to about Rs. 96.18 crore are in progress under ISC scheme.

4.9.5 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2,319 Km of roads at an estimated cost of Rs.15,643 crore. Out of 2,319 Km, 139 Km falls in the State of Assam.

4.10 Manipur

4.10.1 As on 31st December 2020, 10 improvements works costing Rs.704.59 crore, are in progress under NH(O)

4.10.2 Under CRF, 14 works amounting to Rs.131.57 crore are in progress.

4.10.3 Under EI & ISC, 3 works amounting to Rs.153.33 crore are in progress.

4.11 Meghalaya

4.11.1 As on 31st December 2020, 7 works amounting to Rs. 112.54 Crore are in progress under NH (O).

4.11.2 47 works amounting to Rs.347.49 crore are in progress under CRIF. 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 2020, 7 improvement works of the value of Rs.399.24 crore are in progress under NH(O).

4.12.2 Under the CRIF, 6 improvement works amounting to Rs.270.87 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 2020, 09 improvement works at a cost of Rs. 1025.61 crore are in progress under NH(O).
- 4.13.2 Under CRF, 20 improvement works amounting to Rs. 411.49 crore are in progress.
- 4.13.3 Under EI & ISC, 14 works of the value of Rs. 846.17 crore are in progress.

4.14 Sikkim

- 4.14.1 31st December 2020, 1 improvement works at a cost of Rs. 27.058 crore is in progress under NH(O).
- 4.14.2 23 works of the amounting to Rs. 144.15 crore are in progress for the improvement of state roads under the CRF. In addition, 2 works costing Rs. 47.65 crore are in progress under EI & ISC scheme.

4.15 Tripura

- 4.15.1 31st December 2020, 2 improvement works at a cost of Rs. 408.08 crore are in progress under NH(O).
- 4.15.2 16 works amounting to Rs. 164.71 crore are in progress under the CRIF for the improvement of state roads.

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



NH 37 Imphal-Jirbam Highway, Manipur

यह चिन्ह दर्शाता है कि आगे का रास्ता चौड़ा है। इस चिन्ह के बाद सड़क चौड़ी होती है और इस प्रकार, यातायात को उसी के अनुसार चलना चाहिए।

This sign signifies that the road ahead is wide. The width of the road widens after this sign and thus traffic should adjust accordingly.



CHAPTER V

The National Highways & Infrastructure Development Corporation (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 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 the each and every strata of local population & integrating them in more robust manner with the National Economy.

The 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.

Since its inception, the Company has adopted IT initiatives like e-Office, e-Tendering, e-Monitoring, e-Access and SAP for efficiency & transparency.

In a short span of time of more than 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 Beginning with **Assam**, 21 stretches with a length of 437.72 km at an estimated project cost of Rs.8,612 crore are under implementation, out of which about 72 km at cost of Rs. 4,901 crore are awarded and 114 km length was completed during the current calendar year. In addition, 1,537 Km are under DPR including Bharatmala Pariyojana.
- 5.3 In **Arunachal Pradesh**, 26 stretches with a length around 558.01 km with an estimated project cost of Rs. 5,216.96 crore are under implementation, out of which about 42 km at cost of Rs. 655 crore are awarded and 120 km length was completed during the current calendar year.
- 5.4 In **Jammu & Kashmir**, 10 stretches for a length of 157.94 km and an estimated project cost of Rs. 7,894.17 crore are under implementation, out of which about 81 km at cost of Rs. 3,011 crore are awarded and 135 km length under strengthening was completed during the current calendar year.
- 5.5 In **Manipur**, 18 stretches for a total length of 285.71 km and at an estimated project cost of Rs. 2,911.70 crore are under implementation, out of which about 181 km at cost of Rs. 2,939 crore are

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.



आगे रास्ता चौड़ा है
Road Widens Ahead

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



- awarded and 41 km of length and 118 km of strengthening was completed during the current calendar year. In addition, 1,067 Km are under DPR including Bharatmala Pariyojana.
- 5.6 In **Meghalaya**, 08 stretches for a length of 179.72 km with a total estimated project cost of Rs. 1,263.46 crore are under implementation, out of which about 95 km at cost of Rs. 1,911 crore are awarded and 9.48 km length was completed during the current calendar year. In addition, 434 Km are under DPR including Bharatmala Pariyojana.
- 5.7 In **Mizoram**, 15 stretches for a length of 440.22 km with a total estimated project cost of Rs. 4,835.08 crore are under implementation, out of which about 86 km at cost of Rs. 1,445 crore are awarded and 2 km length was completed during the current calendar year. In addition, 399 Km are under DPR including Bharatmala Pariyojana.
- 5.8 In **Nagaland**, 30 stretches, the length of all projects is 567.73 km for an estimated project cost of Rs.6179.4 crore are under implementation, out of which about 230 km at cost of Rs. 3,630 crore are awarded and 85 km length was completed during the current calendar year. In addition, 149 Km are under DPR including Bharatmala Pariyojana.
- 5.9 In **Sikkim**, 17 stretches for a length of 229.38 km for an estimated project cost of Rs. 2,625.65 crore are under implementation, out of which about 156 km at cost of Rs. 3,015 crore are awarded and 26 km length was completed during the current calendar year.
- 5.10 In **Tripura**, 19 stretches of 370.56 km at an estimated project cost of Rs. 2,531.2 crore are under implementation, out of which about 295 km at cost of Rs. 3,001 crore are awarded and 5 km length was completed during the current calendar year.
- 5.11 In **Uttarakhand**, 5 stretches of 100.23 km which is estimated at a cost of Rs. 1,627.60 crore are under implementation out of which 30 km length was completed during the current calendar year. In addition, 238 Km are under DPR under Bharatmala Pariyojana.
- 5.12 In **West Bengal**, 03 stretches with a length of 39.39 km at an estimated project cost of Rs. 627.44 crore.
- 5.13 In **Andaman & Nicobar**, 10 stretches for a length of 294.72 km costing around Rs. 1,261.92 crore are under implementation out of which 80 km length was completed during the current calendar year.
- 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 details are here as follows:-

SUMMARY		
S.No.	Corridor Type	Total Length (in Km)
1	Economic Corridors	3,033.4
2	Feeder Route	232.3
3	National Corridors	25.25
4	Border Connectivity Roads	491
5	International Connectivity Roads	1,005.91
Bharatmala Total		4,787.86

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.

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.



5.16 Status of ongoing projects with NHIDCL

5.16.1 Status of Projects under Implementation/Construction

S. No.	State	Total Ongoing Projects	
		No of Projects	Length in km
1	Andaman & Nicobar	10	294.72
2	Assam	21	437.72
3	Arunachal Pradesh	26	558.01
4	Manipur	18	285.71
5	Meghalaya	8	179.72
6	Sikkim	17	229.38
7	Nagaland	30	567.73
8	Tripura	19	370.56
9	West Bengal	3	39.39
10	Mizoram	15	440.22
11	J&K	10	157.94
12	Uttarakhand	5	100.23
Total		182	3,661.33

5.16.2 Projects awarded in FY 2020-21 (01.01.2020-08.12.2020)

Projects awarded in FY 2020-21 as on 08.12.2020			
S. No	State	Length (in Km)	Cost (Rs in Cr)
1	Arunachal Pradesh	42	655
2	Assam	72	4,901
3	Jammu & Kashmir	81	3,011
4	Manipur	181	2,939
5	Meghalaya	95	1,911
6	Mizoram	86	1,445
7	Nagaland	230	3,630
8	Sikkim	156	3,015
9	Tripura	295	3,001
Grand Total		1,237	24,508

5.17 A Statement indicating the fund spent for the period from 01.01.2020 to 31.12.2020 for the project entrusted to NHIDCL is at **Appendix-5**.



31st National Road Safety Week 2020



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.



18th Meeting of National Road Safety Council & 39th Meeting of Transport Development Council



यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गेप' 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 a 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 neighbouring countries.
- 6.3 The following Acts / Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC's), 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 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. 1,000 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, as per an agreed formula.
- 6.5 Ministry of Road Transport & Highways has approved a scheme for implementation of Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications in States / UTs under Nirbhaya Framework with total estimated cost of Rs. 463.90 Crore. Proposals received from 24 States/UTs have been sanctioned under the scheme for setting up of Vehicle Tracking Platform.

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 जहाँ 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.



खतरनाक गहराई
Dangerous Dip



- 6.6. During 2020-21, various workshop-cum-training programmes have been conducted by this Ministry for officers of the State Transport/Traffic Departments and Municipal Corporations through leading automobile institutes / research associations 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 Human Settlements (IIHS) Bangalore, Asian Institute of Transport Development(AITD) etc. The training programmes are designed in such a manner to give the participants exposure in all spheres of governance in road transport sector and emerging challenges.

6.7 Major initiatives under Motor Vehicle Legislation

- 6.7.1 The Motor Vehicle Act 1988 regulates the aspects of road transport and Highways. The Act provides in detail the legislative provisions regarding registration of motor vehicles, licensing of drivers, application for new learners license, license of conductors, control of motor vehicles through permits, special provisions relating to state transport undertakings, traffic regulation, insurance, offences and penalties, etc. For exercising the legislative provisions of the Act, the Government of India made the Central Motor Vehicles Rules in 1989.

To manage the above rules, two extensive systems namely Vahan and Sarathi have been created by Ministry of Road Transport & Highways. These systems have been the backbone of more than 15 applications utilized across the country in different systems. More systems like CNG Maker, SLD Maker, Homologation, National Permit, NR Services, VLT&EAS, eChallan, Fancy Number booking, PUC etc have been introduced and have been revolutionary in e-governance across States/UTs.

- 6.7.2 **VAHAN** is a flagship application under the e-Transport Mission Mode Project, related to Vehicle Registration, Permit, Taxation, Fitness and allied processes. Further, it is customized for each State's requirements and currently implemented in 33 States / UTs across the country. Its latest version, VAHAN 4.0, launched on 2nd June, 2015, is a centralized, web enabled application, facilitating easy web-based access to all RTOs, Dealers, Citizens, Transporters and various other stakeholders, while configurability of the application allows addressing state specific customizations. It is currently implemented in more than 1,300 RTOs, in the 33 states / UTs of the country. Apart from this, more than 25,000 Vehicle Dealers and approximately 20,000 PUC Centres are also connected to VAHAN 4.0.
- 6.7.3 **SARATHI** is a flagship application under the e-Transport Mission Mode Project facilitated for computerization of Driving License related services. It is a one-stop solution for issuance of Driving License, Learner License and related services under types of licenses issued by the Transport Department. Its latest version, SARATHI 4.0 launched on 2nd June, 2015, is a workflow-based



application, available in web-based, centralized mode. It is a single solution with varied number of configurable options to cater to the various types of requirements in implementation in different states. It helps in management of Driving, Learner, Conductor and Driving School licenses in RTOs. The application has been customized for each State's requirements and is currently implemented in over 1,300 RTOs, across the 33 States /UTs in the country.

- 6.7.4 **eChallan**, launched by Hon'ble Minister Shri Nitin Gadkari on 10th January, 2017, was developed on android platform for comprehensive enforcement solution and is complemented by a web application. The prime users are the Transport Enforcement Officers and the Traffic Police personnel. Through this app, on-the-spot challan can be issued for any type of traffic violations and the same can be followed up through different stages of processing. This is a very user-friendly app with a number of advanced features and allows State-level customization, geo-tagging, integration with Google maps, on-spot photographs, online-offline options, integration with e-payment, back-end VAHAN-SARATHI databases and so on. Today, it is an efficient and transparent challan management system where direct notifications to users are being sent even through automated devices. The system has been adopted by 24 States and more than 4.2 Cr challans have been issued across the country till date using this system.
- 6.7.5 **mParivahan**, launched by Hon'ble Minister Shri Nitin Gadkari in January, 2017, was developed for citizens and transport operators who can access various transport related services like payment of Road Tax, applying for various services, appointment with RTO, uploading documents etc. It provides a very unique feature of virtual Driving License and virtual Vehicle Registration Certificate through back-end connectivity to the Transport National Register, encrypted QR code and Aadhaar-based authentication – which allows an option to replace existing physical documents/ cards with the secured, enforceable, digital identities. The app also has other informative feature, accident reporting module, violation reporting module and so on.

Implementation Status: -

- ✓ More than 4.0 Crore downloads
- ✓ Applicable across the country
- ✓ Available in Android & IOS versions

Almost 28 crore Vehicle records and 17 crore License records are available in its central repository (National Registry). The consolidated data acts as the base for a large number of online citizen-centric applications and information services. This National Repository is being utilized to roll out integration of additional features relating to road and public safety such as:

- (a) **Integration of Pollution under Check (PUC) details in VAHAN database** - The application provides a complete range of services related to PUC Station Registration, Renewal, Issue of PUC for the Vehicles, collection of online/counter fees, SMS services etc. Developed under

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.



the auspices of Ministry of Road Transport & Highways and customized for each State's requirements, this application is currently implemented in 13 states/UTs across the country. PUC is a web enabled application, which is deployed on a centralized environment and accessible through web to all RTOs, PUC Stations, Citizens.

- (b) **Integration of Vehicle Location Tracking device and emergency buttons details in VAHAN database**-The application has been developed with the aim of equipping all public service vehicles (buses, taxis, etc.) with VLTD, as per AIS:140, along with provision of an Emergency (Panic) button, towards ensuring a sense of safety, in tandem with increased responsibility among the Public Service Vehicle owners/ operators.
- (c) **Integration of Speed Limiting Device/Speed Governor details in VAHAN database** - In a move to ensure a sense of safety among citizens, through controlled and responsible driving, MoRTH has issued advisory for Transport Vehicles (cabs, buses, trucks, etc.): the vehicles are to be fitted with SLDs/ Speed Governors. To efficiently accomplish that, a new web-based system has been developed for Speed Governor/ SLD manufacturers to upload the approved inventory of their product and ensure further integration of the devices with VAHAN 4.0.
- (d) **Integration of Insurance data with VAHAN database** –To increase the number of insured vehicles in India, the Ministry has integrated the insurance data available with Insurance Information Bureau (IIB) with the VAHAN portal. It enables the enforcement officer to get information about the uninsured vehicles plying in their respective States/UTs.

6.7.6 **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 for the 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 Amendment Act is expected to bring reforms in the area of Road Safety, bring citizen facilitation, transparency and reduce corruption with the help of information technology and removing intermediaries. The Act will strengthen Road Safety scenario in the country, provide for Citizen Facilitation, Transparency and Reduction in Corruption, provide for Insurance and Compensation related reforms, Empowerment of States and Strengthening Public Transport.

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 Commuting



- 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

Ministry of Road Transport & Highways has appointed 1st day of September 2019 as the date on which around sixty sections of the Motor Vehicles (Amendment) Act, 2019 had come into force.

6.7.7 **Implementation of certain sections of the Motor Vehicles (Amendment) Act, 2019 and Rules required**

The Ministry has notified for the enforcement of section 45, 74, 88, 90 and sub-clause (b) of clause (i) section 91 of the Motor Vehicles (Amendment) Act, 2019 w.e.f. 1st October, 2020 which relates to Protection of Good Samaritans, using vehicles without registration, power of police officer for impounding documents, Use of electronic forms and documents and publications, commencement and laying of rules and notifications. The rules for operationalizing the notified provisions have been published through notification. The rules provide for the definition of Challan. Provision has been made for a Portal, which provides services through IT and enables electronic monitoring and enforcement. Details of driving licences disqualified or revoked by the licensing authority shall be recorded chronologically in the portal. Thus, a record shall be maintained electronically and further the driver's behaviour would be monitored. Provisions have been made for the procedure for production and obtaining certificates in physical as well as electronic form, the validity and issuance of such documents, the date and time stamping of inspection and identity of the Officer concerned. It has been provided that if the details of the documents are found validated through electronic means by the enforcement officer, then physical forms of such documents shall not be demanded for inspection, including in cases where there is an offence made out necessitating seizure of any such documents. Further, upon demanding or inspecting any documents, the date and time stamp of inspection and identity of the police officer in uniform or any other officer authorized by the State Government, shall be recorded on the Portal. This would help in avoiding unnecessary re-checking or inspection of vehicles and further would remove a cause of harassment to drivers. It has been provided that the use of handheld communications devices while driving shall solely be used for route navigation in such a manner that shall not disturb the concentration of the driver while driving.

6.7.8 **Rules for the protection of Good Samaritans**

The Motor Vehicles (Amendment) Act, 2019 inserted a new section 134A, viz., "Protection of Good Samaritans" which provides for the definition of a Good Samaritan and safeguards for them. The



rules have been published by the Ministry, which provide for the rights of Good Samaritan, and that he/she shall be treated respectfully without any discrimination on the grounds of religion, nationality, caste or sex. The rules, inter alia, provide that no police officer or any other person, shall compel a Good Samaritan to disclose the name, identity, address or any such other personal details; provided that the Good Samaritan may voluntarily choose to disclose his/her name. Every public and private hospital shall publish a charter in Hindi, English and vernacular language, at the entrance or other conspicuous location and on their website, stating the rights of Good Samaritans under the Act and the rules. For the examination of Good Samaritan, if a person has voluntarily agreed to become a witness in the case in which he has acted as a Good Samaritan, he shall be examined in accordance with the provisions of this rule and detailed guidelines and process have been mentioned in the rules.

6.7.9 **Multiplier under Section 210A by State governments**

The Motor Vehicles (Amendment) Act 2019 provides that the State Governments can have a multiplier up to 10 times for the penalties for offences relating to Motor Vehicles. This was provided for further deterrence from violations. The Ministry has notified the conditions to be taken into consideration by the State Government for the purposes of specifying a multiplier under Section 210A, which include data collected by the Central Government or State Government pertaining to road safety, traffic management, offences committed, fines and penalties levied; or Advice rendered by National Road Safety Board, National Road Safety Council or State Road Safety Council, either suo motu or on reference made by the Central Government or State Government.

6.7.10 **Amendments in various Forms of the Central Motor Vehicles Rules, 1989 to include the field of “Mobile Number”**

With the enactment of the Motor Vehicles (Amendment) Act 2019, there are certain provisions in regard to the Driving Licence and the Certificate of Registration which had required an amendment to the forms in CMVR 1989 to include the field of “Mobile Number” of the owner, so that citizens may be facilitated with various transport related services. It will further facilitate IT-based detection of traffic offences and dispatch of information relating to the offences through SMS. The Ministry, through notification, amended various Forms of the Central Motor Vehicles Rules, 1989 to include the field of “Mobile Number”.

6.7.11 **Extension of validity of the documents related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989**

In pursuant to the guidelines issued by the Ministry of Home Affairs vide No.40-3/2020-DM-I(A), dated 24th March 2020, regarding imposition of complete lock down due to outbreak of COVID-19, Ministry of Road Transport and Highways had issued advisories dated 30th March, 2020 and 9th



June, 2020 to all States and Union Territories regarding extension of validity of the documents related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. It was advised that the validity of Fitness, Permit (all types), License, Registration and other related document(s) may be treated as valid till 30th of September 2020. Taking into consideration the grim situation still continuing due to conditions for prevention of spread of COVID-19 across the country, it was further advised that the validity of all of the above referred Documents whose validity could not be renewed or was not likely be renewed due to lock-down, may be treated to be valid till 31st December 2020. Enforcement authorities were advised to treat such documents valid till 31st December 2020. This measure was undertaken to help out citizens in availing transport related services.

6.7.12 **Relaxation of such fees as prescribed under Rule 32 and 81 of the Central Motor Vehicles Rules, 1989 till 31st July, 2020**

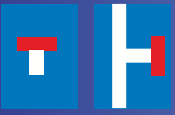
In order to prevent inconvenience and harassment to Citizens for the renewal of documents for which the fees have already been paid, or in cases where the fees were required to be paid for renewal but citizens were not able to pay the fees due to conditions of the COVID lockdown, the Ministry, through notification, provided relaxation of such fees as prescribed under Rule 32 and 81 of the Central Motor Vehicles Rules, 1989 till 31st July, 2020.

6.7.13 **Facilitative regulation published by the Ministry for enabling the Citizens with mild to medium colour blindness in obtaining the Driving License**

The Ministry has been taking several measures to enable Divyangjan citizens to avail transport related services, especially related to obtaining Driving Licence. Advisories were issued earlier in regard to facilitating driving licence to the Divyangjan as also for people with monocular vision. The Ministry received representations that Colour Blind Citizens were not able to have the driving licence made owing to requirements in the declaration about physical fitness (FORM I) or the Medical certificate (FORM IA). The issue was taken up with a Medical Expert Institution and advice was sought. The recommendations received were to allow Mild to Medium Colour Blind Citizens to drive and put restrictions only on the severe colour blind citizens from driving. This has been allowed in other parts of the world. The Ministry has amended Form 1 and Form 1A to enable citizens with mild to medium colour blindness to obtain Driving License.

6.7.14 **Advisory on Rent a cab scheme, 1989 and Rent a Motorcycle Scheme, 1997**

In 1989, this Ministry notified guidelines for "Rent-a-cab" scheme and, in 1997, for "Rent-a-motorcycle" scheme. These Vehicles are used by tourists, corporate officials, business travellers and families on holiday. Based on issues received from certain stakeholders, the Ministry has issued an



advisory in implementing “Rent a Motor Cab/Cycle Schemes” on 01 June 2020, with the following points -

- (i) A person driving a Commercial Vehicle ,carrying a valid driving license /IDP and a copy of license for renting motor cab (Form 3/4) or for the motor cycle (Form 2) of respective scheme, should not be insisted for any badge.
- (ii) “Rent–a-motorcycle scheme” be implemented and licenses to operators may be considered.
- (iii) Further, two wheelers with license under 'Rent-a-Motorcycle Scheme” be allowed to drive across the States on payment of relevant taxes.

6.7.15 **Green strip 1 cm thick on the sticker of registration details on four wheelers for BS VI vehicles**

BS-VI emission standards, which have been mandated w.e.f. 1st April, 2020, provide for strict emission norms. The identifying feature in the form of a unique strip of green colour, 1 cm wide on top of the existing third registration sticker, has been mandated for the purpose of BS-VI vehicles of any fuel type, i.e., for petrol or CNG which have a light blue colour sticker and a diesel vehicle, which has an orange colour sticker.

6.7.16 **Dimension of Vehicles**

The Ministry through notification has amended Rule-93 which relates to the dimensions of motor vehicles under the Central Motor Vehicle Rules 1989. This amendment would provide for standardization in the dimensions of Motor Vehicles, which would be in line with international standards and would improve the logistics efficiency in the country, as the enhanced dimensions would provide for extra passengers or extra carrying capacity within the prescribed weight.

6.7.17 **All India Tourist Vehicles Authorization and Permit Rules, 2020**

Travel and tourism industry in our country have increased manifold in the last ten-fifteen years. This growth has been contributed by both domestic and international tourists, and there is a trend of high expectation and enhanced consumer experience. Ministry of Road Transport & Highways is in the pursuit of providing seamless movement to the tourist passenger vehicles after the success of goods carriage vehicle under National Permit Regime. The draft “All India Tourist Vehicles Authorization and Permit Rules, 2020” have been published for public and stakeholders consultation. Under this new scheme, any tourist vehicle operator may apply for an “All India Tourist Authorization/Permit” through online mode. All such authorizations/permits shall be issued, after all relevant documents submitted as stipulated in the rules and due fees deposited towards such authorization/permit, within 30 days of submission of such applications, subject to all compliances being met by such applicant, as one stop solution.



6.7.18 **Colour of the alpha numerals and the back ground of registration plate for different class and category of vehicles**

The Ministry had issued many orders for the regulation and prescription of the Colour, Size etc. of the vehicle registration plates since 1989. Certain ambiguities have been noticed in case of a few categories of vehicles. In order to correct the anomalies, this Ministry notified a thorough tabulation of items so that it clearly enunciates the colour of the alpha numerals and the back ground of registration plate for different classes and categories of vehicles.

6.7.19 **New features of Tyre repair kit in cars and updated standards for certain items in two wheelers**

The Ministry has made amendments in CMVR 1989 for providing the specification for the Tyre pressure monitoring system (TPMS) for vehicles up to maximum mass of 3.5 Tonnes. TPMS monitors the inflation pressure of the tyre or its variation, while the vehicle is running, and transmits the information to the driver, thereby providing advance information to the driver and enhances road safety, if fitted in the Vehicle. The standard is also notified for two wheeler foot rest requirements. Provision has been made to allow the pillion rider on two wheeler, even in case a light weight container is placed behind the pillion rider space, provided the criteria for dimensions and the gross vehicle weight (as specified by the vehicle manufacturer and approved by the testing agency) are met.

6.7.20 **Registration / Driving Licence concerns for Road Building and Rehabilitation equipment and Heavy Earth Moving Machinery (HEMM) under Central Motor Vehicle Rules (CMVR), 1989**

An advisory has been issued to all States and UTs for not seeking the registration of Road building and Rehabilitation equipment (wheeled cold milling machine, wheeled soil stabilizers machine, wheeled cold recycler equipment, machines etc.) and HEMM, such as Dumpers, Pay loaders, Shovels, Drill Master, Bulldozers, Motor Grader and Rock breakers. It was further clarified that they are transported from one location to another through carriage on another vehicles, and do not ply on road themselves. Further, equipment used within the mining premises are operated by the specialists and not to be insisted for Driving Licence till the time these equipment come to the public place.

6.7.21 **Separate emission norms for Agricultural machinery and Construction Equipment Vehicles**

The Ministry, after considering the requests, especially from Ministry of Agriculture, has notified draft notification proposing to amend CMVR 1989 to separate the emission norms for Agricultural machinery (agricultural tractors, power tillers and combined harvesters) and Construction Equipment Vehicles, and change the nomenclature of emission norms from Bharat Stage (CEV/TREM)–IV and Bharat Stage (CEV/TREM) –V to TREM Stage-IV and TREM Stage-V for Agricultural Tractors and other Equipments and CEV Stage – IV and CEV Stage-V for the Construction Equipment Vehicles, respectively. This has been done to avoid any confusion, between the emission norms of other Motor vehicles which have BS as norms. An extension of one year has



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also been proposed for implementation of the next stage of emission norms for agricultural tractors and vehicles.

6.7.22 **Amendment in CMVR, 1989 regarding safety requirements for Construction Equipment Vehicles**

Ministry has issued notification for amendment in CMVR, 1989 to address the issue of safety of the operator while Construction Equipment Vehicles are running on public roads, along with other vehicles, in a phased manner - Phase-I: April 2021; Phase-II: April 2024. CMVR has also been amended to cater for the requirements with respect to pass-by noise and noise measured at operator ear level.

6.7.23 **Amendment in FORM 20 of the CMVR 1989 to capture detailed ownership type and facilitation to Divyangjan**

It has come to the notice of the Ministry that the ownership details are not properly reflected under ownership in various FORMS under CMVR, which is required for registration of the Motor Vehicles. In order to capture detailed ownership type, Ministry has published notification to amend Form 20 for soliciting comments /suggestions of public and stakeholders. Further, as per CMVR 1989, the detail of ownership captured does not reflect the details of the Divyangjan, which is important as many government schemes provide incentives to the Divyangjan. With the proposed amendments, such ownership details would be properly reflected and Divyangjan would be able to avail the benefits under various schemes.

6.7.24 **Sale and Registration of Electric Vehicles without batteries**

The Ministry has issued an advisory to all States and UTs regarding sale and registration of Electric Vehicles without batteries. The Government is striving to create an ecosystem to accelerate the uptake of electric mobility in the country. This will not only protect the environment and reduce the oil Import bill but also provide opportunities to automobile industry to grow. It has been clarified that vehicles without batteries can be sold and registered based on the type approval certificate issued by the Test Agency. It is further clarified that there is no need to specify the Make/ Type or any other details of the Battery for the purpose of Registration.

6.7.25 **Facilitating and ensuring supply and movement of Oxygen cylinders during the period of COVID-19 pandemic**

In order to facilitate the carriage and movement of Oxygen Cylinders or Oxygen Tanks across the States or within a State and to ensure the smooth supply of oxygen across the country, the Ministry has exempted these from the requirement of Permit under the Motor Vehicles Act 1988, through a notification.



6.7.26 Standards for Hydrogen fuel cell Vehicles

For promotion of alternate fuels and green fuel technology, the Ministry has notified the Standards for Safety Evaluation of vehicles being propelled by Hydrogen Fuel cells through an amendment to Central Motor Vehicles Rules 1989, which would facilitate the promotion of Hydrogen Fuel Cell based vehicles in the country.

6.7.27 H-CNG as an automotive fuel

As a further step toward alternative clean fuel for transportation, the Ministry has notified Hydrogen enriched CNG (HCNG) for usage in Motor Vehicles through amendments to the Central Motor Vehicles Rules 1989.

6.7.28 Emission Standards Bharat Stage VI (BS-VI) for Quadricycle

The Ministry has notified emission Standard Bharat Stage VI (BS-VI) for Quadricycle (Category L7).

6.7.29 The Motor Vehicles (Driving) (Amendment) Regulations, 2020

The Ministry has made certain amendments in the Motor Vehicles (Driving) Regulations 2017 to align the Amendment in the Act and the CMVR 1989, like use of handheld device, inspection of documents in electronic form etc. The Motor Vehicle (Driving) Regulations, 2017, framed under Section 118 of the Motor Vehicle Act, 1988, provides for penalty for contravention under Section 177A, which is non-compoundable.

6.7.30 Road-Worthiness Certificate for Compliance to Emission and Noise Standards

The Ministry has brought amendments in FORM 22 of Central Motor Vehicle Rules, 1989 to notify Road-Worthiness Certificate for compliance to Emission and Noise Standards.

6.7.31 Protective Helmets for two wheelers

In order to bring the two wheeler helmet under the compulsory regime of BIS certification in the country, the Ministry has issued 'The Helmet for riders of Two Wheelers Motor Vehicles (Quality Control) Order, 2020'. This will enable only BIS certified helmets for two wheelers to be manufactured and sold in India. This will improve the quality of two wheeler helmets and would improve the road safety scenario. It would also be helpful in reducing fatal injuries involving two wheelers.

6.7.32 FASTag for Vehicle Registration / Fitness under VAHAN

The Ministry, through amendment in CMVR 1989, has mandated that motor vehicles sold on and after the 1st December, 2017 shall be fitted with FASTag by the manufacturer of the vehicle or its authorised dealer, as the case may be. Further, the integration of National Electronic Toll Collection



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(NETC) with VAHAN has gone live since 14th May 2020 with API, where the VAHAN system is successfully getting the FASTag details from NETC system on the basis of VRN/ VIN. It has been further mandated that a valid FASTag is mandatory while getting a new 3rd Party Insurance through an amendment in FORM 51 (certificate of Insurance), wherein the details of FASTag ID shall be captured. This shall be applicable w.e.f. 1st April 2021. This would be a step towards ensuring that the payment of fees at Toll Plazas is through Electronic means only and vehicles pass seamlessly through the Fee Plazas. There would be no waiting time at the Plazas, and this would save fuel.

6.8 Major Initiatives Taken in Road Transport Sector

(i) Strengthening ITS in Public Transport System

This Ministry has appraised the existing scheme, namely, “Strengthening ITS in Public Transport System” to provide financial assistance to State/UT 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 assistance to the tune of 50% of the project cost to States/ UTs for IT related projects.

(ii) Development of Bus Ports in States/UTs

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/UTs. The objective of the scheme is to enhance the capacity and quality of the bus terminal infrastructure to benefit users of public bus transportation by providing 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. In principle approval has been accorded in respect of Salem (Tamil Nadu), Cuttack (Odisha), Ram Nagar (Uttarakhand), Baddi (Himachal Pradesh), UT of Chandigarh, UT of Andaman and Nicobar, Sonapat (Haryana), Thiruvanthapuram (Kerala), Udaipur (Tripura), Patiala (Punjab), UT of J&K (Katra), Pune (Maharashtra). The Project for development of Bus Port in Ramnagar (Uttarakhand) has been approved and is in the bidding process.

(iii) Safety and Security of Women Passengers (Projects under Nirbhaya Framework)

The Government of India has set up a dedicated fund, namely, 'Nirbhaya Fund' under the Nirbhaya Framework being administered by the Department of Economic Affairs, Ministry of Finance. This Ministry sanctions financial assistance from the Nirbhaya fund to the States/ UTs for projects specifically designed to improve safety and security of women in public transport, after appraisal and recommendation by the Empowered Committee of the Ministry of Women and Child Development. Standalone projects from Government of Andhra Pradesh, Uttar Pradesh State Road Transport Corporation and Bangalore Metropolitan Transport Corporation have been approved under the Nirbhaya Fund Scheme to augment safety and security of women in public road transport.

(iv) Development of State-wise vehicle tracking platform in States / UTs (under Nirbhaya Framework)

Ministry of Road Transport and Highways has approved a scheme for implementation of “Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications in States / UTs under Nirbhaya Framework” at total estimated cost of Rs. 463.90 Crore. Proposals received from 24 States/UTs have been sanctioned under the scheme for setting up of Vehicle Tracking Platform.

(v) Workshop cum Training Programme for State/UT Transport 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 neighbouring countries. Motor Vehicle Act 1988, Central Motor Vehicle Rules, 1989 etc. are administered in the Road Transport Division. The Ministry also issues several notifications on the relevant subject matters 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.

(vi) MoU with Transport for London (TFL)

To create a sustainable and effective public road transport ecosystem in the country, an MoU has been signed between this Ministry and the 'Transport for London' (TFL). The 'Transport for London' is a statutory Body established under the Greater London Authority Act, 1999, and is tasked with the delivery of mobility in London. The MoU will focus on improving the Public Transport System with a target to double the passenger capacity in the next three years, improving passenger services, data analysis etc., by using IT in the Road Transport Sector, increasing the use of electric vehicles especially in Urban India, introduction of technology, Ticketing and the provision of passenger



information, Urban transport planning and policy, institutional organisation of transport, governance & accountability arrangements, behavioural change and public transport promotion. It will help in adopting best practices for policy reforms in the transport sector, enable improved customer service, harness scientific data analysis and implementing effective IT systems in the transport sector. The MoU will help to promote digital transactions and induction of high capacity diesel/ electric vehicles in India.

(vii) Reimbursable Advisory Service (RAS) Agreement with World Bank

A scheme for procurement of Reimbursable Advisory Services from World Bank 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 to 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. 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. The Ministry has organised several National level workshops under this initiative. World Bank has submitted the final reports and the reports have been accepted by the Ministry.

(viii) Motor Vehicle Aggregators Guidelines, 2020

Motor Vehicle Aggregators Guidelines, 2020 have been circulated to all States/UTs for compliance on 27th November, 2020. These guidelines will provide a guiding framework to the State/UT Governments to consider for issuance of license as well as regulating the business being conducted by such 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 mentions that disability is caused by the way society is organized, and is 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 socio-cultural and economic activities.

Under the Campaign, all the STUs are required to achieve targets of Accessible India Campaign, as under:

- (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 to differently aided persons.
- (iii) Facilities for speedy licensing and registration may be provided to differently abled persons.

In this regard, data has been compiled in respect of 62 STUs by ASRTU vide letter dated 04th November 2020. It was brought out that total number of operational buses are 1,47,029, the number of buses involved in intercity operations are 1,02,689 and in urban operations are 44340. The accessibility percentage of these buses is tabulated as under:

S. No.	Number of Buses held by STUs	Total number of buses	Number of accessible buses*	Number of Fully accessible buses**	Total	Percentage of accessibility
1	Intercity operations	1,02,689	26,611	210**	26,821	26%
2	Urban operations	44,340	14,587	9,145**	23,732	54%
	Total	1,47,029	40,984	9,032	50,553	34.38%

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

6.9 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	2018	2019	% change over previous year
Number of road accidents	4,67,044	4,49,002	(-) 3.86
No. of persons killed	1,51,417	1,51,113	(-) 0.20

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 30 (nos.) DTIs / ITDRs and 5 RTDCs have been sanctioned in different States / UTs, of which 17 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 subject to a maximum of Rs. 1.00 crore for setting up of one DTC.

(iii) Road Safety Advocacy

The ministry implements a scheme of grant of financial assistance to Non-Governmental Organisations for administrating Road Safety Advocacy to create awareness about road Safety. Work orders for 334 road safety advocacy programmes have been issued under the scheme during 2020.

(iv) 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 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 nest/ nest 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.

(v) Observance of the 31st National Road Safety Week

The 31st National Road Safety Week, 2020 was inaugurated at VigyanBhawan, New Delhi on the



13th January, 2020. It was attended by a host of school children, NGOs and stakeholders in road safety from Government and the Industry.

Hon'ble Defence Minister Shri Rajnath Singh and Hon'ble Minister for Road Transport & Highways, Micro, Small & Medium Enterprises Shri Nitin Gadkari launched the event. Tamil Nadu State was given award for the “Best performing State in reduction of road accidents” to recognise the efforts made by the State. The Award was given based on the analysis of data on road accidents on the basis of reports of the State Governments which indicates an absolute reduction in the number of road accident fatalities in the State of Tamil Nadu during the year 2018 as compared to 2017. Swacchata Awards were also given to selected Awardees on this event.

The National Road Safety Council (NRSC) and Transport Development Council (TDC) are Apex Bodies under the Chairmanship of Hon'ble Union Minister (Road Transport & Highways) comprising Ministers-in-charge of Transport of all States/UTs, DGs/IGs of all States/UTs, representative of Central Ministries/Departments etc. for advise on matters pertaining to Road Transport Sector. The 18th meeting of NRSC and 39th meeting of TDC was organized on 16th January, 2019 during the 31st National Road Safety Week.

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.

(vi) 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 25th October 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.



Inspection of NHIDCL projects on Roing Hunli Anini National Highway in Arunachal Pradesh



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.



CHAPTER VII

RESEARCH AND DEVELOPMENT DURING THE YEAR 2020:

7.1 The role of Research and Development (R&D) in the road sector is to update the standards and specifications for road and bridge works, for efficient planning, design, construction, operation and maintenance of highways with focus on cost optimisation, faster delivery and environmental sustainability. The research schemes being dealt by the Ministry of Road Transport and Highways are generally 'applied' in nature, which helps in formulation of standards, specifications, guidelines etc. that are adopted by user agencies in projects. The areas covered are roads, bridges, traffic and transportation engineering etc. The research work is undertaken through different research and academic institutions of repute and excellence. 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. Thus, the research works play pivotal role in the development of road infrastructure in the country. An outlay of Rs. 79 crores has been provided for R&D during the year 2020-21.

7.2 R&D Proposals:

In the year 2020, following research schemes have been sanctioned by MoRTH for development of Roads & Bridges:

- ❖ “Development of Guidelines for use of waste reclaimed water in Pavement Construction” for an amount of Rs. 27.56 lakh, which is being carried by IIT BHU, Varanasi.
- ❖ “Developing a Proactive Framework for Safety Evaluation of Road Facilities Using Surrogate Safety Measures” for an amount of Rs. 35.19 lakh, which is to be carried out by IIT Jammu.

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, the 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, the Ministry has issued a guidelines on 14th December, 2020 vide letter No. RW/NH-33044/18/2020-(S&R)(P&B). The above-mentioned guidelines dated 14th December, 2020 stipulates that no separate approval from the Authority is required for using new/ alternate Material/ technology within the contract provisions. The Authority's Engineer/Independent Engineer shall also approve the design and drawing of all the new/alternate Materials proposed by contractor/ concessionaire for which international standards such as AASHTO, ASTM, Euro Code and British Codes, FHWA guidelines are available.



रुकिए
Stop



7.3.3 If the use of alternative material/technology is not specifically covered in the Indian or International Standards as mentioned in para 7.3.2 above, contractor/ concessionaire would be permitted its use on certification by owners of similar projects regarding the continued successful performance of such materials, technologies, methods, procedures or processes for design life of the project as per Para 1.9 of Manual of two laning/ four laning/ six laning of IRC. In this regard, it is hereby clarified that usage in Indian condition shall not be insisted by the Authority's Engineer/ Independent Engineer for the Material/ Technology if certification by owners of similar projects regarding the continued successful performance of such materials are confirmed. The contractor/concessionaire will however be required to submit all quality assurance and quality control documents and demonstrate to the satisfaction of Authority's Engineer/ Independent Engineer satisfactory performance of the pavement or structure using such material or technology. Authority may seek performance of the use of such material and technology through appropriate diplomatic channels.

7.3.4 Coir/Jute Fiber

Coir and Jute are both natural bio-degradable plant products. Coir and Jute have several applications in road works such as erosion control of embankment, stabilisation of pavement layers etc. Coir and Jute also promote the growth of new vegetation by absorbing water and preventing the top soil from drying out. The Ministry is planning to use 9,200 sqm of Jute and 32,800 sqm of Coir during year 2020-21 in consultation with Coir Board, CRRI and IIT Madras.

7.3.5 Geo-synthetics

The use of Geo-synthetics is being promoted in a bigger way based on the provisions of IRC codes/ guidelines and Ministry's Specification/ Guidelines. The Ministry issued directions regarding use of Geo-synthetics in road construction vide circular dated 16th July, 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. In ongoing projects of the Ministry, 480 lakh Sqm of Geo-synthetic is proposed to be used. Out of 480 lakh Sqm, 262 lakh Sqm is targeted to be used by March, 2021.

7.3.6 Fly-ash

The Ministry advocates use of fly-ash in road construction which is permitted as per the Standards & Specifications evolved by the Indian Road Congress/ MoRTH. Accordingly, the Ministry issued directions vide circular dated 27th August, 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. In ongoing projects of the Ministry, 770 lakh metric tons of fly-ash is proposed to be used. Out of 770 lakh metric tons, 347 lakh metric tons is targeted to be used by March, 2021.



7.3.7 Waste plastic

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

To encourage use of waste plastic on National Highways (NHs), the 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. In ongoing projects of the Ministry, waste plastic is proposed to be used in 625 km length of National Highways by March, 2021.

7.3.8 Following new/alternative materials are also being used / proposed to be used in coming years in ongoing projects of National Highways: -

- (i) CRMB
- (ii) Polymer Modified Bitumen
- (iii) Natural Rubber
- (iv) Cement treated base
- (v) Cement treated sub-base
- (vi) Gabion Wall
- (vii) Soil stabilizer
- (viii) Geocomposite
- (ix) Ultra high strength concrete
- (x) Ground Granulated Blast Furnace Slag used with Cement
- (xi) Slope stabilization using geogrid
- (xii) Fibre in PQC
- (xiii) Silica-fume
- (xiv) Dolacher (a residue of sponge iron) in embankment
- (xv) Iron ore slag as GSB
- (xvi) Fibre reinforced concrete (polypropylene)
- (xvii) Iron Slag sand in concrete & DLC
- (xviii) Alcofine/ Microsilica
- (xix) Reclaimed Asphalt pavement
- (xx) Copper Slag
- (xxi) Zinc Slag

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



7.4 Standardisation

7.4.1 Indian Roads Congress (IRC)

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 Practice, Guidelines and Manuals covering different aspects of road and bridge engineering.

In addition to publishing of the Four Periodicals, viz., Indian Highways (Monthly), Journal of IRC (Quarterly), Highway Research Journal (Half Yearly) and Highway Research Record (Yealy), a number of documents have been brought out the IRC during the year, such as:-

1. IRC:78 (Part II)-2020 “Code of Practice for Limit State Design for Foundations”
2. IRC:112-2020 “ Code of Practice for Concrete Road Bridges”(First Revision)
3. IRC:130-2020 “Guidelines for Road Asset Management System ”
4. IRC:SP:19-2020 “Manual for Survey, Investigation and Preparation of Road Projects” (Second Revision)
5. IRC:SP:98-2020 “Guidelines for the Use of Waste Plastic in Hot Bituminous Mixes (Dry Process) in Wearing Courses”(First Revision)
6. IRC:SP:127-2020 “Manual for Performance Assessment of Highway Assets during Operation and Maintenance Stage”
7. IRC:SP:128-2020 “Urban Roads Manual”

7.4.2 Guidelines issued by the Ministry during 2020

- (i) Surveying with Network Survey Vehicle (NSV) for the projects involving development of 2/4/6/8-lane, Expressway, Strengthening- uploading of NSV survey data issued vide letter no. RW/NH-33044/32/2019-S&R(P&B) dated 25th February, 2020.
- (ii) Surveying with Network Survey Vehicle (NSV) for the projects involving development of 2/4/6/8-lane, Expressway, Strengthening- Revised procedure for uploading of NSV survey data on PMIS portal issued vide letter no. RW/NH-33044/32/2019-S&R(P&B) dated 28th February, 2020.
- (iii) Inspection of National Highways/other centrally financed works- procedure regarding issued vide letter no. RW/NH-33044/32/2019-S&R(P&B) dated 18th March, 2020.
- (iv) Diversion of Forest Land for Development of National Highways Projects issued vide letter no. H-11013/02/2019-S&R(P&B) dated 30th June 2020.

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.



- (v) Width of Shoulder (Paved and Earthen) for two laning of National Highways issued vide letter no. RW/NH-33044/22/2020-S&R(P&B) dated 17th July 2020.
- (vi) Project Preparation for 'in Principal declared National Highways' issued vide letter no. RW/NH-33044/24/2020-S&R(P&B) dated 28th July 2020.
- (vii) Request for Proposal (RFP) document for Project Management Consultancy (PMC) issued vide letter no. RW/NH-24024/02/2019-S&R(P&B) dated 22nd October 2020.
- (viii) Use of Fly-Ash in Road/Flyover embankment construction on National Highways issued vide letter no. RW/NH-33044/01/2020-S&R(P&B) dated 23rd October 2020.
- (ix) Standards for Lane width of National Highways and roads developed under Central sector schemes in Hilly and Mountainous terrains issued vide letter no. RW/NH-15017/28/2018-P&M dated 15th December 2020.



Plastic Waste in Highway Construction Hazaribagh Bypass, Jharkhand

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.



ट्रकों का आना मना है
Truck Prohibited

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



Ahmedabad-Vadodara Expressway

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 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 were 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, Swachh 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 furnish information the IFC also



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. Citizens' Charter has been updated / revised in November 2020.

8.8 **Departmental Record Room**

Due attention is being paid by the Ministry to records management. A total of 1,570 files were recorded and 1,835 files were reviewed / weeded out as per provisions of Record Retention Schedule till 31st December, 2020.

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 Centralized Public Grievances Redressal and Monitoring System (CPGRAMS), a web based grievance redressal mechanism is also operational in the Ministry and has been upgraded to the latest 7.0 version. A total number of 14,960 cases of public grievances were received from 1st January, 2020 to 31st December, 2020, 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 17,697 (including brought forward cases) grievances, 16,255 have been disposed of till 31st December, 2020. Considering the urgency and importance of redressal of COVID-19 grievances, the Ministry has prioritized for expeditious quality redressal of these grievances at the earliest preferably within a timeline of 3 days. In this regard, 364 number of COVID-19 related grievances have been received from 1st January, 2020 to 31st December, 2020. Out of these, 363 have been disposed of till 31st December, 2020.

A staff Grievance Redressal Machinery is also functioning in the Ministry. 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 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 using 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 inward correspondences along with creation of file, noting, references, correspondences attachment, draft for approvals and finally movement of files as well as receipts.

8.10.2 Implementation of e-office in MoRTH

E-office has already been implemented in MoRTH. A target of 80% e-office prescribed by Department of Administrative Reforms and Public Grievances has already been achieved. At present, 88.47% files are electronic files in this Ministry. Any issue / complaint regarding e-office is attended in time. Admin, HR, Technical, Project and Financial Divisions are communicating each other through e-office very smoothly. Tracking of files has now become very easy. MoRTH is striving to achieve the goal of paperless organisation.

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 the responsibility of preparation of Receipt Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts, making payments of bills, expenditure monitoring PFMS implementation till agency level. Pr. CCA also renders Technical advice to the Ministry on financial and accounting matters, cash management and coordinates with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies for accounting and pension related work.

8.12.2 The Pr. Chief Controller of Accounts organization comprises Pr. Chief Controller of Accounts, one Controller of Accounts and one Dy. Controller of Accounts and two Assistant Controller of



Accounts. The Budget Section consists of one Under Secretary (Budget), who report directly to Pr. CCA. There are 12 PAO'S/RPAO's under the administrative control of Pr. CCA located at New Delhi (two), 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 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 Revenue 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.



बाएं मुड़ना मना है
Left Turn Prohibited



(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 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 1,200 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. 15,000/- 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 implementing agencies. Statement Showing the State wise Disbursement of National Permit fee at **Appendix - 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 be 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 1.4.2020 to 31.12.2020:
 Final ATN of one para i.e. Para No. 11.2 (Report No. 11 of 2018) – Non recovery of damages from the concessionaire was sent to Lok Sabha Sectt. (COPU Branch):
 In addition to the above, meetings of the Standing Audit Committee (SAC) chaired by AS&FA 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 Paras is reflected in **Appendix-16**.

8.12.6 The actual expenditure for the year 2020-21 (upto Nov., 2020) has been reflected in **Appendix-8** (Grant No.84). 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



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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 2020-21, a total of 72 complaints have been examined and out of them 33 complaints were disposed of. One disciplinary case was also examined in consultation with CVC and suitable decision taken with the approval of Disciplinary Authority. Besides dealing with vigilance related complaints in consultation with the Central Vigilance Commission wherever required, special emphasis was laid on preventive vigilance. It was emphasized that Road Wing should monitor the quality of construction and maintenance alongwith timely progress / completion of National Highways through PMIS portal. Road Wing was also advised to carry out inspections of all ongoing projects on regular intervals to ensure the quality in constructions and to redress the problems causing delay in their timely completion. Access permission guidelines got reviewed and a software got developed to make the entire process of access permission on-line with provisions for a real-time MIS to leave little room for any complaint on this 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 sensitised and motivated in the anticorruption efforts. During the Vigilance Awareness Week, the following Activities were performed:
- ❖ NHAI, NHIDCL, IAHE and IRC were advised to observe Vigilance Awareness Week, 2020 from 27th October, 2020 to 02nd November, 2020.
 - ❖ Integrity Pledge administered by Secretary (RT&H) to all the Officers of the Ministry.
 - ❖ Selected quotes on theme of corruption were run on large screen installed near reception (Main Entrance).
 - ❖ Quotations on the theme of corruption were uploaded on twitter account of the Ministry.
 - ❖ A link was developed on Ministry's website www.morth.nic.in to take e-pledge through CVC portal - www.cvc.gov.in
 - ❖ An Essay writing competition on the topics “Eradicate corruption – Build a new India” in Hindi and “Integrity – A path leading to construction” in English was organized. Cash prize of Rs. 2,500, Rs. 2,000 & Rs. 1,500 were awarded in a function to officials whose articles are adjudged 1st, 2nd and 3rd in English and Hindi respectively.



(D) Right to Information Act-Implementation

8.14 The main objective of the RTI Act is 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 motu 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 the Ministry. A counter has been opened in the ground floor of Transport Bhawan, New Delhi 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 / citizen 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) (formerly known as NITHE)- a society under the administrative control of the Ministry, have also appointed their separate PIOs / APIOs / Appellate Authorities for providing information to public / applicants as directed in RTI Act. This 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 7,171 RTI applications have been received till 15th December, 2020 which includes brought forward as well as physical and online applications received. Any of which, if intended for more than one PIO, was forwarded under system generated separate registration numbers. Likewise, till 15th December 2020, a total number of 631 appeals (including brought forward) have 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 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।

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Reading Preamble of the Constitution



CHAPTER IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

9.1 IMPLEMENTATION MECHANISM

At present, one Deputy Director (Official Language), one Assistant Director (OL), 2 Senior Translation Officers and 02 Junior Translation Officers are posted in the Hindi section of the Ministry of Road Transport and Highways. At present Deputy Director (OL) deals with the work relating to implementation of official language policy and the work relating to translation. 01 posts of Deputy Director (OL), 02 posts of Assistant Director and 01 post of Junior Translation Officer are also lying vacant. 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 of the Ministry of Road Transport and Highways is headed by the Joint Secretary (Administration & Official Language). Meetings of OLIC could not be held in March, 2020. Meetings of the quarters ending on June, 2020; September, 2020; December, 2020 were held on 23rd June 2020; 29th September 2020 and 29th December 2020. 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 to 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 noting and drafting in Hindi. Cash prizes were given to 04 personnel under the said scheme, operated for the year 2019-2020. An incentive scheme for officers to give more and more dictation in Hindi is also being implemented.



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9.5 CELEBRATION OF HINDI DIVAS AND HINDI PAKHWARA

- 9.5.1 On the occasion of Hindi Divas on 14th September, 2020 the message of the Hon'ble Union Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 10th September, 2020 to 24th September, 2020. During this period, Competitions like Hindi Essay, Sulekh and Translation were held. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. In 03 competitions held during the Hindi Pakhwara this year, 05 non-Hindi speaking and 46 Hindi speaking personnel participated. Thus, out of total 51 (fifty one), 34 (thirty four) participants have been declared award winners on the basis of competition results.
- 9.5.2 An Online Hindi workshop was organized for the officers/ staff in the Ministry on 21st December, 2020.

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 Ministry of Road Transport and Highways is making sincere efforts for effective implementation with 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 instant instructions of DOP&T. The status as on 31st December, 2020 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	07
B	234	03
C(including MTS)	306	10
Total	957	21

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.



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Wayside Amenities

Beawar-Pali-Pindwara, Rajasthan



Ahmedabad - Vadodra Expressway, Gujrat



यह चिन्ह यातायात को सीधे चलने या दाएं मुड़ने का निर्देश देता है। बाएं मुड़ना वर्जित है।

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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 roads as well as road transport data (including data of road accidents) so as to support 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 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. The publication of BRS 2017-18 is under finalisation and for 2018-19 it is at compilation stage.
 - (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 publications for the years RTYB 2017-18 & 2018-19 are under finalisation.
 - (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 2019.

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.



- (iv) **Review and Performance of State Road Transport Undertakings (SRTU):** The publication 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 2017-18 and 2018-19 are at compilation stage.

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 2017-18 and 2018-19 are under compilation. As per information available the number of registered vehicles in the country stood at about 2,726 lakh (Provisional) upto the period 31, March 2018 and at about 2,958 Lakh (Provisional) upto March 2019, recording an annual compound growth rate of 9.91 per cent during 2009 to 2019. Two-wheelers constitute around 74 per cent of total registered vehicles as on 31.3.2019 **Appendix - 12.**
- (ii) **Road Accidents in India:-** As far as the report on Road Accidents in India is concerned during the calendar year 2019, the total number of road accidents were reported at 4,49,002 causing injuries to 4,51,361 persons and claiming 1,51,113 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 2018, the number of road accidents decreased by 3.86 percent, persons killed has decreased by 0.20 percent and injuries have declined by 3.85 percent in the year 2019. However, accident severity expressed in terms of number of persons killed per 100 accidents rose from 32.4 in 2018 to 33.7 in 2019.
- (iv) Age profile of road accident victims for the calendar year 2019 reveals that the youth of age group 18-60 accounted for 84 per cent (1,22,350 persons).
- (v) Two-wheelers accounted for the highest share in total number of road accident deaths (37 per cent) in 2019, followed by Cars, Taxis, Vans and LMV vehicles (16 per cent), Pedestrians (17 per cent), Trucks/Lorries (9 per cent), Buses (4.3 per cent), Auto rickshaws (4.4 per cent) and other motor vehicles (2.0 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 71.1 per cent in road accidents and 67.7 per cent of road accident deaths.
- (vii) As per the Basic Roads Statistics of India (BRS) for the year 2017-18 and 2018-19 which is currently under finalisation, the total road length as on 31st March 2018 was 62,15,797 Kilometres(Provisional) and as on 31st March, 2019 it was 63,86,297 Kilometres(Provisional).



The break-up of major categories is as follows:

- National Highways : 1,32,500
- State Highways : 1,86,528
- District Roads : 6,32,154
- Rural Roads : 45,35,511
- Urban Roads : 5,44,683
- Projects Roads : 3,54,921

- (viii) As on 31st March, 2018, National Highways comprised of 2.03 % of total road network in the country, State Highways 3.01 per cent during the same period and the share of rural roads (including JRY) was the highest at 70.94% followed by District roads (9.83%) and Urban roads (8.93 %). The percentage of surfaced roads to total road length was 66.2 per cent.
- (ix) As on 31st March, 2019, the share of National Highways comprised was 2.07 % in the total road network in the country and that of State Highways was 3.00 per cent, during the same period the share of rural roads (including JRY) was the highest at 72.97% followed by District roads (10.17%) and Urban roads (8.76 %). The percentage of surfaced roads to total road length was 66.8 per cent.
- (x) The total road length of the country increased significantly from 3.99 lakh km in 1951 to 63.86 lakh km in 2019, growing at a Compound Annual Growth Rate (CAGR) of 4.2%. Category-wise break-up of total road length from 1951 to 2019(Provisional) is at **Appendix - 14**. State-Wise distribution of National Highways in the Country is given at **Appendix - 2**.
- (xi) The review of the Performance of State Road Transport Undertaking for the financial period 2017-18 and 2018-19 are under compilation. The information on the physical and financial performance in respect of 44 SRTUs is provisional and has been evaluated as against 56 STRUs 2016-17. **Appendix- 15**
- (xii) The total loss reported by 44 SRTU's in 2017-18 and 2018-19 in respect of the 44 reporting SRTUs was of the order Rs.17,434.66 crore (provisional) in 2017-18 and Rs 15,904.85 crore in 2018-19. The total revenue earned by the reporting 44 SRTUs was Rs. 54,534.50 crore in 2017-18 and Rs. 59,451.15 crore in 2018-19.

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.



Signing of MoU between India and Austria



CHAPTER XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry has been engaged in various bilateral and regional level activities for cooperation with neighbouring and other countries during the year 2020. MoRTH already has Memorandum of Understanding (MOU) / Framework of Cooperation (FOC)/ Memorandum of Cooperation (MOC) with Japan, Korea, Canada, USA, UAE, Russia, UK in Road Transport and Highways Sector. Besides, a Motor Vehicles Agreement (MVA) between India and Nepal was signed in November 2014 for operation of passengers and personal vehicles between both countries. Under this agreement, bus services are operational on 12 routes from Uttar Pradesh, Bihar, Delhi, Uttrakhand and West Bengal at present. Further, there exist Bus Service Agreements between India and Bangladesh for operation of bus services on five routes i.e. Kolkata-Dhaka, Agaratala-Dhaka, Kolkata-Agartala (via Dhaka), Guwahati-Dhaka and Kolkata-Khulna routes.

12.2 Major Initiatives Taken by International Cooperation Division during 2020

12.2.1 India-Japan Joint Working Group

The 6th India-Japan Joint Working Group Meeting was held on 27th January 2020 followed by a site visit on 28th January 2020 in Tokyo under the Framework of Cooperation (FOC) signed in 2014 between the Ministry of Road Transport and Highways, Government of India and the Ministry of Land, Infrastructure, Transport and Tourism of Japan in the Roads and Road Transport Sector. The meeting provided the two sides an opportunity to learn the current issues of highway administration, challenges and experiences in road development in mountainous regions of each country. It was also an occasion for the two sides to understand the current status and issues of construction and maintenance of road structures in each country. The two sides confirmed to continue the cooperation, with the next meeting to be held in India on mutually agreed dates.

12.2.2 Conference on Safe Mobility and Regional Connectivity

A two-day 'Conference on Safe Mobility and Regional Connectivity in SASEC Sub-region 2020' was organised jointly with the Asian Development Bank and Asian Institute of Transport Development (AITD) during January 2020 in New Delhi. The objective was to brainstorm and deliberate on the status of transport connectivity initiatives and road safety in SASEC member countries, analyse regulatory regimes, share best practices in road safety among member countries and draw up a collective framework and plan of action for regional safe mobility and connectivity. The conference was attended by participants from South and Southeast Asian countries, including Bangladesh, Bhutan, Nepal, Myanmar and Thailand.



पशु
Cattle



12.2.3 BBIN Motor vehicles Agreement

Bangladesh, Bhutan, India and Nepal (BBIN) Motor vehicles Agreement was signed in June, 2015 and, pending ratification by its Parliament, Bhutan has given its consent for phased implementation of the Agreement by the other three countries, viz, Bangladesh, India and Nepal (BIN). Accordingly, the three countries agreed to implement the Agreement. A meeting of India, Nepal and Bangladesh was convened in February 2020. The broad agenda of the meeting was to discuss a draft Memorandum of Understanding (MOU) for implementing the Agreement and negotiate the text of the draft cargo protocol among the three countries.

12.2.4 SCO Transport Ministers Meeting

The 8th meeting of the Ministers of Transport of Shanghai Cooperation Organisation (SCO) Member States was held on 28th October 2020, through Video Conference. Mr. Giridhar Aramane, Secretary, Road Transport and Highways, Government of India, participated in the meeting. The conference was chaired by Mr. Yury Tsvetkov, the Deputy Minister of Transport of Russian Federation. Secretary of the Ministry emphasized that connectivity with SCO countries is a priority for India, which believes that it should pave the way for cooperation and trust between our societies. He stated that India believes in the spirit of cooperation and understanding based on universally recognized international norms, good governance, rule of law, openness, transparency, equality and respect for sovereignty. He also brought out that India has cooperated extensively with the international community for enhanced connectivity. He shared India's experience in intelligent transport systems, and spoke about the need for coordinated actions at the level of Transport Ministries/Departments of the Member States to ensure sustainable transport operation in emergency situations like COVID-19 pandemic and to prevent the spread of emergency situations across the borders.

12.2.5 MoU between India and Austria

A Memorandum of Understanding (MoU) between the Ministry of Road Transport and Highways of the Republic of India and the Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology of the Republic of Austria on Technology Cooperation in the Road Infrastructure Sector was signed on 9th December, 2020 in New Delhi. This bilateral cooperation would be beneficial both from the perspective of enhanced road safety as well as attractive financing possibilities for the sector, thus fostering and intensifying the already good relations between the two countries. The MoU aims to create an effective framework for bilateral cooperation in the field of Road Transportation, Road/Highways infrastructure development, management and administration, Road safety and Intelligent Transport Systems between both the countries. The MoU will further strengthen ties, promote long standing bilateral relations and enhance trade and regional integration between Republic of India and the Republic of Austria.



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 Department of Drinking Water and Sanitation from time to time. The NHAI and NHIDCL are undertaking activities for construction of Toilets including those for Divyangs at NHAI toll plazas, NER, J&K and Uttarakhand, 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 80 crore has been made for Swachhata related activities in the budget of MoRTH during 2020-21. The financial and physical achievements are given at **Appendix-17**.

13.2 COVID-19 PANDEMIC

The coronavirus COVID-19 pandemic is the global health crisis and the greatest challenge. To contain the spread of the pandemic, the Ministry has taken various initiatives, which includes circulation of instructions / advisories issued by Ministry of Health & Family Welfare and Ministry of Home Affairs from time to time. Ensure thermal scanning of the staff at the entrance of the building by providing thermal scanning machines to CISF personnel and hand sanitizer machines were installed at various locations. Apart from the above, staff was also provided with face masks, face shields, hand gloves, liquid soaps and hand sanitizers. Deep sanitization of the building once in a week and regular sanitization of rooms were done twice a day. In order to facilitate work from home, the officers upto the level of SO and above were provided laptops as per their requirement. To detect, Rapid Antigen Detection Test (RADT) and Antibodies Test of the staff including outsourced were conducted by the teams of NDMC and NCDC. Posters / banners/ standees were displayed on various locations of the Ministry to spread awareness about containment of spread of COVID-19. All officers/ officials of the Ministry took a pledge on 8th November, 2020 to follow the guidelines and norms issued in wake of Covid-19. The Event was presided over by General (Dr.) V.K. Singh PVSM, AVSM, YSM (Retd) the Hon. MoS for RTH.

13.3 Celebration of Constitution Day

In the wake of the 70th anniversary of the adoption of the Constitution of India, it was decided by the Government to run an awareness campaign focused on Citizens Duties including Fundamental Duties as enshrined in the Indian Constitution and to run a nationwide yearlong programme with special emphasis on increasing citizen awareness of the Constitution. Ministry of Law & Justice (Department of Justice) in February 2020 requested for indicative list of activities pertains to our constitution. The celebration was done in the Ministry and its attached organisations by doing event based on theme to awareness campaign for Right to Equality, distributing flyers of Dr. B.R. Ambedkar, PowerPoint presentation related to Fundamental duties etc. A Preamble wall was put up at prominent place in the Transport Bhawan, New Delhi and it was signed by officers of the

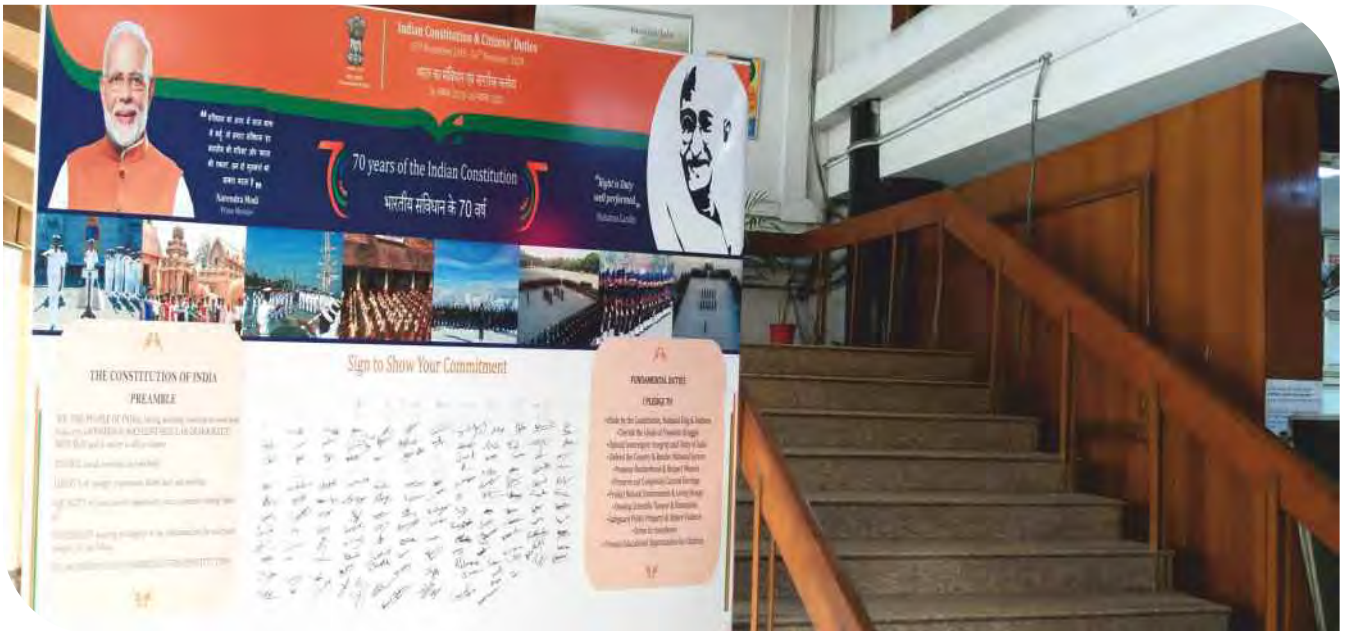


बायीं ओर पार्श्व सड़क
Side Road Left

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



Ministry to show the commitment towards the preamble and fundamental duties of the Constitution of India. Further, all officers of the Ministry and its regional, attached and subordinate offices joined Hon'ble President of India in reading the Preamble of Constitution of India on 26th November, 2020 at 11 AM from their respective offices / locations.



Preamble Wall

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां बायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात का 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 left. This sign is used in conjunction with a give way sign on the side road.



Appendix-I (vide para 1.5)

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.

Contd...

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.



भोजन स्थान
Eating Place



V. SOCIETIES/ASSOCIATIONS:

15. Indian Academy of Highway Engineers.

VI. PUBLIC SECTOR UNDERTAKINGS:

16. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

17. The Road Transport Corporations Act, 1950 (64 of 1950).
18. The National Highway Act, 1956 (48 of 1956).
19. The Motor Vehicles Act, 1988 (59 of 1988).
20. The National Highways Authority of India Act, 1988 (68 of 1988).

Appendix-2
(vide para 3.2)

State/UT-wise details of NHs

S. No.	Name of State / UT	National Highway No.	Total Length (in km)
1	Andhra Pradesh	16, 216, 216A, 716, 26, 326, 326A, 30, 40, 140, 340, 340C, 42, 44, 544D, 150A, 65, 165, 516D, 565, 765, 67, 167, 69, 71, 75, 167A, 516E, 167B, 365BB, 365BG, 544DD, 544E, 130CD, 716A, 716B, 516C, 167BG, 544F, 167K, 342, NE7	7339.95
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 315A, 415, 515,	2,537.39
3	Assam	2, 702, 702C, 702D, 6, 306, 8, 208A, 15, 115, 215, 315, 315A, 415, 515, 715, 715A, 17, 117, 117A, 217, 27, 127, 127A, 127B, 127C, 127D, 127E, 427, 627, 29, 129, 329, 329A, 37, 715K	3,935.91
4	Bihar	19, 119, 219, 319, 20, 120, 22, 122, 122A, 322, 722, 922, 27, 227, 227A, 327, 327A, 527, 527A, 527B, 527C, 527D, 727, 727A, 31, 131, 131A, 231, 331, 431, 531, 33, 133, 133B, 333, 333A, 333B, 139, 124C, 227F, 227J, 227L, 727AA, 133E, 122B, 333C, 527E, 327AD, 319A, 131B, 131G	5,420.78
5	Chandigarh	5	15.28
6	Chhattisgarh	30, 130, 130A, 130B, 130C, 130D, 930, 43, 343, 45, 49, 149B, 53, 153, 353, 63, 163, 163A, 130CD, 143B,	3,620.45
7	Delhi	9, 44, 48, 248BB, 148A, 248BB, 709B, 344M, 148AE, 148NA, 344N, 344P, NE3	157.10
8	Goa	748, 66, 366, 566, 748AA, 166S	299.30
9	Gujarat	27, 927D, 41, 141, 341, 47, 147, 48, 848, 848A, 848B, 51, 151, 251, 351, 53, 753B, 953, 56, 58, 64, 68, 168, 168A, 756, 148M, 751D, 751DD, 351F, 147D, 751, 151A, 148N, 754K, NE1, NE4, 351K, 351G, 151K, 848K, 151AD, 927C, 927K, 351K, 351G, 151K, 848K, 151AD, 927C, 927K	7,744.00
10	Haryana	703, 5, 105, 7, 907, 9, 709, 709A, 11, 919, 334B, 44, 344, 444A, 48, 148A, 148B, 248A, 52, 152, 352, 352A, 54, 254, 248BB, 152A, 907G, 352R, 352W, 709AD, 334D, 148N, 152D, 148NA, 344N, 344P, NE2, NE5,	3,236.70
11	Himachal Pradesh	3, 103, 303, 503, 503A, 5, 105, 205, 305, 505, 505A, 705, 7, 707, 907, 907A, 44, 154, 154A,	2,606.88

Contd...

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.



रेलवे स्टेशन
Railway Station



S. No.	Name of State / UT	National Highway No.	Total Length (in km)
12	Jammu & Kashmir and Ladakh	1, 301, 501, 701, 3, 44, 244, 144, 144A, 444, 244A, 701A,	2,423.21
13	Jharkhand	114A, 18, 118, 19, 419, 20, 220, 320, 22, 522, 33, 133, 133A, 133B, 333, 333A, 39, 139, 43, 143, 143A, 343, 49, 143H, 143D, 320G, 143AG, 320D, 218, 143B	3,366.76
14	Karnataka	44, 48, 648, 748, 948, 50, 150, 150A, 52, 160, 65, 66, 766, 766C, 67, 167, 367, 69, 169, 169A, 369, 73, 173, 75, 275, 181, 166E, 548B, 561A, 752K, 161A, 544DD, 544E, 548H, 748AA, 367A, 948A, 369E, 373, 275K, 766E, 766EE, NE7	7,412.05
15	Kerala	544, 744, 66, 766, 966, 966 A, 966 B, 183, 183A, 85, 185	1,781.57
16	Madhya Pradesh	719, 27, 927A, 30, 34, 934, 135, 135B, 39, 339, 339B, 539, 43, 543, 943, 44, 45, 46, 146, 146B, 346, 47, 347, 347C, 347B, 547, 52, 552, 752B, 752C, 56, 548C, 752G, 161G, 347A, 753L, 147E, 135BB, 135BD, 135BG, 135C, 347BG, 552G, 148N, 148NG	8,940.54
17	Maharashtra	130D, 930, 543, 44, 47, 347C, 547, 48, 348A, 348, 548, 848, 848A, 50, 150, 52, 53, 353C, 353D, 353E, 753, 753A, 753B, 953, 60, 160, 61, 161, 361, 63, 65, 965, 66, 166, 166A, 548C, 753E, 548E, 752G, 561, 753F, 548A, 166E, 266, 548B, 548CC, 161H, 161G, 361H, 548D, 561A, 965C, 752I, 965G, 752K, 347A, 930D, 361B, 353B, 247, 161A, 361C, 161E, 353I, 753J, 753L, 353J, 353K, 752E, 752H, 753M, 548H, 160A, 160B, 753C, 965D, 753BB, 160D, 348B, 348BB, 753AB, 160C, 166H, 761, 753H, 166D, 652, 465, 647, 461B, 160H, 361F, 965DD, 166F, 166G, 548DD, NE4, 547E,	17,930.60
18	Manipur	2, 102, 202, 102A, 102B, 102C, 29, 129A, 37, 137, 137A	1,750.34
19	Meghalaya	6, 106, 206, 217, 127B	1,155.60
20	Mizoram	2, 102B, 302, 502, 502A, 6, 306, 306A, 108	1,422.50
21	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A	1,547.68
22	Odisha	16, 316, 516, 18, 20, 220, 520, 26, 326, 326A, 130C, 143, 49, 149, 53, 153B, 353, 55, 57, 157, 59, 63, 126, 130CD, 316A, 516A, 157A, 126A, 655, 720, 143H, 320D,	5,897.08
23	Puducherry	32, 332	64.00
24	Punjab	3, 503, 503A, 703, 703A, 5, 205, 205A, 7, 9, 44, 344, 344A, 344B, 148B, 52, 152, 54, 154, 154A, 254, 754, 62, 354, 148BB, 105B, 152A, 703B, 354E, 354B, 703AA, NE5, NE5A, 503D, 754A, 754AD, 205K	4,099.12

Contd...



S. No.	Name of State / UT	National Highway No.	Total Length (in km)
25	Rajasthan	709, 11, 919, 21, 23, 123, 25, 125, 325, 27, 927A, 44, 48, 148, 148B, 148D, 248, 248A, 448, 52, 552, 752, 54, 56, 156, 58, 158, 458, 758, 62, 162, 162A, 68, 168, 168A, 954, 311, 921, 70, 925, 925A, 911, 552G, 148N, 754K, 911A, 148C, 968, 148NG	10,350.12
26	Sikkim	10, 310, 310A, 710, 510, 717A, 717B, 310AG	709.07
27	Tamil Nadu	16, 716, 32, 132, 332, 532, 36, 136, 336, 536, 38, 138, 40, 42, 44, 544, 544, 944, 48, 648, 948, 66, 75, 77, 79, 81, 181, 381, 83, 183, 85, 87, 544H, 179A, 383, 381, 381B, 785, 716, 744A, 948A, 136B, 179B, 132B, 179D, 332A, 844, 716B,	6,858.14
28	Telangana	30, 44, 150, 353C, 61, 161, 63, 163, 563, 65, 365, 365A, 365B, 363, 565, 765, 167, 353B, 161B, 365BB, 365BG, 765D, 161AA, 161BB, 167K	3,973.66
29	Tripura	8, 108, 108A, 108 B, 208, 208A	853.81
31	Uttar Pradesh	307, 9, 509, 709A, 19, 219, 519, 719, 21, 123, 24, 27, 227A, 727, 727A, 927, 28, 128, 30, 230, 330, 330B, 530, 330A, 730, 730A, 31, 731, 731A, 931, 931A, 34, 334, 334A, 334B, 334C, 534, 734, 234, 35, 135, 135B, 335, 39, 339, 539, 44, 344, 552, 709B, 135BB, 730H, 321, 731AG, 709AD, 319D, 124C, 727B, 727H, 727G, 128B, 128C, 328, 328A, 330D, 530B, 730B, 731K, 727BB, 730S, 730C, 334D, 128A, 135C, 135A, 124D, 321G, 334DD, 727AA, 731B, NE2, NE3, NE6	11,830.88
30	Uttarakhand	7, 107, 107A, 307, 507, 707, 707A, 9, 109, 109D, 309, 309A, 309B, 30, 34, 134, 334, 334A, 534, 734, 344, 731K,	3,105.81
32	West Bengal	10, 110, 12, 112, 512, 14, 114, 114A, 314, 16, 116, 116B, 17, 317, 317A, 517, 717, 717A, 18, 19, 419, 27, 327, 327B, 31, 131A, 33, 133A, 49, 316A, 116A, 327C, 312, 218	3,664.50
33	A & N Islands	4	330.70
34	Dadra & Nagar Haveli	848A, NE4	37.00
35	Daman & Diu	848B, 251	22.00
Total			1,36,440

यह चिन्ह बस स्टॉप को दर्शाता है। यह दर्शाता है कि सभी बसें (सार्वजनिक परिवहन) इस स्थान पर रुकेंगी।
This sign indicates Bus Stop. It shows that all buses (public transport) will stop at this place.



बिखरी बजरी
Loose Gravel



Appendix-3
(vide para 3.9)

ALLOCATION FOR DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2020-21			
(Rs. in crore)			
S. No.	State/UT/Agency/Scheme	Allocation under Development	Allocation under Maintenance
(1)	(2)	(3)	(4)
1	Andhra Pradesh	1,700.00	125.99
2	Arunachal Pradesh	60.00	71.61
3	Assam	350.00	111.61
4	Bihar	1,930.00	92.08
5	Chhattisgarh	675.00	42.22
6	Goa	900.00	14.18
7	Gujarat	700.00	148.14
8	Haryana	160.00	3.00
9	Himachal Pradesh	220.00	64.33
10	Jharkhand	330.00	37.33
11	Karnataka	1,126.00	127.98
12	Kerala	400.00	98.46
13	Madhya Pradesh	1,625.00	89.18
14	Maharashtra	9,800.00	210.02
15	Manipur	140.00	21.34
16	Meghalaya	40.00	52.13
17	Mizoram	95.00	30.14
18	Nagaland	290.00	51.18
19	Odisha	494.00	58.39
20	Punjab	820.00	27.57
21	Rajasthan	810.00	92.49
22	Sikkim	5.00	5.88
23	Tamil Nadu	600.00	73.61
24	Telangana	900.00	101.26

Contd...

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.



ALLOCATION FOR DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2020-21			
(Rs. in crore)			
S. No.	State/UT/Agency/Scheme	Allocation under Development	Allocation under Maintenance
25	Tripura	92.00	16.68
26	Uttar Pradesh	1,630.00	115.73
27	Uttarakhand	915.00	41.44
28	West Bengal	673.50	44.35
29	Andaman & Nicobar Islands	1.00	0.00
30	Chandigarh	1.00	2.39
31	Dadar & Nagar Haveli and Daman & Diu	35.00	0.86
32	Delhi	45.00	0.25
33	Jammu & Kashmir	70.00	8.89
34	Ladakh	20.00	5.01
35	Puducherry	18.00	2.06
36	Other projects under NH(O) #	4.00	0.00
37	National Highways Authority of India (NHAI)- Cess #	20,750.00	200.00
38	NHAI- Toll #	11,500.00	
39	NHAI-TOT #	10,250.00	
40	NHAI- NH(O)	1,332.00	
41	National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) under NH(O)#	3,876.13	100.00
42	Border Roads Organization (BRO)#	592.46	220.00
43	Special Accelerated Road Development Programme for North-East Region (SARDP-NE) including Arunachal Package* *	3,650.00	-
44	Special Programme for development of Roads In Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road**	425.00	-
45	Externally Aided Projects - Head Quarters, NHAI, NHIDCL #	700.00	-

* Allocation as on December, 2020

** Also Includes State Roads

State-wise allocation not made

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.



दाहिना मोड़
Right Hand Curve



Appendix-4
(vide para 3.11.1)

ALLOCATION AND RELEASE UNDER CRF (State Roads)

Amount in Rs. crore			
S. 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	6,868.66
21	2020-21	6,820.00	5327.71*
			*Till 31.12.2020

यह चिन्ह आपको आगे की सड़क पर एक दाहिने मोड़ के बारे में सचेत करता है। यह आपको स्थिति के अनुसार गाड़ी चलाने और अचानक मोड़ दिखने पर दुर्घटना की संभावना से बचने में सहायक होता है।

This sign cautions you about a Right Hand Curve on the road ahead. This helps you in maneuvering vehicle accordingly and nullifies the possibility of crash due to sudden appearance of turn.



Appendix-5
(vide para 5.17)

Financial Expenditure of NHIDCL for the period 01.01.2020 to 31.12.2020

Rs.in Crores

State / UT	Land Acquisition	Utility Shifting		Authority Engineer	Civil Works	Total
		Utility Relocation	Forest Clearance			
Andaman & Nicobar	-	12.21	-	16.34	282.56	311.12
Arunachal Pradesh	16.12	3.08	-	23.18	1,331.56	1,373.94
Assam	465.51	17.32	0.08	24.33	893.96	1,401.20
Jammu & Kashmir	67.53	2.86	0.16	6.63	98.43	175.62
Manipur	199.33	0.20	-	5.98	345.56	551.07
Nagaland	293.56	6.95	-	11.66	1,108.94	1,421.12
Sikkim	55.04	0.46	5.54	4.55	204.15	269.75
Tripura	110.92	-	-	1.78	68.65	181.36
Meghalaya	68.26	85.50	3.39	0.93	133.97	292.05
Mizoram	1,047.32	15.59	0.73	7.14	193.39	1,264.18
West Bengal	17.27	0.70	0.98	2.47	77.08	98.51
Uttarakhand	12.20	-	11.12	15.84	282.10	321.26
Total	2,353.07	144.87	22.01	120.84	5,020.38	7,661.17

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-6
(vide para 8.2)

**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*	303 [#]	48	21	15.84	6.93
B	23	14	03	0	21.43	0
C	100	66	18	6	27.27	9.09
TOTAL	451	383	69	27	18.01	7.05
NON TECHNICAL						
A	89	73	15	06	20.55	8.22
B	211	128	20	13	15.63	10.16
C	206	127	41	06	32.28	4.72
TOTAL	506	328	76	25	23.17	7.62

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

2 AEEs of 2019 batch are yet to join the Ministry (offer of appointment issued)



Appendix-7
(vide para 8.12.4)

**STATEMENT SHOWING THE STATE WISE DISBURSEMENT
OF NATIONAL PERMIT FEE**

S.No	State/Union Territory	Amount in Rs. (upto Nov, 2020)
1	Andhra Pradesh	35,01,24,480
2	Arunachal Pradesh	6,07,855
3	Assam	13,55,51,665
4	Bihar	44,13,02,730
5	Chandigarh	12,33,94,565
6	Chhattisgarh	17,32,38,675
7	Dadra & NH	2,15,65,875
8	Daman & Diu	2,07,03,240
9	Delhi	40,54,39,285
10	Goa	6,20,01,210
11	Gujarat	61,21,09,985
12	Haryana	48,14,21,160
13	Himachal Pradesh	17,99,25,080
14	Jammu & Kashmir and Ladakh	2,44,41,325
15	Jharkhand	40,36,15,720
16	Karnataka	78,23,09,385
17	Kerala	24,31,42,000
18	Madhya Pradesh	95,43,32,350
19	Maharashtra	99,44,50,780
20	Manipur	12,15,710

Contd...

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



S.No	STATE/Union Territory	Amount in Rs. (upto Nov, 2020)
21	Meghalaya	1,09,41,390
22	Mizoram	18,23,565
23	Nagaland	85,09,970
24	Odisha	28,99,46,835
25	Punjab	33,67,51,670
26	Puducherry	9,30,01,815
27	Rajasthan	73,97,59,535
28	Sikkim	6,07,855
29	Tamil Nadu	34,16,14,510
30	Telangana	12,58,25,985
31	Tripura	60,78,550
32	Uttarakhand	24,31,42,000
33	Uttar Pradesh	99,20,19,360
34	West Bengal	35,43,79,465
	Total	9,95,52,95,580

Withhold shares of States/UTs from August, 2020 to November, 2020 are as given below:

1. UT Dadra & Nagar Haveli: 2,40,23,250
2. UT Daman & Diu: 2,30,62,320
3. Jammu & Kashmir: 2,72,26,350

Total Withhold share: 5,26,91,020

Appendix-8
(vide para 8.12.6)

MAJOR HEAD WISE EXPENDITURE

(Fig. in crores)			
Heads of Account	BE 2020-21	Expdr. upto Nov., 2020	% of BE
MH 3054 Roads and Bridges	5,376.46	2,720.24	50.60
MH 3055-Road Transport	892.36	181.83	20.38
MH3601-Grant in aid to State Govts	12,680.00	8,375.84	66.05
MH3602-Grant in aid to UT Govts	570.70	64.50	11.30
Total Revenue Section	19,686.29	11,426.20	58.04
Deduct Recoveries (Rev.)	-9,837.78	-5,137.69	52.22
NET (Revenue Section)	9,848.51	6,288.51	63.85
MH 4552 Capital Outlay on North Eastern Areas***	6,780.00	0.00	0.00
MH5054 Capital Outlay on Roads and Bridges	1,53,661.61	1,04,314.13	67.89
MH 5055- Capital Outlay on Road Transport	40.00	19.19	47.98
Total Capital Section			
Deduct Recoveries (Cap)	-78,506.90	-51,125.25	65.12
NET (Capital Section)	81,974.71	53,208.06	64.91
Gross Total (Revenue + Capital)	1,80,167.90	1,15,759.51	64.25
Deduct Recovery (Revenue+ Capital)	-88,344.68	-56,262.94	63.68
Total (NET)	91,823.22	59,496.57	64.79

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं ओर 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.



घाट या नदी का किनारा
Quayside or River Bank



Appendix- 9
(vide para 8.12.6)

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

REVENUE RECEIPTS

(in crores)

ITEMS/YEAR	2017-18	2018-19	2019-20	2020-21 till Nov 2020
TAX REVENUE	482.32	729.48	602.93	341.49
NON -TAX REVENUE	9,066.03	19,314.99	10,619.70	11,704.77
GROSS REVENUE RECEIPTS	9,548.35	20,044.47	11,222.63	12,046.26

Appendix-10
(vide para 8.12.6)

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(in crores)

S.No	MAJOR HEAD	2017-18	2018-19	2019-20	2020-21 (upto Nov, 20)
1	0021 -Taxes on Income other than Corporation Tax	382.08	580.78	602.93	341.49
2	0049- Interest Receipts	100.24	148.70	207.11	788.38
3	0050- Dividend & Profit	0	12.01	16.07	-
4	0070-Other Administrative Services	0.00	0.00	-	-
5	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.97	1.48	0.90	0.88
6	0075-Miscellaneous General Services	1.61	4.93	1.43	1.38
7	0210-Medical and Public Health	0.48	0.49	0.48	0.35
8	0216-Housing	0.15	0.14	0.13	0.11
9	1054- Roads and Bridges	9,062.81	19,295.94	10,393.58	10,913.67
10	1475-Other General Economic Services	0.01	0.00	-	-
	TOTAL	9,548.35	20,044.47	11,222.63	12,046.26

Source : e-lekha

Appendix-11
(vide para 8.12.6)

HIGHLIGHTS OF ACCOUNTS

Receipts (2019-20)			Disbursements (2019-20)		
Amount (in thousands)			Amount(in thousands)		
A.	Revenue Receipts			Revenue Expenditure	
1	Tax Revenue	60,29,319		General Service	2,36,317
2	Non Tax Revenue	10,61,97,077		Social Service	4,598
	Interest Receipts			Economic Service	2,44,78,887
	Other Non-Tax Revenue			Grants in Aid & Cont.	7,28,47,247
	Total Revenue Receipts	11,22,26,396		Total Revenue Expenditure	9,75,67,049
B.	Capital Receipts			Capital Expenditure	
	Loans for other Transport Service			Economic Service	67,93,70,645
	Loans and Advances to State Governments			Loans and Advances	1,800
	Loans to Government Servants	2,067			
	Total Capital Receipts	2,067		Total Capital Expenditure	67,93,72,445
Total Consolidated Fund of India		11,22,28,463	Total Consolidated Fund of India		77,69,39,494
	Public Account			Public Account	
	Small Savings Provident Fund A/c	2,58,570		Small Savings Provident Fund A/c	1,47,732
	Provident Fund	2,57,804		Provident Fund	1,45,641
	Other Accounts	766		Other Accounts	2,091
	Reserve Funds			Reserve Funds	
	Reserve Funds not bearing interest	70,14,91,100		Reserve Funds not bearing interest	67,94,44,299
	Deposit and Advances			Deposit and Advances	
	Deposit bearing interest			Deposit bearing interest	
	Deposit not bearing interest	10,37,83,124		Deposit not bearing interest	9,40,82,855
	Advances			Advances	
	Suspense and Miscellaneous	76,10,68,319		Suspense and Miscellaneous	12,82,15,123
	Suspense			Suspense	
	Other Accounts	-73		Other Accounts	
	Total Public Accounts	1,56,66,00,939		Total Public Accounts	90,18,90,009
	Total Receipts	1,67,88,29,270		Total Expenditure	1,67,88,29,270

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। झाड़वर 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.



लंबाई सीमा
Length Limit



Appendix 12
(vide para 11.4)

Total Number of Registered Motor Vehicles in India: 2003-2019

(in thousands)

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	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	1,05,353	75,336	13,950	1,427	5,601	9,039
2009	1,14,951	82,402	15,313	1,486	6,041	9,710
2010	1,27,746	91,598	17,109	1,527	6,432	11,080
2011	1,41,866	1,01,865	19,231	1,604	7,064	12,102
2012	1,59,491	1,15,419	21,568	1,677	7,658	13,169
2013	1,76,044	1,27,830	24,056	1,814	8,307	14,037
2014	1,90,704	1,39,410	25,998	1,887	8,698	14,712
2015	2,10,023	1,54,298	28,611	1,971	9,344	15,799
2016	2,30,031	1,68,975	30,242	1,757	10,516	18,541
2017	2,53,311	1,87,091	33,688	1,864	12,256	18,411
2018(P)	2,72,587	2,02,755	36,453	1,943	12,773	18,663
2019(P)	2,95,772	2,21,270	38,433	2,049	13,766	20,254
CAGR (2009 to 2019)	9.91	10.38	9.64	3.26	8.59	7.63

P-Provisional

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
(vide para 11.4)

Number of Road Accidents and Persons Involved: 2005 to 2019

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
2019	4,49,002	1,37,689 (30.7)	1,51,113	4,51,361	33.7

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)

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.



रुकिए
Stop



Appendix -14
(vide para 11.4)

Total Road Length and Percentage Share of Each Category of Road (1951-2019(P))
(in Km)

Year (as on 31st March)	National Highways	State Highways	District Roads	Rural Roads	Urban Roads	Project Roads	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	2,70,189	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	1,01,011	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	1,86,908	6,11,268	44,09,582	5,34,142	3,47,547	62,15,797
2019(P)	1,32,500	1,86,528	6,32,154	45,35,511	5,44,683	3,54,921	63,86,297
CAGR (1951-2019)	2.88	@	1.95	4.72	@	@	4.22

(P) = Provisional

(#) - Included in District Roads

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

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

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.

Appendix -15
(vide para 11.4)

Combined Physical Performance of 56 State Road Transport Undertaking -2016-17 & 2018-19

S No.	Item	2016-17	2017-18(P)	2018-19(P)	% age increase /Decrease (2018/2017)	% age increase /Decrease (2019/2018)
A	Physical Performance					
1	Fleet Held (Number)	1,35,407	1,37,175	1,36,998	1.31	-0.13
2	Fleet Operated (Number)	1,22,653	1,23,545	1,22,836	0.73	-0.57
3	Fleet Utilisation (%)	90.58	90.06	89.66	-0.57	-0.45
4	Passenger /km Offered (in Crore)	81,08,592	80,35,745	79,16,786	-0.90	-1.48
5	Passenger/km Performed (in Crore)	55,91,694	57,47,537	55,84,156	2.79	-2.84
6	Occupancy Ratio (%)	68.96	71.52	70.54	3.72	-1.38
7	Staff Strength (Number)	6,67,368	6,53,616	6,44,533	-2.06	-1.39
8	Staff/Bus Ratio	4.93	4.76	4.70	-3.32	-1.26
9	Staff Productivity (bus-kms/Staff/Day)	64.00	65.06	65.56	1.66	0.76
10	Vehicle Productivity (bus-kms/Bus/Day)	315.42	310.00	308.42	-1.72	-0.51
B	Financial Performance					
1	Total Revenue (in crore)	51401.87	54534.50	59451.15	6.09	9.02
	<i>of which total traffic earnings</i>	41522.47	43350.88	46175.57	4.40	6.52
2	Total cost(in crore)	66155.68	71969.16	75356.00	8.79	4.71
	<i>of which staff cost</i>	29862.36	32614.46	32562.49	9.22	-0.16
3	Net profit/loss (-) # (in crore)	-14753.81	-17434.66	-15904.85	18.17	-8.77

For the year 2016-17, data is for the 56 reporting SRTUs

Data for the years 2017-18 and 2018-19 is 44 SRTUs who have furnished the data till November, 2020

P :- Provisional

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

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



Appendix-16
(vide para 8.12.5)

STATUS OF PENDING C&AG AUDIT PARAS

C&AG paras (Civil):

S. No.	Paras	Ministry's Remarks/ Present Status
1.	Para No. 6.1 of Report No. 3 of 2020– Scheme for setting up of Inspection and Certification Centres.	ATN is pending in Ministry (Road Safety division).

C&AG paras (Commercials):

S. 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.
2.	Para No. 2.3 of Report No. 15 of 2016 – Undue benefit to the concessionaire (PIU Darbhanga).	ATN sent to C&AG.
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. Inputs received from NHAI are under examination in the Ministry.
4.	Para 12.3 of Report no. 9 of 2017 – Incorrect revenue projection in financial analysis	ATN sent to C&AG.
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.
6.	Para 11.3 of Report No. 11 of 2018 – Undue financial benefit to the concessionaire	Further clarification sought by C&AG. Inputs received from NHAI are under examination in the Ministry.
7.	Para 11.4 of Report No. 11 of 2018 – Excess payment of bonus to concessionaire	ATN sent to C&AG.
8.	Para 11.5 of Report No. 11 of 2018 – Loss of interest on toll revenue due to delay in delinking of road stretch	Comments awaited from NHAI
9.	Para 11.6 of Report No. 11 of 2018 – Non –recovery of claims from concessionaire	Comments awaited from NHAI.
10.	Para 11.7 of Report No. 11 of 2018 – Undue favour to a concessionaire	Comments awaited from NHAI.
11.	Para 11.8 of Report No. 11 of 2018 – Loss of revenue due to non-collection of toll	ATN sent to C&AG.
12.	Para 8.1(Report No. 13 of 2019)- Extending of undue benefit to the concessionaire	Under examination in the Ministry.
13.	Para 8.2(Report No. 13 of 2019) - Failure in Project Management	Under examination in the Ministry.
14.	Para 8.3(Report No. 13 of 2019) - Undue financial benefit to concessionaire	Comments awaited from NHAI.

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



Appendix –17
(vide para 13.1.2)

Financial and Physical Progress for Activities under Swachh Bharat Mission (as on 31.10.2020)

(A) Financial Progress

Name of the Organization	Activity	Financial Progress		
		Proposed Allocation for 2020-21 (Rs. in crore)	Expenditure as on 31.10.2020 (Rs. in crore)	% Utilization
NHAI	Toilets Construction at 470 NHAI Toll Plazas	72.00	13.20	18.33
	Installation of Litterbins at bus stops en-route the NH	0.045	0.047	104.44
	Installation of Hoardings for Public Awareness	0.450	0.162	36.00
	Miscellaneous Swachhata related activities	4.00	0.00	0.00
	Total (NHAI)	76.495	13.41	17.53
NHIDCL	Toilets Construction in NER, J&K and Uttarakhand including for Divyang.	20.25	0	0
	Installation of Litterbins at bus stops en-route the NH In NER, J&K, Uttarakhand	0.12	0	0
	Installation of Hoardings for Public Awareness	0.60	0	0
	Sensitization of truck drivers and bus drivers	0.12	0	0
	Total (NHIDCL)	21.09	0	0
Grand Total		97.585	13.41	13.74

(B) Physical Progress

Name of the Organization	Activity	Physical Progress		
		Target	Achievement	% Achievement
NHAI	Toilets Construction at 470 NHAI Toll Plazas	600	110 (59 for gents +51 for ladies toilets)	18.33
	Installation of Litterbins at bus stops en-route the NH	150	157	104.67
	Installation of Hoardings for Public Awareness	300	108	36
	Miscellaneous Swachhata related activities			
NHIDCL	Toilets Construction in NER, J&K and Uttarakhand including for Divyang.	135	0	0
	Installation of Litterbins at bus stops en-route the NH In NER, J&K, Uttarakhand	120	0	0
	Installation of Hoardings for Public Awareness	0	0	0
	Sensitization of truck drivers and bus drivers	0	0	0

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।

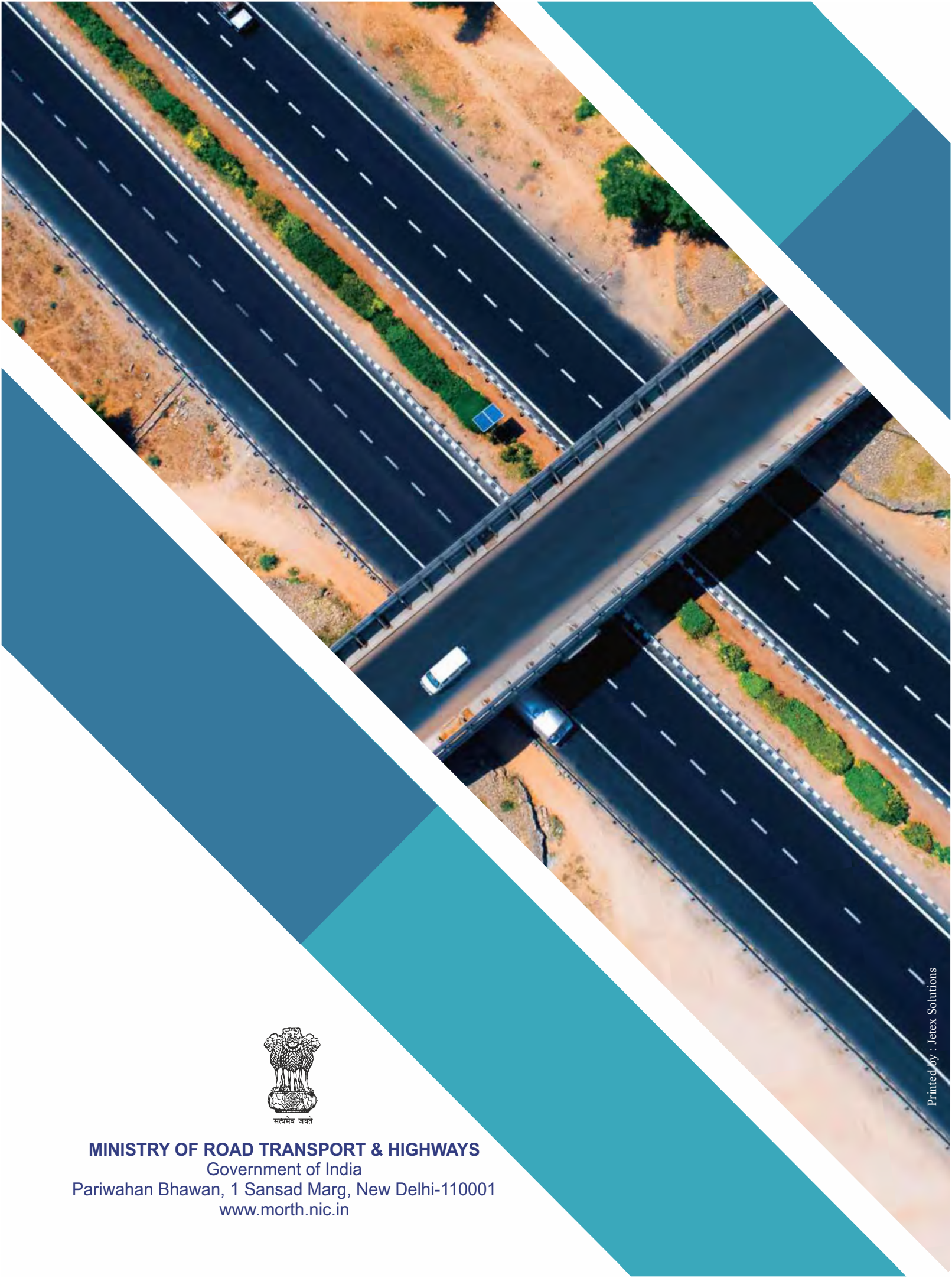
This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



NH 38 Tirunelveli to Chennai



NH 44 Kanyakumari to Tirunelveli



सत्यमेव जयते

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Government of India
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