

ANNUAL REPORT 2021 - 2022



BHARATMALA
ROAD TO PROSPERITY

75
आज़ादी का
अमृत महोत्सव



सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF
ROAD TRANSPORT & HIGHWAYS
NEW DELHI





“Along with modern infrastructure, there is a great need for adopting a holistic and integrated approach in infrastructure construction. In the near future, we are going to launch the National Master Plan of Prime Minister ‘**Gati Shakti**’ which will be a huge scheme and fulfill the dreams of crores of countrymen. This scheme of more than 100 lakh crores rupees will result in new employment opportunities for lakhs of youth.”

– 15th August 2021



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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
NEW DELHI



रुकिए
Stop

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



Hon'ble Prime Minister Launches PM Gati Shakti - National Master Plan for Multi-Modal Connectivity

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

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



Secretary (RT&H) explaining to Hon'ble PM about Delhi - Dehradun Expressways

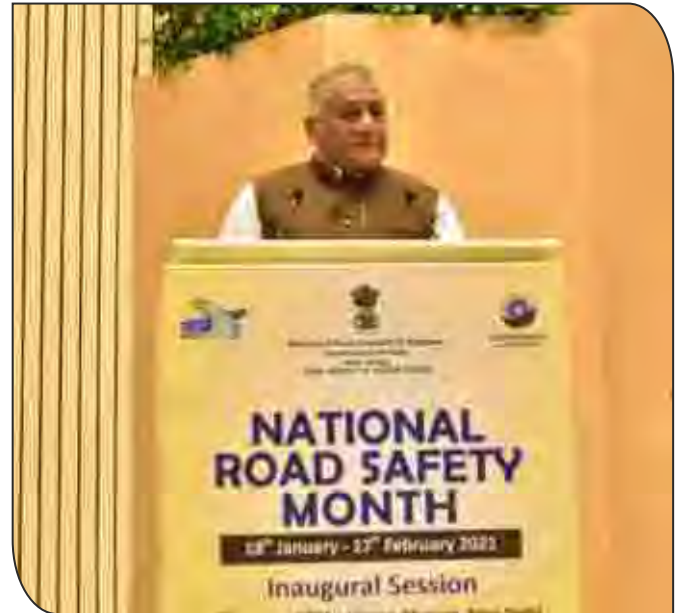
4

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.



Hon'ble Minister and MoS address during National Road Safety Month



MoU signed between National Highways Authority and Jawaharlal Nehru Port Trust on setting up of Multi Modal Logistics Park at Dryport at Wardha's Sindi (Railway)

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



**National Conference on Investment Opportunities in Highways, Transport & Logistics
on 17th December 2021 in Mumbai**

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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 terms 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 63.72 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways	1,40,995 km
State Highways	1,71,039 km
Other Roads	60,59,813 km
Total	63,71,847 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, maintenance and management of the National Highways entrusted to it and for matters related or incidental thereto. The NHAI became operational in February, 1995.

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



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.

1.6.5 National Highway Logistics Management Limited (NHLML)

The National Highways Logistics Limited (NHLML) is a 100% owned subsidiary company of NHAI. It is a Special Purpose Vehicle (SPV) company incorporated by the Ministry in the year 2020 with the intent of spearheading the development and inter-departmental coordination pertaining to the Multi-Modal Logistics Parks (MMLPs) for Cargo Traffic and first/last mile Port Connectivity Road projects under the Bharatmala Pariyojana. NHLML has also been delegated by MoRT&H for development of other allied highway infrastructure such as Inter-modal Stations for passenger traffic and development operations and management of Way-side amenities along National Highways, Utility corridor along NH. NHLML has been pivotal in accelerating the pace of coordination with various State Government and Partner Government Agencies in terms of on-boarding them as equity stakeholders for development of MMLPs and signing of MoUs with various agencies. Since its inception, the organization, under the supervision of MoRT&H, has prioritized action on fast-tracking first/last mile direct road connectivity for various major and non-major ports and Inland Waterway Terminals under Bharatmala Pariyojana, while coordinating with the Ministry of Ports, Waterways and Shipping and various Port agencies.



Nagercoil-Kanyakumari-Kavalkinaru section of NH-944



New elevated corridor in Nashik city on NH-60

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



Parwanoo-Solan section of Nh5



Tunnel near kuthiran hills, Kerala

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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 2021-22 at a Glance

2. ROAD NETWORK:

2.1 Road Sector: The National Highways have a total length of 1,40,995 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 had launched major initiatives to upgrade and strengthen National Highways through various phases of the National Highways Development Project (NHDP) and is taking the initiative forward through the umbrella program of BharatmalaPariyojna, Phase-I and other schemes and projects. The status of various components of BharatmalaPariyojna, Phase-I and other schemes up to 31.12.2021 are as under:

Components / Scheme	Total Length in km	Length completed up to 31.03.2021 in km	Length completed during 01.04.2021 to 31.12.2021 in km	Length Completed up to 31.12.2021 in km
A. BharatmalaPariyojana Phase-I				
Economic Corridors	9,000	1,167	390	1,557
Inter Corridors & Feeder Roads	6,000	348	214	562
National Corridor Efficiency Improvement	5,000	774	238	1,012
Border & International Road Connectivity	2,000	901	219	1,120
Coastal & Port Connectivity Roads	2,000	29	23	52
Expressways	800	267	182	449
Subtotal	24,800	3,486	1,266	4,752
Balance road works under NHDP	10,000	1,782	462	2,244
Grand Total	34,800	5,268	1,728	6,996
B. Other Schemes				
SARDP-NE (Phase A+Arunachal Pradesh)	6,418	3,828	293	4,121
LWE (including Vijayawada Ranchi Route)	6,085	5,704	37	5,741
EAP (WB+JICA+ADB)	2,855	1,280	126	1,406

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.



The status of completion of various phases of NHDP, which have been subsumed under the umbrella programme of Bharatmala Pariyojana, Phase-I, are as under:-

NHDP Phases	Length completed up to 31.12.2020 in km
I+II+III+IV: GQ, Port connection & Up-gradation with 2/4/6-laning / North-South & East West Corridor	38,685
V: 6-laning of GQ and High density corridor	4,088
VI: Expressways	219
VII: Ring Roads, Bypasses and flyovers and other structures	181

2.2 The year 2021-22 was a year for consolidating the gains that have accrued from major policy decisions taken in the previous six years, and aspiring to maintain the momentum of the historically highest pace of road development (about 37 km/day) achieved last year. The Ministry provided several relief measures to enable the highway sector to overcome the debilitating impact of the second wave of COVID-19. The monitoring of ongoing projects was intensified and critical interventions were made to resolve pending issues and bottlenecks. In order to provide a boost to infrastructure development and enable it to overcome the impact of COVID-19 pandemic, Ministry placed the highest ever target of 12,000 kms for award and 12,000 kms for construction for the year 2021-22. Overall road projects exceeding 64,000 km in length, costing more than Rs. 11 lakh crore, are in progress out of which work in respect of projects of more than 40,000 km length has been completed and in balance length of more than 24,000 km works are in progress. National Highways of 5,835 km length have been constructed in the first nine months of FY 2021-22. The Ministry has sensitized all its project implementing agencies, to make extra efforts in view of the COVID-19 situation, and maximize the achievement of the targets for 2021-22.

2.3 Progress pertaining to Multi-modal Logistics Parks under Bharatmala Ph- I

The Ministry finalized the Model Concessionaire Agreement (MCA) for the MMLPs to be developed under Bharatmala Pariyojana in October 2021 through an elaborate process of inter – ministerial consultations. The document serves as the Developer Agreements/Concession Agreements for the individual MMLP projects under the Pariyojana. In addition to the MCA, the Ministry also finalized and approved the Model RFP document of selection of Concessionaire for development of the MMLPs in November 2021. Ministry, through its implementing agencies NHAI / NHLML and NHIDCL has kept pace with the work of implementing of 35 MMLPs Projects identified for development under Bharatmala Pariyojana - Phase I.



The MMLP at Jogighopa, Assam, which is being developed in partnership with the State Government of Assam as equity stakeholder in the project SPV, is already under construction. The progress of the project is as under:

- The Govt. of Assam has allocated 190 Acres of land belonging to Ashok Paper Mill (APM).
- The SPV “Jogighopa Logistics Park Limited” has been incorporated in February 2021
- NHIDCL has been entrusted with the work of the development of the MMLP at Jogighopa and the foundation stone of the project was laid in Oct, 2020 by Hon'ble Minister (RT&H) in presence of the Hon'ble Chief Minister of Assam.
- The Work of Phase I of the MMLP Jogighopa has been awarded on EPC basis and the project is under construction. The Phase I is expected to be completed by December 2023. Under the phase I, the work has been divided into three packages - package Road 7 Utility Works, package 2 Building and infrastructure Works and Package 3 Railway Siding from Jogighopa Railway Station to MMLP. The respective physical progress of Package 1, 2 & 3 is 23.02%, 40.09% and 10.04% as of December 2021.
- Bid for finalisation of developer –cum-operator for MMLP Jogighopa on PPP basis will be initiated shortly.

Apart from the above, bids for 2 MMLPs viz., MMLP Nagpur, being developed in partnership with JNPT at Sindi Village; and MMLP Chennai, being developed at Mappedu in partnership with Chennai Port Trust and State Government of Tamil Nadu through its Industrial body SIPCOT, have been invited in December 2021. Bid for MMLP Bengaluru is likely to be invited by January, 2022.

Additionally, DPR cum feasibility assessment for 5 more locations viz, Hyderabad, Coimbatore, Pune, Indore and Silchar is underway while the work of pre-feasibility assessment of all the remaining locations has already been awarded. In the same period, MoU have been signed with Railway Vikas Nigam Limited (RVNL), a fully owned company of Ministry of Railway and the National Industrial Corridor Development Corporation Limited (NICDC) for collaboration towards development of Rail connectivity for MMLPs under Bharatmala Pariyojna.

The NHLML has also recommended 12 additional locations for inclusion as part of the Bharatmala Pariyojana Phase II which is under process for Cabinet Approval.

2.4 Progress pertaining to First/Last mile Port Connectivity Road (PCR) project under Bharatmala Phase-I:

NHLML is undertaking the implementation of 40 first/last mile PCR projects with a combined length of approx. 640 km. These roads are intended to provide seamless congestion free access/egress to the cargo vehicles bound to and fro the identified major and non-major ports, thereby reducing the delays and congestion caused as port gateways while keeping the commercial vehicle movement separate from the passenger traffic of the nearby cities. At present, LOA is issued for 5 projects with a



बाएं मुड़ना मना है
Left Turn Prohibited

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



combined length of 105 km (approx) while 5 more projects with a combined length of approx 141 km are likely to be awarded by FY 2022. The remaining projects are at DPR stage and bids shall be invited for the same across FY 2023 and 2024.

NHLML has also further proposed the inclusion of 16 more first/last mile PCR projects under Bharatmala Pariyojna Phase II, which is under process for approval of Cabinet.

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

2.5.1 Changes in the Model Concession Agreement (MCA) of TOT: Changes in the MCA of TOT allowing NHAI to undertake capacity augmentation in a particular section of the Project Highway and small improvement works, as per IRC norms, at their cost in the select Highway have been approved. Further, in case the concessionaire faces revenue loss due to capacity augmentation undertaken by NHAI, the same will be reimbursed to the concessionaire by the Authority in order to ensure proper valuation of ToT projects. Similarly, it has also been decided that in case of any increase or decrease in tollable length due to capacity augmentation, the concessionaire will either pay the money or receive the-compensation so that the Concessionaire enjoys a financial situation as if no such Capacity Augmentation had taken place.

Further, option has been allowed in the MCA for removal of provisions of providing passes for local traffic and District Registered Vehicles to the users of the Expressway. Necessary changes in the MCA allowing daily and monthly passes for specific combinations of entry and exit points in case of closed tolling projects under TOT have also been approved.

2.5.2 Modification in the RFP documents: Modifications in the Request for Proposal (RFP) documents of EPC, BOT (Toll), HAM, and Consultancy Works i.e. DPR, Authority Engineer (AE), Independent Engineer (IE) have been made to make bidding documents compliant with the revised Public Procurement (Preference to Make in India) Order, 2017 and Rule 144(xi) of GFR, 2017.

2.5.3 Changes in the relevant clause of standard RFP of EPC have been made to include all awarded works for determination of available Bid Capacity

2.5.4 Certain changes in the Annual Qualification (RFAQ) document for BOT(Toll) Project have been made mainly with the following objectives:

- In order to make it consistent with the recent RFP of HAM & EPC projects issued by MoRTH,
- In order to allow better competition in the sector,
- In order to clarify the requirements of legalization/apostalization and the requirement of payment of Stamp Duty under section 18 of Indian Stamp Act, 1899,
- In order to avoid the double counting of net worth where the Applicant or its Consortium Members have also claimed the net worth their Associates



2.5.5 Restoration of 80:20 criteria in lieu of 70:30 (Technical Proposal: Financial Proposal) for Quality cum Cost Based Selection (QCBS) in consultancy assignments

RFP document for appointment of Consultancy Services for preparation of Detailed Project Report (DPR) in respect of National Highways and centrally Sponsored road works has been modified to restore 80:20 criteria in lieu of 70:30 (Technical Proposal: Financial Proposal) for QCBS in consultancy assignments.

2.6. Asset Monetization

- (i) As per the National Monetization Plan, 5000 km length of the road with value of Rs. 30,000 crore is to be monetized during the Financial year 2021-22 through the mode of TOT and InvIT. During current Financial Year, National Highways Authority of India (NHAI) has monetized 390 km under Infrastructure Investment Trust (InvIT) Mode. An additional length of about 450 km has also been bid out through Toll Operate Transfer (TOT) mode in following 3 bundles:
 - (a) TOT Bundle – 6 – Bid invited for 2 no. stretches i.e. Agra Bypass & Jhansi Shivpuri (Total kms. 108).
 - (b) TOT Bundle – 7 & 8 – Bids invited for 3 no. stretches i.e. Borkhedi – Wadner – Deodhari –Kelapur, Bhubhaneshwar – Puri & EPE (total length 328 kms.).
- (ii) Further, 86 stretches with aggregate length of around 4,912 km have also been identified for monetization during the current financial year.

2.7 NHAI InvIT

In order to enhance NHAI's resource mobilisation, 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 monetise completed National Highways that have a toll collection track record of at least one year and NHAI reserves the right to levy toll on the identified highway. NHAI is authorized to incorporate SPV(s) which are essential and integral part of the entire InvIT structure. Present status of NHAI InvIT is as under:

- (i) The InvIT Trust has been registered with Securities & Exchange Board of India (“SEBI”) on October 28th, 2020.
- (ii) Various advisors and intermediaries of NHAI InvIT such as Trustee, Investment Manager, Roads SPV, Auditor, Registrar, Tax Consultant, Lead Manager, Transaction advisor, Legal Counsel, Valuer, HR Consultant etc. have been appointed.
- (iii) Following regulatory approvals for the “National Highways Infra Investment Managers Private Limited”, Investment Manager Company of NHAI InvIT, are in place.

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

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



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



- (a) Placement Memorandum (PM) dated Oct 26, 2021 and Final Placement Memorandum (FPM) dated Nov 03, 2021 filed with SEBI
- (b) Listing completed on National Stock Exchange (NSE) and Bombay Stock Exchange on Nov 10, 2021
- (iv) First round of InvIT issue was completed on November 2, 2021. An enterprise value of Rs. 8011 crore achieved in this round of InvIT issue funded through combination of Units from investors and Debt from banks. Investment from two international pension funds, namely Canada Pension Plan Investment Board and Ontario Teachers' Pension Plan Board each holding 25% of the units has been made. Balance units placed with a diversified set of domestic institutional investors comprising pension funds, insurance companies, mutual funds, banks and financial institutions. NHAI has awarded the LoA to Oriental Insurance Company for insurance of project assets and payment done to them for issuance of policies.

2.8. Conciliation/amicable settlements of disputes where settlement amount of the case is more than Rs. 100 crore.

In pursuance of Department of Expenditure's O.M. No. F1/1/2021-PPD dated 29.10.2021 regarding General Instructions on Procurement and Project, a Committee has been constituted under the chairmanship of Secretary, Ministry of Road Transport & Highways with Chairperson, NHAI, Additional Secretary & Financial Adviser, MoRTH and Member of NHAI concerned with the Project as members in order to take timely and appropriate decisions in cases of arbitral awards/court orders where settlement amount is Rs.100 crore & above. The Committee will advise on the following:

- (i) whether to go for conciliation/amicable settlement of any referred dispute through Conciliation Committee of Independent Experts (CCIE) or not;
- (ii) if a particular dispute is to be resolved by conciliation, the amount at which NHAI should agree ;
- (iii) whether to withdraw from the conciliation;
- (iv) whether an appeal has to be filed against an Arbitration Award/Court Orders; and
- (v) the cases where appeals are pending in various courts and advise on whether to continue the court case or go for conciliation before CCIE.

With this, practice of 3 CGMs Committee has been dispensed with for all such Conciliation/arbitration cases.

2.9. Relief Measures to the Road Contractors/Concessionaires in view of 2nd wave of the COVID-19 Pandemic

Ministry has granted following reliefs/extension to relief granted to Contractors/Developers of



Road Sector in view of COVID-19 pandemic:

- (i) Extension of relaxation in schedule H/G till 31st December, 2021 to improve the liquidity of funds available with the Contractors and Concessionaire.
- (ii) Arrangement regarding direct payment to approved Sub-contractor through Escrow Account may be continued till 31st December, 2021 or the completion of the work by the Sub-Contractor, whichever is earlier.
- (iii) Reduction of Performance Security/release of retention money: This Ministry has already decided to reduce Performance Security from existing 5-10 % to 3% of the value of the contract for all existing contracts (excluding the contracts under dispute wherein arbitration/court proceedings have already been started or are completed). All tenders /contracts issued/ concluded till 31.12.2021 should also have the provision of reduced performance security. Retention money is a part of the Performance Security till construction period. Hence, release of retention money may be continued to proportion to the work already executed and no reduction of retention money may be made from the Bills raised by the Contractor till 31.12.2021. For HAM/BOT Contracts, Performance Guarantee may be released on pro-rata basis, as provided in the Contract, if Concessionaire is not in breach of the Contract.
- (iv) Extension of Time to Contractor/ Concessionaire on case to case basis.
- (v) Waiver of penalty for delay in submission of Performance Security/ Bank Guarantee in new Contracts entered into during April, 2021-June 2021 may be granted in general for all such contracts for a period of one month from the due dates, as per provisions of the contract.
- (vi) Extension of Time to Consultants i.e. I.E./A.E./S.C. on case to case basis.
- (vii) In case of BOT/TOT Concessionaire, for reduction in collection of user fee, the concession period is to be extended as per provisions in the Concession Agreement.
- (viii) For all NH Tolling Contracts, reduction in collection of fee may be compensated in accordance with the User Fee Collection Contracts.
- (ix) Extension of Time may be granted to Concessionaire for achievement of Financial Closure in the Concession Agreements entered between April-June, 2021 for a period of one month from the due dates, as per provisions of the contract, depending on the location of the project.

2.10. Clarification on the applicability of GST on the activity of construction of road where considerations are received in deferred payment HAM (Annuity)

This Ministry has issued a clarification dated 27.08.2021 on the subject by superseding the earlier NHAI's Circular to the extent of applicability of GST on Annuity payments. The circular is based on

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.



the recommendations of 43rd GST Council meeting held on 28.05.2021, Ministry of Finance, Department of Revenue, regarding exemption of GST on the annuity (deferred payments) paid for construction of roads.

2.11 National Highways Excellence Awards – 2020

Annual awards for excellence in National Highways sector have been instituted in the year 2018 for recognizing concessionaires and contractors who have been performing exceptionally well. This year, the two new categories of awards for Tunnel projects & Bridge projects have also been introduced along with last year 7 categories of awards which were on project management, operation and maintenance, toll management, safest highway, innovation in design & construction technology, green highways and outstanding work done in challenging conditions. Total of 157 applications were received for the awards under various categories through the online process which were evaluated on pre-determined scoring parameters and then validated through desktop and third-party field assessment by Quality Council of India. Thereafter, an independent Jury went through the short-listed nominations and selected the final 17 awardees for gold and silver awards in all categories for felicitation by the Ministry.

Moreover, 15 field officers of MoRTH, NHAI and NHIDCL have also been selected for their outstanding contribution in the construction and development of National Highways in the ongoing COVID-19 pandemic situation and their outstanding contribution in the implementation of nationwide 100% ETC/FasTag rollout.

The Hon'ble Minister (RT&H) presented the awards to Concessionaires and Officers in Vigyan Bhawan on the inauguration day of National Road Safety Month, 2021 on 18.01.2021.

2.12 E-initiatives

(i) BhoomiRashi - Land Acquisition portal

The Ministry of Road Transport and Highways 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 portal has been made mandatory for processing all the LA proposals w.e.f. 01.04.2018. Since the operationalization of the portal, land acquisition process has been expedited significantly, it has become error-free and more transparent and the notifications at every stage are being processed on a real time basis. During the year 2021, a total of 2505 Land Acquisition notifications have been issued and nearly 20454 hectares of land have been notified for acquisition, for National Highway projects.

Also, following new modules have been added in the portal in the year 2021, 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 and average time taken in publication of notification;
- Module for Grievance Redressal System;
- Land Acquisition pipeline module for Project monitoring;
- Use of REAT payment module of PFMS for payment of compensation through BhoomiRashi so that requisite TDS may be deducted from compensation amount.

Further, 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 Public Finance Management System (PFMS). Already, payments in nearly 17 States, amounting to more than 900 Crores (in Rs.) have been processed through PFMS, for the Projects executed by MORTH through State PWDs. This initiative of MoRTH has resulted in a more robust and efficient land acquisition for road construction in the country.

(ii) E-tolling

In order to ensure seamless movement of traffic through fee plazas and increase transparency in collection of user fee using FASTag, the National Electronic Toll Collection (NETC) programme, the flagship initiative of Ministry of Road Transport and Highways, has been implemented on pan-India basis. The National Payment Corporation of India (NPCI) is the Central Clearing House (CCH). There are thirty-six (36) banks (including Public and Private sector banks) engaged as issuer banks for FASTag issuance to road users and fourteen (14) acquirer banks to process the transactions at fee plazas.

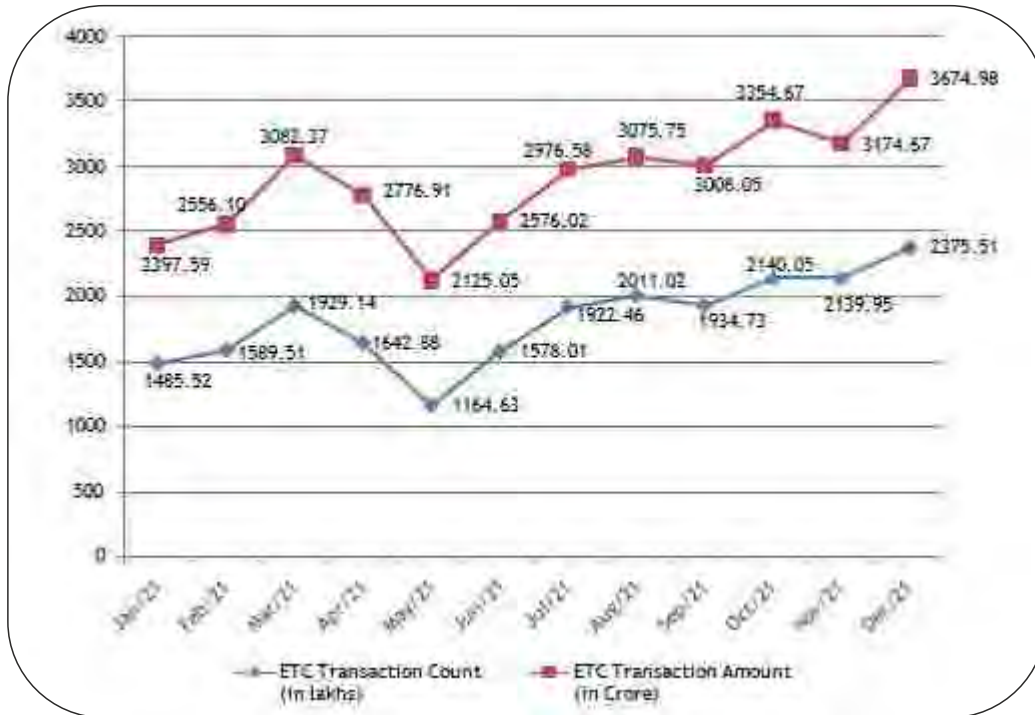
The Ministry had mandated fitment of FASTag in M&N categories of motor vehicles with effect from 1st January 2021. Category 'M' stands for a motor vehicle with at least four wheels used for carrying passengers. Category 'N' stands for a motor vehicle with at least four wheels used for carrying goods, which may also carry persons in addition to goods. In order to further promote fee payment through digital mode, reduce waiting time and fuel consumption, and provide for seamless passage through fee plazas, Government has declared all lanes of the fee plazas on National Highways to be “FASTag lane of the fee plaza” w.e.f. the midnight of 15th/16th February 2021.

As on 31st December 2021, collectively banks have issued over 4.42 Crore FASTags with an average daily ETC transactions of 76.62 lakhs; the average daily collection through ETC has increased to Rs. 118.5 crore with penetration of 96% in total fee collection. There are 750

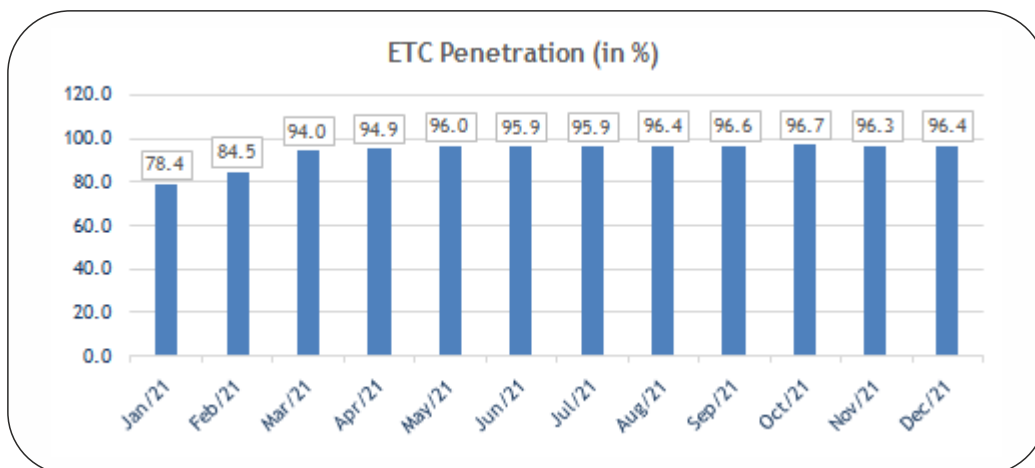


National Highways (NH) fee plazas live with ETC infrastructure in all lanes.

In view of physical distancing during the pandemic, more and more commuters are opting to use FASTag as it removes the chances of any direct contact between the driver and fee collector. The constant growth and adoption of FASTag by highway users is very encouraging and has helped increase efficiency in toll operations.



Figure(a): Monthly ETC Transaction Count & Collection



Figure(b): ETC Penetration



Hon'ble Minister's Review Meeting with NHAI officials



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

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



आगे चलना या
दाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Right

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



World Record for the laying of Pavement Quality Concrete for four-lane highway of 2,580 meters length within 24 hours on Delhi-Vadodara-Mumbai eight-lane Expressway

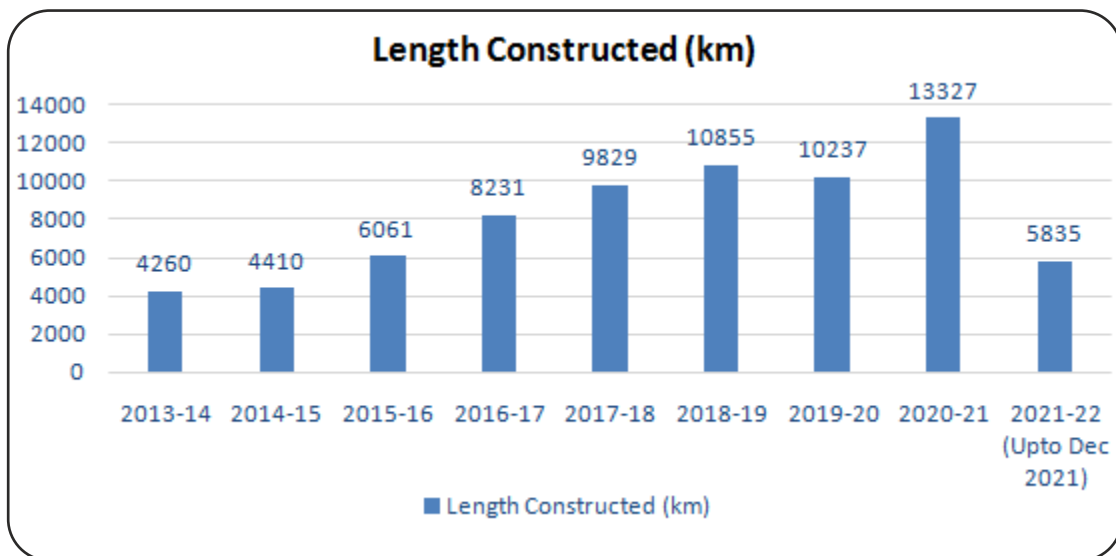


CHAPTER III

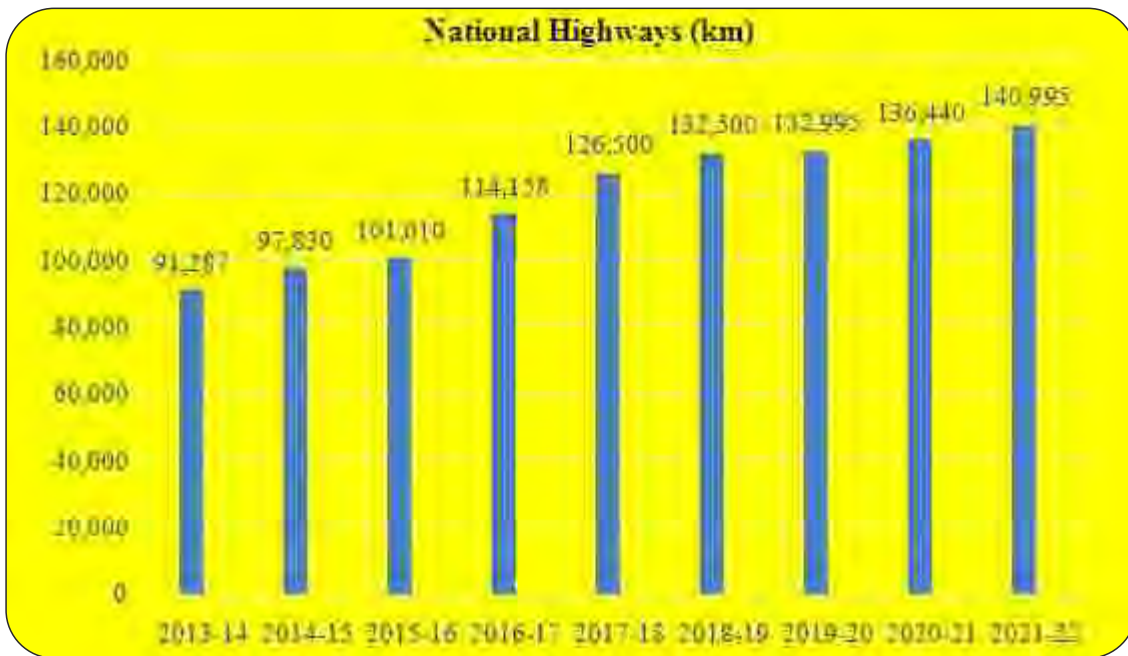
ROAD DEVELOPMENT:

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. However, this Ministry allocates fund for development of State roads under Central Road Infrastructure Fund (CRIF) scheme. Ministry has also taken up development of State Roads under SARDP-NE and LWE Schemes.

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.



3.2 The length of National Highways for which the Ministry of Road Transport & Highways, Government of India responsible is 1,40,995 km. A list of State-wise National Highways is at **Appendix-2**.



3.3 Development and Maintenance of National Highways:

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

3.3.1. Bharatmala Phase-I (including subsumed National Highways Development Project (NHDP))

The Public Investment Board (PIB) has recommended the proposal during its meeting held on 16.06.2017. Cabinet Committee on Economic Affairs (CCEA) has approved the Bharatmala Pariyojana Phase-I.

The Ministry has taken 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.

3.3.2 Sources of funding for Bharatmala Phase-I

The Bharatmala (approved for estimated cost of Rs. 6,92,324 crore including other ongoing schemes) is to be funded from Cess (Rs. 2,37,024 crore) collected from Petrol & Diesel (as per Central Road & Infrastructure Fund Act, 2000, erstwhile CRF Act, 2000), amount collected from toll (Rs. 46,048 crore) apart from additional budgetary support (Rs. 59,973 crore), Expected monetisation of NHs through TOT (Toll-Operate-Transfer) (Rs. 34,000 crore), Internal & Extra Budgetary Resources (IEBR) (Rs. 2,09,279 crore) and Private Sector Investment (Rs. 1,06,000 crore) as per Financing Plan upto 2021-22.

Phase-I of Bharatmala Pariyojana includes development of:

S. No	Scheme	Length (km)	Cost (Rs. crore)
1.	Economic Corridors	9,000	120,000
2.	Inter-Corridors & feeder roads	6,000	80,000
3.	National Corridor Efficiency improvement	5,000	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.



पशु
Cattle

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



3.3.3. Expenditure / Release during the last six years and current year for NHDP/ Bharatmala Phase-I:

Amount in Rs. crore								
Year	CRF Cess	Toll Remittances	TOT Remittances	Total (GBS)	IEBR Raised	Total Budgetary	Pvt. Sector Investment	Grand Total
2014-15	9,565	5,448		15,013	3,343	18,356	19,232	37,588
2015-16	21,018	6,500		27,518	23,281	50,799	29,770	80,569
2016-17	7,410	7,500		14,910	33,118	48,028	16,029	64,057
2017-18	15,429	8,462		23,891	50,533	74,424	16,501	90,925
2018-19	16,567	9,570	9,682	35,819	61,217	97,036	20,618	1,17,654
2019-20	15,733	10,600	5,000	31,333	74,988	1,06,321	21,926	1,28,247
2020-21	27,249	11,500	7,262	46,011	65,036	1,11,047	12,476	1,23,523
2021-22*	31,300	12,650		43,950	45,527	89,477	16,637	1,06,114

* - (Till 31.12.2021)

3.3.4. Status of appraisal and award – Mode of Implementation-wise: -

Bharatmala Pariyojana envisages 60% projects on Hybrid Annuity Mode, 10% projects on BOT(Toll) Mode and 30% projects on EPC mode respectively. Total of 604 numbers of road projects with an aggregate length of 20,965 km have been approved and awarded under Bharatmala Pariyojana including 131 numbers of residual NHDP works of aggregate length of 5,529 kms) with Total Capital Cost of Rs. 6,41,713 cr. Out of the total approved 604 nos. projects, 389 nos. of projects covering an aggregate length of 11,710 kms have been approved on EPC mode, 209 nos. of projects covering an aggregate length of 8,781 kms on HAM mode and 6 Nos. of projects covering an aggregate length of 473 kms on BOT (Toll) mode [EPC: HAM: BOT:: 56%:42%:2%].

(a) Details are as follows (31.12.2021): Overall

S. No.	Mode of Implementation	Bharatmala & Residual NHDP - Awarded		Bharatmala & Residual NHDP - Approved - To be Awarded		Bharatmala & Residual NHDP – Awarded and Approved		Capital Cost (Rs. Cr.)	% Length
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)		
1	EPC	373	11,288	16	423	389	11,710	299,548	56%
2	HAM	197	8,298	12	483	209	8,781	329,564	42%
3	BOT Toll	4	341	2	133	6	473	12,600	2%
Total		574	19,926	30	1,038	604	20,965	641,713	100%



(b) Status of appraisal and award: -The Status of approval and award of road under various types of corridor is as under:

S. No.	Type of Corridor (approved length & amount)	Awarded		Appraised but Pending for Award		Total		Completed Length (km)
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)	
1	Economic Corridors	188	5,848	11	295	199	6,144	1,557
2	Inter Corridor Routes	51	1,936	4	114	55	2,050	441
3	Feeder Routes	19	669	0	0	19	669	121
4	National Corridor	59	1,552	5	255	64	1,807	658
5	National Corridor Efficiency Improvement	25	705	1	23	26	728	354
6	Expressway	81	2,265	2	80	83	2,345	449
7	Border Roads & International Connectivity	14	1,282	3	148	17	1,430	1,120
8	Coastal Roads	2	77	0	0	2	77	40
9	Port Connectivity	8	187	0	0	8	187	12
	Bharatmala Total	447	14,519	26	917	473	15,436	4,752
10	NHDP	127	5,407	4	122	131	5,529	2,223
	Grand Total	574	19,926	30	1,038	604	20,965	6,976

3.4 Financial performance- Progress during 2021-22

Total Budgetary allocation for the year 2021-22 has been raised by 28.61% from Rs. 91,823 crore in 2020-21 to Rs. 1,18,101 crore in 2021-22.

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

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



The funds allocated and expenditure incurred during 2020-21 is summarized below.

Amount in Rs. crore

S. No.	Scheme	2021-22	
		Allocation (BE outlay)	Expenditure*
1	GBS - Capital	107,706	81,725
2	M&R - Revenue	2,660	1,081
3	Total (Central Sector Road)	110,366	82,805
4	CRF(State Roads) - Revenue	6,945	4,948
5	EI&ISC for State roads - Capital	300	250
6	Road Transport - Revenue	336	62
7	Secretariat Expd. - Revenue	154	101
8	Total (Budget)	118,101	88,167
9	IEBR	65,000	45,527
10	Grand Total (Budget + IEBR)	183,101	1,33,694
11	Pvt. Sector Investment	18,550	16,637

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

* Till 31.12.2021

3.5. Toll Collection

S. No.	Parameter & Unit	2021-22
1	Highway Length Tolled (km)	1,980*
2	Toll Collection (Rs. Crore)	9,740 [#]

*- Till 30.11.2021, #- Till 31.12.2021

3.6. Progress made in increase in non-tax revenue like monetisation of NHs

Cabinet Committee on Economic Affairs (CCEA) approved Toll, Operate and Transfer (TOT) Model in August, 2016 for monetisation of developed National Highway (NH) stretches. Target of Rs. 10,000 crore has been set for realization of funds under TOT during 2021-22. 20 stretches (1407 Km) have already been monetized through TOT mode in four Bundles, i.e., TOT Bundle 1, Bundle 3, Bundle 5A1 and Bundle 5A2. A sum of Rs. 15,703.5 crore already realized and remitted to CFI.

NHAI has also raised Enterprise Value of Rs.8,011 crore (including Rs. 2,000 crore through debt) in November 2021 through InvIT mode. Apart from the above, it is targeted to raise Rs. 15,000 crore under SPV during 2021-22. So far, an amount of Rs. 7,006 crore has been raised through SPV mode.



3.7 Allocation to NHAI

An amount of Rs. 31,300 crore has been allocated during the current year 2021-22, under CRIF Cess, 12,650 crore under Toll remittances and Rs. 10,000 crore under Monetisation of NHs. Further NHAI has been authorized to raise Rs. 65,000 crore as market borrowings. NHAI has spent Rs. 1,13,545 crore till 31.12.2021.

3.8 State PWD and Border Road Organization (BRO)

Development

- An amount of about Rs. 24,929 crore has been earmarked during the current year 2021-22, for the development of NH entrusted to State PWDs. States have spent Rs. 19,157 crore till 31.12.2021..
- An amount of about Rs. 433 crore was earmarked during the current year 2021-22, for the development of NH entrusted to BRO. BRO has spent Rs. 179 crore till 31.12.2021.

Maintenance

- An amount of about Rs. 911.06 crore was earmarked during the current year 2021-22, for the maintenance of NH entrusted to State PWDs. States have spent Rs. 210 crore till 31.12.2021.
- An amount of about Rs. 170 crore has been earmarked during the current year 2021-22, for the maintenance of NH entrusted to BRO. BRO has spent Rs. 69.95 crore till 31.12.2021

3.9 Tribal Sub Plan (TSP) for NH works

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



Amount in Rs. crore

S. No.	Financial Year	Total Outlay for eligible Capital Schemes	Outlay under Tribal Sub Plan (TSP) Component	Expenditure incurred (provisional upto 31.12.2021)	
				Under Total eligible Capital Schemes	under TSP Component
(1)	(2)	(3)	(4)	(5)	(6)
1	2021-22	95,300.00	4,125.00	80,145.65	2,825.20

3.10. State Road Sector

3.10.1 Central Road & Infrastructure Fund

- (i) An allocation of Rs. 79,577 crore has been made to the Ministry under the CRIF for 2021-22 with the following break-up:

Amount in Rs. crore

National Highways	71,995.78
Grant to State Governments and UTs for State roads	6,945.22
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	300.00
Road Transport	336.00
Total	79,577.28

- (ii) The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2021-22 is as **Appendix 3**.

3.10.2 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 24.07.2014, further amended vide notifications dated 23.06.2016 and 18.12.2017.

However, as per the CRIF Act, 2000 amended by the Finance Act, 2019, the Central Government is not responsible for sanction of projects and monitoring of specific projects and expenditure incurred thereon. MoRT&H has 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 the Hon'ble Finance Minister and circulated the same to all the States/ UTs on 31.01.2020

3.11. Development of National Master Plan for Expressways:

As part of Phase I of Bharatmala Pariyojana, 22 Greenfield Corridors are being developed with



length 8,409 km and total capital cost of Rs. 3,60,000 Cr. Ambala – Kotputli corridor and sections of Delhi Mumbai Expressway (Delhi – Dausa, Vadodara – Ankleshwar, Kota – Jhabua) and Amritsar – Jamnagar Corridor (Bikaner to Pachpadra (Jodhpur) will be dedicated to the nation in the coming months.

A new national master plan for new Expressways will be released in FY 2022-23, to improve efficiency of passenger and freight movement in the country, in line with the vision of the Hon'ble Prime Minister to enable integrated infrastructure development with economic development.

New expressways such as Bangalore – Vijayawada Expressway, Varanasi – Ranchi – Kolkata Expressway, Hyderabad – Bengaluru Expressway and Gorakhpur – Siliguri corridor are targeted for award in the coming financial year.

Details of Greenfield Corridors under Bharatmala Pariyojana:

A. Summary of Greenfield Corridors planned under Phase 1 of Bharatmala Pariyojana

Type	# of Corridors	Length (km)	Total Capital Cost (Rs. Cr.)
Expressways	5	2,485	162,890
Access Controlled	17	5,924	197,178
Total	22	8,409	360,068

B. List of Greenfield Expressways planned under Phase 1 of Bharatmala Pariyojana

#	Corridor Name	Length (km)	Total Capital Cost (Rs. Cr.)	Targeted Completion Year
1	Delhi - Mumbai EXP	1,382	98,299	FY23
2	Ahmedabad – Dholera	109	4,192	FY24
3	Bengaluru – Chennai	262	16,730	FY25
4	Delhi - Amritsar - Katra	669	39,486	FY25
5	Kanpur - Lucknow EXP	63	4,183	FY25
	Expressway Total	2,485	162,890	

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.

C. List of 17 Greenfield Access Controlled Highways planned under Phase 1 of Bharatmala Pariyojana

#	Corridor Name	Length (km)	Total Capital Cost (Rs. Cr.)	Targeted Completion Year
6	Ambala – Kotputli	313	11,375	FY22
7	Amritsar - Bhatinda - Jamnagar	917	22,757	FY24
8	Raipur - Vishakhapatnam	465	16,122	FY25
9	Hyderabad Vishakhapatnam	222	5,921	FY25
10	UER II	75	7,010	FY24
11	Chennai - Salem	277	9,681	FY25
12	Chittoor Thatchur	116	4,754	FY24
13	Bangalore Ring Road	281	14,337	FY25
14	Delhi - Saharanpur - Dehradun	329	17,085	FY24
15	Durg Raipur Arang	92	2,689	FY25
16	Hyderabad - Raipur	330	8,737	FY25
17	Surat - Nashik - Ahmednagar - Solapur	711	28,212	FY25
18	Solapur - Kurnool - Chennai	335	10,538	FY25
19	Indore - Hyderabad	687	15,014	FY25
20	Kharagpur - Siliguri	235	5,671	FY25
21	Kota Indore (Garoth to Ujjain)	135	2,609	FY25
22	Nagpur - Vijayawada	405	14,666	FY25
	Total Greenfield Access Controlled Corridors	5,924	197,178	

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 the 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 Programme Conducted During The Year:

During the year 2021, the Academy has organized 11 In-campus training program which includes there foundation training program one each for officers of Ministry, Border Roads Organization and NHAI; three Certificate Courses on Materials Testing Processes for Quality Control/Assistant Quality Control Engineers (sub-professionals) of Contractors/Consultants, three courses for National Quality Monitors of NRIDA and two 15 Days Certificate Courses for Road Safety Auditors: 42 online training programmes/workshop in which, 2752 Engineers and Professionals have participated. Besides four courses were also conducted on “Avoidance of Collapses of Prestressed Concrete Elevated Structures & Bridge during Construction” one each at Sohana (Haryana), Madurai (Tamilnadu), Vishakhapatnam (Andhra Pradesh) and Lucknow (Uttar Pradesh) in which 399 professionals participated.

3.12.3 IAHE signs pact with University of New South Wales for setting up centre of excellence - Centre for Advanced Transportation Technology and Systems (CATTS)

The Indian Academy of Highway Engineers (IAHE), under the Ministry of Road Transport & Highways (MORTH), has signed an Agreement with University of New South Wales (UNSW), Australia on 15.07.2021 for setting up a Centre for Advanced Transportation Technology and Systems (CATTS) at IAHE, Noida. The Agreement was signed in a virtual ceremony on 15.07.2021. The Agreement is for a project for capacity building, technology transfer and creation of enabling environment for establishment of CATTS in IAHE. The UNSW will also deliver a course, certified by it, on smart transport systems and modelling.

The broad scope of CATTS is in the following areas:

- ☛ Building India specific Macro Model (Computable Equilibrium Model) for entire Nation Highway network and in-principle National Highways by UNSW, including coding of simulation software, calibration & validation and scenario analysis.
- ☛ Building India specific Urban Pervasive Data Model for City by UNSW including coding of simulation software, calibration & validation and scenario analysis.
- ☛ A course certified by UNSW on smart transportation systems and modelling will be delivered by UNSW in the form of three workshops in India and three workshops in Australia. Each of the workshops will be of five days' duration and 40 participants will be allowed to participate.



Inauguration of NH projects in U.P



Interaction with consultant, authority engineers and Independent Engineers



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 and 10 per cent of the total budget allocation is earmarked for NE region. The total length of National Highways in North-East is 13,651 Km and these are being developed and maintained by four Agencies- the State PWDs, BRO, NHAI and NHIDCL. Of the total length of 13,651 Km, about 11,735 Km is with the NHIDCL and respective State PWDs, 882 Km is with NHAI and 794 Km is with BRO. Balance length of 240 Kms is not entrusted to any executing agency.
- 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, 22 projects amounting to Rs.1281.18 crore are under progress.
- 4.5** Under the CRF, 191 works amounting to Rs. 3432.65 crore are in progress for the improvement of state roads.
- 4.6** 66 works costing Rs. 6439.31 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** As on 31st December 2021, 14 improvements works costing Rs. 2552.58 crore, are in progress under NH(O).
- 4.8.2** Under CRIF, 46 works costing Rs. 836.12 crore are in progress for the improvement of state roads.
- 4.8.3** 7 works costing Rs. 206.12 crore are in progress under EI & ISC scheme.
- 4.9 Assam**
- 4.9.1** As on 31st December, 2021, 14 improvement works costing Rs.1685.36 crore are in progress under NH(O).



- 4.9.2** A length of 667 Km connecting Silchar to Srirampur via Lumding – Daboka – Nagaon - Guwahati in Assam has been entrusted to NHAI & NHIDCL as part of East West corridor under NHDP Phase-II.
- 4.9.3** Under CRIF, 31 works costing Rs. 1170.75 crore are in progress for the improvement of state roads.
- 4.9.4** 1 work costing Rs. 96.18 crore are in progress under EI & ISC scheme.
- 4.9.5** 7 Projects recently sanctioned amounting to Rs. 84.52 crore.
- 4.10 Manipur**
- 4.10.1** As on 31st December 2021, 7 improvements works costing Rs. 321.10 crore, are in progress under NH(O).
- 4.10.2** Under CRIF, 26 works costing Rs. 252.75 crore are in progress for the improvement of state roads.
- 4.10.3** 2 work costing Rs. 124.01 crore are in progress under EI & ISC scheme.
- 4.11 Meghalaya**
- 4.11.1** As on 31st December 2021, 15 improvements works costing Rs. 285.05 crore, are in progress under NH(O).
- 4.11.2** Under CRIF, 37 works costing Rs. 305.07 crore are in progress for the improvement of state roads.
- 4.12 Mizoram**
- 4.12.1** As on 31st December 2021, 4 improvements works costing Rs. 348.03 crore, are in progress under NH(O).
- 4.12.2** Under CRIF, 6 works costing Rs. 270.87 crore are in progress for the improvement of state roads.
- 4.12.3** 1 work costing Rs. 57.91 crore are in progress under EI & ISC scheme.
- 4.13 Nagaland**
- 4.13.1** As on 31st December 2021, 9 improvements works costing Rs. 954.90 crore, are in progress under NH(O).
- 4.13.2** Under CRIF, 18 works costing Rs. 376.57 crore are in progress for the improvement of state roads.
- 4.13.3** 11 works costing Rs. 796.96 crore are in progress under EI & ISC scheme.
- 4.14 Sikkim**
- 4.14.1** As on 31st December 2021, 2 improvements works costing Rs. 56.11 crore, are in progress under NH(O).
- 4.14.2** Under CRIF, 21 works costing Rs. 139.19 crore are in progress for the improvement of state roads.
- 4.15 Tripura**
- 4.15.1** As on 31st December 2021, 1 improvements work costing Rs. 236.18 crore, are in progress under NH(O).
- 4.15.2** Under CRIF, 6 works costing Rs. 81.33 crore are in progress for the improvement of state roads.



Signal free intersection at Jalukbari, Guwahati



Delhi Meerut Expressway package 2 opened

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



Inspection of Zozila Tunnel by Hon'ble Minister for RT&H and MoS, RT&H



Launch of PM Gati Shakti

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.

This company has been entrusted by the Govt. of India. the task of developing and improving road connectivity in length of about 13,000 km including the international trade corridor in the North Eastern region of India. The Company has adopted IT initiatives like e-Office, e-Tendering, e-Monitoring, e-Access, eDMS (Electronic Document Management System), MPLS (Multi Protocol Label Switching), INFRACON & SAP for efficiency & transparency.

In a short span of time of more than six 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 under various funding schemes of MoRTH.

5.2 Overview of projects with NHIDCL

5.2.1 Status of Projects under Implementation/Construction:

S. No.	State	Total Ongoing Projects		
		No of Projects	Length (in km)	Total Project Cost (in Cr.)
1	Andaman & Nicobar	5	178	1,453
2	Arunachal Pradesh	23	447	7,097
3	Assam	29	558	18,198
4	Jammu and Kashmir	17	263	15,132
5	Ladakh	8	230	2,287
6	Manipur	38	692	10,985
7	Meghalaya	12	281	3,820
8	Mizoram	23	654	12,795
9	Nagaland	35	646	10,515
10	Sikkim	18	210	4,779
11	Tripura	19	386	4,686
12	Uttarakhand	4	99	2,479
13	West Bengal	6	78	1,676
Total		237	4,722	95,902

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



5.3 Andaman and Nicobar

11 stretches with a length of 321 km at total project cost of Rs. 2128 crore are sanctioned out of which about 143 km at cost of Rs. 675 crore is completed and balance 178 km is under construction.

5.4 Arunachal Pradesh

35 stretches with a length of 751 km at total project cost of Rs.10,081 crore are sanctioned out of which about 303 km at cost of Rs. 2984 crore is completed and balance 447 km is under construction.

5.5 Assam

33 stretches with a length of 628 km at total project cost of Rs. 18,689 crore are sanctioned out of which about 70 km at cost of Rs. 492 crore is completed and balance 558 km is under construction.

5.6 Jammu & Kashmir

19 stretches with a length of 300 km at total project cost of Rs. 5,156 crore are sanctioned out of which about 37 km at cost of Rs. 25 crore is completed and balance 263 km is under construction.

5.7 Ladakh

8 stretches with a length of 230 km at total project cost of Rs. 2287 crore are under construction.

5.8 Manipur

39 stretches with a length of 738 km at total project cost of Rs. 11,854 crore are sanctioned out of which about 46 km at cost of Rs.869 crore is completed and balance 692 km is under construction.

5.9 Meghalaya

12 stretches with a length of 281 km at total project cost of Rs. 3820 crore are under construction.

5.10 Mizoram

23 stretches with a length of 654 km at total project cost of Rs.12,795 crore are under construction.

5.11 Nagaland

35 stretches with a length of 646 km at total project cost of Rs. 10,515 crore are under construction.

5.12 Sikkim

18 stretches with a length of 210 km at total project cost of Rs. 4,779 crore are under construction.

5.13 Tripura

21 stretches with a length of 462 km at total project cost of Rs. 5721 crore are sanctioned out of which about 76 km at cost of Rs. 1,035 crore is completed and balance 386 km is under construction.

5.14 Uttarakhand

11 stretches with a length of 105 km at total project cost of Rs. 2828 crore are sanctioned out of which about 6 km at cost of Rs. 349 crore is completed and balance 99 km is under construction.

5.15 West Bengal

7 stretches with a length of 79 km at total project cost of Rs. 1834 crore are sanctioned out of which about 2 km at cost of Rs. 159 crore is completed and balance 77 km is under construction.



5.16 Bharatmala Projects entrusted to NHIDCL

NHIDCL has been assigned to develop 5,070 km of stretches under Bharatmala Pariyojana Phase-I. So far NHIDCL has awarded 2186 km at the cost of Rs. 48,537 crore and has completed 550 km of length. In the calendar year 2021-22 total length of 211 km has been constructed.

The assigned 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	2,973
2	Feeder Route	312
3	National Corridors	25
4	Border Connectivity Roads	718
5	International Connectivity Roads	878
6	Inter Corridor Feeder Routes	164
Bharatmala Total		5,070

5.17 Establishing International Connectivity by the NHIDCL

NHIDCL is playing a vital role in creating cross border connectivity to Nepal, Bangladesh and Myanmar with following projects:

5.17.1 Connectivity to Bangladesh

- Construction of bridge over river Feni in Sabroom to provide connectivity of Tripura to Bangladesh has been completed.
- Construction of Tlabung –Lunglei road to provide connectivity of Mizoram to Bangladesh
- Construction of Shillong –Dawki road to provide connectivity of Meghalaya to Bangladesh

5.17.2 Connectivity to Myanmar

- 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.

5.17.3 Connectivity to Nepal

- Construction of 6-lane Mechi Bridge on Asian Highway (AH-02) has been completed to 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.



5.18 Projects awarded in 2021-22 (01.01.2021-30.12.2021)

Projects awarded in 2021-22			
S.No	State	Length (in Km)	Cost (Rs in Cr)
1	Assam	115	3,180
2	Jammu & Kashmir	119	4,049
3	Ladakh	200	2,117
4	Manipur	452	6,640
5	Meghalaya	25	260
6	Mizoram	200	3,738
7	Nagaland	78	922
8	Sikkim	22	826
9	Tripura	18	355
Grand Total		1,229	22,087

5.19 A Statement indicating the fund spent for the period from 01.01.2021 to 31.12.2021 for the project entrusted to NHIDCL is at **Appendix-4**.

5.20 Presence of Company in remote Localities

The Company has established its offices in remotes localities with extreme climate conditions, which enable it to deliver projects in those areas. The Company has built excellent relations with local persons and State Government. The company has established 13 Regional Offices, 48 Project Monitoring Units and 75 Site Offices for effective monitoring and implementation of its projects.

5.21 NHIDCL has whole heartedly supported the Stakeholder State Governments in the fight against Covid-19 pandemic by liberally providing financial support for procurement of medical appliance, medicines and other related material. Going beyond its CSR Budget NHIDCL donated 135 Basic Life Care Ambulances to the Stakeholder State Governments costing about Rs. 35 Crores.

NHIDCL donated 135 Ambulances to Stakeholder States. Details of CSR amount spent against ongoing projects for the financial year is at **Appendix 5**.

5.22 Ropeways

The Ministry plans to undertake development of Cable Propelled Transit, i.e. Ropeways, as an alternate mobility transport solution in areas where other modes of transportation are infeasible, for example, in hilly areas. Ropeways can provide first and last mile connectivity for transportation of passengers in an environmentally sustainable way. In this regard, Memorandum of Understanding (MoU) has been signed with Uttarakhand State Government, to develop ropeways at 7 key locations in the state of Uttarakhand. DPR is in-progress for 2 pilot projects, namely, Sonprayag to Kedarnath and Govindghat to Gurudwara Shri Hemkund-Sahibji. Pre-feasibility studies are underway for other locations. Model Concession Agreement (MCA) for development, operation and maintenance of ropeways and alternate mobility solutions on Hybrid Annuity Model (HAM) is being prepared to improve investor confidence in this new sector.



Flag off of Basic Care Ambulances by Hon'ble Minister, Road Transport & Highways and MoS, RT&H.



Proposed plan of development of Cable Propelled Transit

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.



National Road Safety Month





CHAPTER - VI

ROAD TRANSPORT AND ROAD SAFETY

ROAD TRANSPORT

- 6.1** Road transport is the dominant mode of transport in India, both in terms of traffic share and 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), 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
 - 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 this 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. This 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 eTransport**
- eTransport Mission Mode Project is an umbrella platform for facilitation of various transport services in a user friendly manner. It has transformed the service delivery mechanism for vehicle registration, driving license, enforcement, taxation, permit, fitness and related activities through a multitude of applications. More than 100 online services complement the solution by facilitating document upload, ePayment, online appointment etc., some of which are completely contactless.



खतरनाक गहराई
Dangerous Dip

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



6.5.1 Growth as a Public Digital Platform :

The eTransport MMP has steadily evolved from primarily a medium for online RC and DL related services, to a comprehensive public digital platform. A multitude of upstream and downstream integrations with a large number of internal/external stakeholders, along with an array of solutions around the entire lifecycle of vehicle and license services, have propelled this growth, enhancing service delivery mechanism and user experience to a great extent, for citizens, business and governments alike.

The integrated eco-system comprises Automobile and component manufacturers, Fitment Centres, Car dealers, PUCC kiosks, Banks, Insurance Companies, Transporters, Private Fitness Centres, support agencies for Smart Card, HSRP, FasTag, Security agencies like Police, CCTNS/NCRB, NATGRID, along with eDistrict, CSC, UMANG, DigiLocker, etc. services, all connected to the common eTransport platform through API and other online mechanisms.

The continuous data/service exchange, leading from these integrations, arms the project with a large volume of data, which is then analysed to generate key insights for decision making/monitoring by the Authorities. Further, it allows preparedness required for adapting to upcoming trends and scenarios, and Benchmarking with best practices.

6.5.2 mVahan:

mVahan has been envisaged as a convenient mobile solution for managing various VAHAN Services by Departmental Officers at the RTOs and other internal stakeholders like Dealers. The current version, available in android platform, facilitates a number of processes including automation of Vehicle Inspection and Fitness, facilitation of documents upload by Dealer/RTO during vehicle registration and other services like processing requests for change of address etc. Work is on to further expand the functionalities to cover the full range of RTO operations.

Fitness Inspection using mVahan: Motor Vehicle Inspector (MVI) inspects vehicles by first capturing their current geo-location and time ensuring the presence of the vehicle within specified proximity at the recorded time. The MVI uploads time-stamped images taken as part of the inspection process, along with status of vehicle condition parameters like breaks, wipers, seat belts, front light, rear light etc. The details are then processed further for approval/rejection, as applicable. The facility has been currently rolled out in RTOs of 8 states: - Tamil Nadu, Gujarat, Maharashtra, Uttar Pradesh, Uttarakhand, Rajasthan, Assam and Chhattisgarh.

6.5.3 Integration of eChallan with Intelligent Traffic Management System (ITMS)

A number of states and smart cities have implemented Intelligent Traffic Management System (ITMS) to modernize the traffic management system. As part of this, advanced technologies/components like Closed-Circuit Television /Automatic Number Plate Recognition



cameras, Speed Guns, Over Speed Violation Detection (OSVD) / Red Light Violation Detection (RLVD) devices, etc., have been installed to effectively monitor the traffic violations. The data captured by these systems have been integrated with the eChallan Traffic Enforcement Solution for issuance of challan notices to violators in a non-invasive manner.

The system reads the vehicle registration plate, records violation details and sends the same to the eChallan system, which then connects to the VAHAN database for accessing vehicle and owner details and automatically sends violation notice through SMS. The SMS provides link to view the violation details on the portal and also allows citizens to pay the penalty online. Additionally, there is integration with VirtualCourt, which enables online settlement of violations, from online court referral to closure. Such integrated system has been implemented in 13 States and as on 25.11.2021, more than 3.5 Crore traffic violation notices have been issued through the system.

6.5.4 VLTS Command & Control Centre Solution

Vehicle Location Tracking & Emergency Alerts System (VLTEAS) has been conceived by MoRTH for implementation across the country. The complete system is based on AIS-140 specification as notified by the Ministry – defining the process for fitment of approved tracking devices in public service vehicles and setting up of VLTS Command and Control Centre (C&CC) at state level.

NIC has developed the complete solution, which includes the device homologation and fitment system through VLTD Maker application and also the software for creating and operating the Command & Control Centre to track all the vehicles fitted with the devices. NIC is also providing the dedicated cloud infrastructure for the implementation of the system for all states. The VLTD Maker application is operational in 18 States/ UTs (Andaman & Nicobar Island, Bihar, Chandigarh, Chhattisgarh, Delhi, Goa, Haryana, Himachal Pradesh, Jammu & Kashmir, Kerala, Maharashtra, Meghalaya, Pondicherry, Punjab, Rajasthan, Tamil Nadu, Uttarakhand and Uttar Pradesh) and the Command & Control Centre is operational in States - Uttarakhand, Goa and Rajasthan (for ambulance only) and is under progress in states - Bihar, Punjab, Chandigarh, Mizoram and Haryana.

6.5.5 Vehicle Recall Management System

The recent notification by MoRTH (SO 1232(E)) envisages to streamline the vehicle recall process by the Manufacturers, by facilitating a robust online system with the technical support of NIC. To accomplish this objective, Vehicle Recall Management System is being facilitated to handle every aspect of vehicle recall, including Customer notification and response mechanism, Process Tracking, Compliance and reporting, among other necessary stages of the cycle. It may also take care of recall events triggered by retrofitting requirements in vehicle(s).

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 system will require integrations with various stakeholders like Vehicle/Component Manufacturers, Vahan, Homologation systems, etc. to operate in an effective manner.

A portal has already been launched, for digitization of the vehicle complaints and recall process, and to host multiple other functionalities including user registration, complaint registration, action taken by designated officers, etc.

6.5.6 All India Tourist Permit (AITP) module -

A new module has been developed for providing this online service to all stakeholders as per Gazette notification - G.S.R 166(E) dated 10th March 2021 regarding All India Tourist Permit (AITP) Rules, 2021 - <https://vahan.parivahan.gov.in/aitp/>. In this module there is a provision to all states for Central issuance of AITP from the common portal. The module has been activated and has come into force from 1st April, 2021.

6.5.7 Faceless, contact less, Aadhar - eKYC based services -

The existing Transport services have been transformed into Faceless/Contactless mode leveraging advanced technologies like Aadhar Auth/eKYC, AI based face recognition, eSign/ DSC and other business process transformations. Most of the online services under Vahan and Sarathi platform have been converted to faceless mode with state-specific customization and in conformity of the provisions of Central Motor Vehicles Rules, 1989. Currently, this facility is provided on 40+ services and implemented in 14 states. This initiative has benefited all stakeholders like Citizen and RTOs by reducing RTO footfall and faster, hassle-free delivery of services.

6.5.8 Multiplier under Section 210A by State governments-

The Motor Vehicles (Amendment) Act 2019 provides that the State Governments can have a multiplier upto 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 moto or on reference made by the Central Government or State Government.

6.6 Brief on the major initiatives taken in the year 2021

6.6.1 International Driving Permit: -

The Ministry of Road Transport and Highways has issued a notification on 7th Jan 2021 to facilitate the issuance of International Driving Permit (IDP) for Indian citizens whose IDP has expired while they are abroad. There was no mechanism for renewal of IDP while citizens were abroad and their



IDP had expired. Now, with this amendment, Indian citizens can apply for renewal through the Indian Embassies / Missions abroad, from where these applications would move to the VAHAN portal in India, to be considered by the respective RTOs. IDP would be couriered to the citizen at his/her address abroad by the respective RTOs.

This notification also removes the conditions of a Medical Certificate and a valid visa at the time of making the request for the IDP in India. The rationale is that a citizen who has a valid driving licence should not have requirement for another medical certificate. Further, there are countries where the Visa is issued on arrival, or Visa is issued at the last moment. In such cases, VISA is not available when applying for the IDP in India before travel. Hence, the application for IDP has been made without VISA now.

6.6.2 Airbag for the person occupying the front seat, other than the driver: -

The Ministry has notified GSR 148(E) dated 2nd March, 2021 regarding mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver. This has been mandated as an important safety feature, and is also based on suggestions of the Supreme Court Committee on Road Safety. It has been mandated that the vehicles manufactured on and after the 1st day of April, 2021, in the case of new models, and 31st day of August, 2021, in the case of existing models, shall be fitted with airbag for the person occupying the front seat, other than the driver, and the requirement for such airbag shall be as per AIS 145, as amended from time to time, till the corresponding Bureau of Indian Standards (BIS) specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016).

However, due to the ongoing COVID 19 pandemic, the Government has decided to extend the timeline in respect of date of implementation for fitment of air bags on existing models up to 31st December 2021. A notification dated 26th August 2021 has been issued for this purpose.

6.6.3. Mass emission standards for E20 fuel: -

The Ministry has notified GSR 156(E) dated 8th March 2021 for adoption of mass emission standards for E20 fuel. BIS has already notified fuel specifications of E20 fuel. The Ministry had already notified emission standards of E 85 and E 100 fuel.

The compatibility of vehicle to the level of ethanol blend of E20 or E85 or E100 or ED95 shall be defined by the vehicle manufacturers and the same shall be displayed on the vehicle by putting a clearly visible sticker.

6.6.4. Aadhaar for availing contactless services: -

The Government has notified S.O 1026(E), dated 03.03.2021, vide which certain services relating to driving licences and certificate of registration have been mandated to be completely online with



the help of Aadhaar authentication on voluntary basis. This has been done to help citizens to avail these services in a hassle-free manner and to reduce the footfall in regional transport offices, which will increase the efficiency of officials of the regional transport offices.

6.6.5 All India Tourist Vehicles (Authorisation or Permit) Rules, 2021: -

Travel and tourism industry in our country has increased manifold in the last ten-fifteen years. The growth has been contributed by both domestic and international tourists, and there is a trend of high expectation and consumer experience. Ministry of Road Transport & Highways is in the pursuit of providing seamless movement to tourist passenger vehicles, for which it has notified GSR 166(E) dated 10th March, 2021 regarding “All India Tourist Vehicles (Authorisation or Permit) Rules, 2021”.

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 nationwide fees deposited towards such authorization/permit, within 30 days of submission of such applications, subject to all compliances being met by such applicant(s) as a one-stop solution. Moreover, the scheme entails flexibility in the form of authorization/permit being granted, as the case may be.

6.6.6 Licensing of drivers, Fitness and Registration of motor vehicles: -

This Ministry has notified GSR 240(E) dated 31st March, 2021 to amend the Central Motor Vehicle Rules 1989 and S.O. 1433(E) dated 31st March, 2021 to implement sections 4-28, 76 & 77(part) of the Motor Vehicles (Amendment) Act, 2019. The following important aspects have been covered:

- ➔ Use of Electronic forms and documents (Medical Certificate, Learners License, Surrender of Driver's Licence (DL), Renewal of DL)
- ➔ Online learner's Licence- The complete process of grant of Learner's licence has been made online, from application to printing of learner's licence.
- ➔ Grace period for renewal of DL may be availed one year prior to expiry till one year after expiry.
- ➔ National Register. - National Register of DL and RC (Certificate of Registration) has come into effect, subsuming state registers of DL and RC of all the States. This will help in updating and accessing the data on real time basis anywhere in the country.
- ➔ Dealer point Registration. - The mandatory requirement of furnishing the vehicle for inspection to the RTO has been done away with in case of fully built vehicles. This will ease the process of registration.
- ➔ Renewal of Certificate of Registration is possible 60 days in advance.



- Temporary registration for 06 months with extension of 30 days (Body building etc). - the time limit of one month has been extended to six months, which will facilitate owners who purchase the chassis for body building.
- Trade certificate is now possible in electronic form.
- Alteration, retro fitment to vehicles and adapted vehicles. - The complete process of alteration and retrofitment has been brought under the legal framework leading to fixing of liability on both the owner and workshops or authorised agencies performing alteration or retrofitment. It will ensure safety of the vehicle and compliance with provisions of the Act.
- Insurance is possible in case of Altered vehicles

6.6.7 Conversion by modification of engines of In-use agriculture tractor, power tiller, construction equipment vehicle and combine harvester:

The Ministry has notified GSR 336(E) dated 4th May 2021 to amend CMV Rules 1989 for facilitating conversion by modification of engines of In use agriculture tractor, power tiller, construction equipment vehicle and combine harvester for operation on CNG, Bio-CNG, LNG or replacement of engine of In use agriculture tractor, power tiller, construction equipment vehicle and combine harvester by new dedicated CNG, Bio-CNG, LNG Engine.

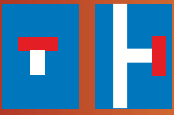
6.6.8 Electric power trains of Hybrid Agricultural Tractors and Pure Electric Agricultural Tractors: -

The Ministry vide GSR 342(E) dated 25th May 2021 has amended the Central Motor Vehicle Rules 1989 to insert a new rule 125J to include safety requirements in respect of electric power trains of Hybrid Agricultural Tractors and Pure Electric Agricultural Tractors.

Electric Power Train Agricultural Tractors of category A6(Hybrid) and A7(Pure Electric), manufactured on and after 25th May, 2021, shall conform to the requirements of Automotive Industry Standard (AIS) 168:2021, as amended from time to time, till such time as corresponding Bureau of Indian Standard specifications are notified.

6.6.9. Safety roadmap for ethanol and its blends: -

The Ministry vide GSR 343(E) dated 25th May 2021 has amended the Central Motor Vehicle Rules 1989 to insert a new rule 115K incorporating the requirements for motor vehicles of Categories L, M and N running on anhydrous ethanol or blends of ethanol with gasoline. The safety requirements of motor vehicles of Categories L, M and N, shall be in accordance with AIS 171:2021, as amended from time to time, till the corresponding Standard is notified under the Bureau of Indian Standard Act, 1986.



6.6.10 Accredited Driver Training Centre rules: -

Shortage of skilled drivers is one of the major issues in the Indian roadways sector. Moreover, a large number of road accidents occur due to lack of knowledge of road regulations. Section 8 of the Motor Vehicles (Amendment) Act 2019 empowers the Central Government to make rules regarding accreditation of driver training centres. In this regard, the Ministry of Road Transport and Highways published a notification on 7th June, 2021, wherein the requirements to be fulfilled by accredited driver training centres have been mandated. This will help in imparting proper training and knowledge to candidates who enroll at such centres.

The salient features of Accredited Driver Training Centers are as under: -

- (i) The centre shall be equipped with simulators and dedicated driving test track(s) to provide high quality training to candidates.
- (ii) Remedial and refresher courses, as per the requirement of Motor Vehicles Act, 1988, can be availed at these centres.
- (iii) The candidates, who successfully pass the test at these centers, will be exempted from the driving test requirements at the time of applying for driving license, which is currently being taken at the RTO. This will help in getting the driving license after completing training from such accredited driving training centres.
- (iv) These centres are allowed to provide industry- specific specialized training as well.

6.6.11 Standardization of Pollution under Check Certificate (PUCC) form: -

MoRTH has issued a notification vide GSR 410(E) dated 14th June 2021 for a common format of PUC Certificate to be issued across the country under CMVR 1989. The salient features of the PUCC (Pollution under Check Certificate) are as under-

- (a) Introduction of uniform Pollution under Control Certificate (PUCC) format across the country and linking the PUC database with National register.
- (b) PUCC format and Rejection Slip [Rejection slip was introduced for the first time].
- (c) Confidentiality of information viz, (i) Vehicle owner's mobile, name and address (ii) engine number and chassis number (only the last four digits to be visible, the other digits shall be masked).
- (d) The owner's mobile number has been made mandatory and shall receive an sms alert for the validation and Fee.
- (e) It has been provided that if the enforcement officer has reason to believe that a motor vehicle is not complying with the provisions for Emission standards they may communicate in writing or through electronic modes to direct the driver or any person in-charge of the vehicle to submit



the vehicle for conducting the test at any one of the authorized Pollution testing stations. If the driver or person in-charge of the vehicles fails to submit the vehicle for compliance or the vehicle fails to comply, the owner of the vehicle shall be liable for penalty prescribed under sub-section (2) of section 190 of the Act and further, if the owner fails to comply, the registering authority shall, for reasons to be recorded in writing, suspend the certificate of registration of the vehicle and any permit granted, until such time that a valid “Pollution under Control certificate” is generated.

- (f) Thus, the enforcement would be IT enabled and would help in better control over the polluting vehicles.
- (g) The QR code printed on the form shall contain the complete information about the PUC Centre.

6.6.12 Common Service Centres (CSC) as “facilitation Centres”:-

In order to provide better service to the citizen, the Central Government vide SO 2513(E) dated 23rd June, 2021 has recognised Common Service Centres (CSC) e-Governance Services India Limited to work as “Facilitation Centre”.

6.6.13 Vintage Motor Vehicles Rules:-

The Ministry has published an amendment to CMVR 1989 vide GSR 492 (E) dated 15.07.21 relating to Vintage Motor Vehicles. There were no existing rules for regulating the registration process of vehicles of heritage value. Through this notification, the Ministry intends to formalize the registration process of Vintage Motor Vehicles. The salient features of the regulation are as under: -

- a. All two-wheelers and four-wheelers, which are more than 50 years old from the date of first registration, maintained in their original form and have not undergone any substantial overhaul, which includes any modification in chassis or body shell or engine, shall be defined as Vintage Motor Vehicles.
- b. Application for registration or re-registration of a vintage vehicle shall be made as per Form 20 and every application for registration shall be accompanied by an insurance policy, appropriate fee, bill of Entry in case of imported vintage motor vehicles; and old Registration Certificate, in case of an already registered vehicle in India.
- c. The State Registering Authority shall issue the owner of a Vintage Motor Vehicle registered by it, a certificate of registration, as per Form 23A within a period of sixty days from the receipt of an application.
- d. Vehicles already registered can retain their original Registration Mark. However, for fresh registration, registration mark will be assigned as - “XX VA YY ****”, where VA stands for



vintage, XX stands for State code, YY will be a two letter series and “****” is a number from 0001 to 9999 allotted by the State Registering Authority.

- e. Fees for a new registration is INR 20,000 and for subsequent re-registration, is INR 5,000.
- f. If a vehicle is registered as a Vintage Motor Vehicle, the sale and purchase of the vehicle is allowed under sub-rule 81D.
- g. Vintage Motor Vehicles shall not be driven or plied on roads for regular purposes and shall not be used for any commercial purpose whatsoever.
- h. The objective is to preserve and promote the heritage of old vehicles in India.

6.6.14 Exemption of Battery operated vehicles from Registration Fees: -

The Ministry of Road Transport and Highways has issued a notification dated 2nd August 2021 to exempt Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark. This has been notified to encourage e-mobility.

6.6.15 Bharat series (BH-series): -

In order to facilitate seamless movement of vehicles, the Ministry of Road Transport & Highways, vide notification dated 26th Aug 2021, has introduced a new registration mark for new vehicles i.e. “Bharat series (BH-series)”. A vehicle bearing this registration mark shall not require assignment of a new registration mark when the owner of the vehicle shifts from one State to another.

Format of Bharat series (BH-series) Registration Mark -

Registration Mark Format: -

YY BH ##### XX

YY – Year of first registration

BH- Code for Bharat Series

#####- 0000 to 9999 (randomized)

XX- Alphabets (AA to ZZ)

This vehicle registration facility under “Bharat series (BH-series)” will be available on voluntary basis to Defence personnel, employees of Central Government/ State Government/ Central/ State Public Sector Undertakings and private sector companies/organizations, which have their offices in four or more States/Union territories.

The motor vehicle tax will be levied for two years or in multiple of two. This scheme will facilitate free movement of personal vehicles across States/UTs of India upon relocation to a new State/UT. After completion of the fourteenth year, the motor vehicle tax shall be levied annually, which shall be half of the amount which was being charged earlier for that vehicle.

6.6.16 Voluntary Vehicle-Fleet Modernization Program (VVMP) (Vehicle Scrapping Policy)

As a part of the forward-looking Budget 2021-22, the Government of India has introduced the Voluntary Vehicle-Fleet Modernization Program (V-VMP) or “Vehicle Scrapping Policy”, which is aimed at creating an eco-system for phasing out of unfit and polluting vehicles in an eco-friendly manner. The policy targets voluntary scrapping of unfit commercial and passenger vehicles, based on their fitness, irrespective of vehicle age.

The main objectives of the policy are to facilitate switching to safer vehicles for citizens, provide boost to automobile manufacturing & scrapping industry, ensure road safety by having newer & safer vehicles on roads, ensure availability of cheaper raw material for industry & rare-earth metals which are not available in India and help in reduction of the oil import bill and pollution, generate employment, boost investment, and contribute to GDP growth.

The Ministry of Road Transport & Highways (MoRTH) has envisaged a digital and user-friendly implementation of this policy. In this regard, the final rules for setting up automated fitness testing stations and registered vehicle scrapping facilities were issued by MoRTH on 23rd September 2021. These rules came into effect on 25th September, 2021. These rules have been kept very simple for the investors and have been prepared in consultations with industry and other stakeholders.

In order to attract private investment in the vehicle scrapping ecosystem, a single window system has been developed. This portal is part of the National Single Window System (NSWS), which is hosted by DPIIT and Invest India. Currently, the single window system of Gujarat has been integrated with NSWS. Expedient onboarding of all other States/UTs on the NSWS has also been initiated.

The vehicle scrapping policy includes a system of incentives/dis-incentives for creation of an ecosystem to phase out old, unfit, polluting vehicles. To enforce provisions of the policy, rules have been issued to amend Central Motor Vehicles Rules, 1989 under the Motor Vehicles Act, 1988.

MoRTH has issued the following notifications for implementation of the policy:

1. GSR Notification 653 (E) dt 23.09.2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). This has come into effect from 25.9.2021.
2. GSR Notification 652 (E) dt 23.09.2021 provides for recognition, regulation and control of Automated Testing Stations. This has come into effect from 25.9.2021.
3. GSR Notification 714 (E) dt 04.10.2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. This will come into effect from 1.4.2022.

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

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



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

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



4. GSR Notification 720 (E) dt 05.10.2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of Deposit". This will come into effect from 1.4.2022.
5. In addition, Draft GSR Notification 177(E) dt 12.03.2021 has been issued, which provides that Certificate of Registration of Government- owned Vehicles would be non-renewable on lapse of 15 years. This is under finalization.

6.6.17 Launch of National Automobile Scrapage Policy

MoRTH has organized State Investor Summit in Gandhinagar, Gujarat on 13th August 2021, to expedite implementation of the Voluntary Vehicle-Fleet Modernization Program (V-VMP) or “Vehicle Scrapping Policy” and attract private investment in setting up vehicle scrapping infrastructure in the form of Registered Vehicle Scrapping Facilities (RVSF) and Automated Testing Stations (ATS). The Investor Summit was inaugurated and addressed virtually by Hon'ble Prime Minister and the National Automobile Scrapage Policy was launched.

The Summit was jointly chaired by Hon'ble Minister, Road Transport & Highways and Hon'ble Chief Minister of Gujarat. An investor handbook, along with a promotional video highlighting key details of the Voluntary Vehicle-Fleet Modernization Program (V-VMP) or “Vehicle Scrapping Policy”, was also unveiled during the event by the Hon'ble Prime Minister. The Summit saw participation from more than 400 potential investors, including top auto OEMs, auto component OEMs, steel manufacturers, specialized recyclers, industry associations, automated testing stations operators, equipment suppliers, and start-ups. Seven MoUs were also signed during the Summit – 6 for setting up RVSFs in Gujarat and 1 in Assam.

6.6.18 Electronic Monitoring and Enforcement of Road Safety

MoRTH has issued GSR notification 575(E) dated 11th August, 2021 for Electronic Monitoring and Enforcement of Road Safety in exercise of powers conferred under section 136 A of the Motor Vehicles Act, 1988.

The electronic enforcement device means a speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in motion (WIM) and any such other technology specified by the State Government. The electronic enforcement device will be used for enforcement of traffic rules and issuance of challan thereon. The devices shall carry an approval certificate issued by the designated authority to ensure proper working of such devices. State Governments shall ensure that appropriate electronic enforcement devices are placed at high-risk and high-density corridors on National Highways and State Highways, and at critical junctions at least in major cities with more than one million population, including 132 cities under the National Clean Air Programme (NCAP). This initiative will help in enhancing Road Safety.

6.7 ROAD SAFETY

6.7.1 SAFETY IN ROAD TRANSPORT SECTOR

India is committed to bring down fatalities from road accidents. It is clear from the report that road accidents are multi-causal which requires multi-pronged measures to mitigate the problems through concerted efforts of all agencies both in the Central and State Governments. Road Accident measures which are within the purview of the Ministry of Road Transport & Highways include road engineering design for safety; proper road marking and signages; safety standards for vehicles like use of seat belts etc., education and awareness campaign and programmes. The Ministry has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

6.7.2 Observance of the 32nd National Road Safety Month.

The 32nd National Road Safety Month, 2021 was inaugurated at Vigyan Bhawan, New Delhi on 18th of January, 2021. It was attended by a host of NGOs and stakeholders in road safety from Government and the Industry.

Hon'ble Defence Minister Shri Rajnath Singh, and Hon'ble Union 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 recognize 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 2019 as compared to 2018. Swacchata Awards were also given to selected awardees on 18th January, 2021.

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. to advise on matters pertaining to Road Transport Sector. The 19th meeting of NRSC and 40th meeting of TDC was organized on 19th January, 2021 during the 32nd National Road Safety Month.

Various programmes were held during the Road Safety Month, 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, Test Agencies, Road Engineers/Auditors and Road Construction Companies/Concessioners, Corporates, NGOs, Insurance Companies, Medical Staff, and college students.



6.7.3 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	2019	2020	% change over previous year
Number of road accidents	4,49,002	3,66,138	(-) 18.45
No. of persons killed	1,51,113	1,31,714	(-) 12.84

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.

The various accidents mitigation measures taken up by the Ministry in the recent Part are as follows:

(A) EDUCATION MEASURES

- (i) **Publicity and awareness campaigns:** To sensitize all the stakeholders on safer road mobility, the Central and State Governments observe "Road Safety Week/month" every year, wherein various activities are taken up for advocacy and promotion by involving all stakeholders like Central Government / State Government / District Authorities, Association of Automobile Manufacturing Industries, Association of Transporters, Association of Highway Operators etc, all agencies of the MoRTH (NHAI, NHIDCL, ROs, CIRT, ASRTU etc.) , NCC, NSS through Ministry of Youth Affairs, Cab aggregators (UBER, OLA) and Non- Governmental Organisations (NGOs) etc.

The important activities carried out such as; distribution of hand bills/ pamphlets on traffic rules, display of road safety messages through flex/banners, conducting workshops/training on first aid and motivational programmes for road safety awareness to school / college students, conducting Eye Check-up and Testing Camps for drivers, publicity of Good Samaritan provisions for road users, awareness campaigns on over-speeding and helmet wear, cultural programmes, Nukkad Natak, Walkathon, Road Safety Mella, affixing Retro-reflective taps on vehicles and Road safety Pledge. These activities conducted by the Stakeholders in schools, colleges, toll Plazas, on roads, public places, digital platforms, webinars, MyGov etc. The NHAI also undertakes various activities at toll plazas collectively with District Collectors, Police and Transport Department and at some Toll plazas under the presence of Public Representatives.

- (ii) **Road Safety Awareness and Advocacy:** The Ministry implements a scheme for undertaking publicity measures and awareness campaigns on road safety to create awareness among road users through the electronic media, print media, NGOs and other organizations, etc.

(iii) Good Samaritan Scheme: A scheme for Grant of Award to the Good Samaritan who has saved life of a victim of a fatal accident involving a Motor Vehicle by administering immediate assistance and rushing to Hospital/Trauma Care Center within the Golden Hour of the accident to provide medical treatment was launched by this Ministry Vide F.No. RT/ 25035/27/2021-RS dated 3rd October, 2021.

(B) ENGINEERING (BOTH ROADS AND VEHICLES) MEASURES

(i) Identification and rectification of accident blackspots: High priority has been accorded for identification and rectification of blackspots (accidents prone spots on National Highways). Ministry has identified 5803 blackspots on National Highways based on accident and fatality data of year 2015-2018 in 30 states/UTS, out of which more than 92% (5366) are attended by short term measures and more than 55% (3215) are completely rectified by permanent measures.

Ministry is taking following steps to rectify the blackspots:

- ✓ The blackspots are being rectified by undertaking immediate short term measures such as cautionary road signs and markings, transverse bar markings, rumble strips and solar blinkers etc.
- ✓ For long term rectification, measures such as Flyover, Underpasses, Foot over Bridges, Service roads etc. are being provided wherever required.
- ✓ Each blackspot location is inspected. NHAI has issued comprehensive guidelines on preparation of proposal, granting sanctions and execution of work for rectification of blackspots.
- ✓ Traffic calming measures such as traffic warning signs, delineators, road studs, bar markings, humps at approach roads, etc. are taken at vulnerable sections of National Highways to reduce road accident fatalities.
- ✓ Emergency / medical facilities for the road accident victims are provided as per the respective contract / concession agreements signed between NHAI and the contractor / concessionaire.

(ii) Road Safety Audits: It is mandatory to carry out the Road Safety Audit of all highway projects at all stages i.e. design, construction and operation & maintenance stages. The Road Safety Audit is being carried out as per the applicable standards laid down by the Indian Road Congress (IRC).

(iii) Pedestrian Facilities:

- a. Financial power of up to Rs.25 Cr for construction of Pedestrian Underpasses (PUP) and Pedestrian Subways (PSW) and up to Rs.1.25 crores for construction of Foot Over Bridges (FOBs) is delegated to Regional Officers of NHAI to speed up the process.
- b. The Foot Over Bridges (FOBs), Pedestrian Underpasses (PUP) and Pedestrian Subways (PSW) are constructed to ensure reduction in accidents involving pedestrians.

(iv) Tyre Pressure Monitoring System: 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. The TPMS monitors the inflation pressure of the Tyre or its variation, while the vehicle is running, and transmits the information to the driver.

- (v) Safety norms 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
- (vi) Airbag :- The Ministry has notified GSR 148(E) dated 2nd March 2021, regarding mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver as an important safety feature.

(C) TRAINING AND CAPACITY BUILDING

- (a) Capacity building on safety measures through training of NHAI field officers/Concessionaires / Contractors / Consultants engaged in NHAI project works throughout India.
- (b) During the year 2019-2020, two days trainings were conducted by the Road Safety Expert Team for NHAI Field officers, Concessionaires, Consultants, Contractors, and IE/AE teams across the country. This training was attended by 450 trainees in fourteen training sessions conducted at different project sites.
- (c) NHAI officers were also nominated for various training programs in India and abroad.
- (d) 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 Centres (DTCs) being established, which act as model Driving Training Centres with state of art infrastructure, to ensure good driving skills and knowledge of rules of road regulations among the drivers and to strengthen the system of driver licensing and training to improve the competence and capability of drivers. A scheme for creating accredited 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 31 (nos.) DTIs/ITDRs and 6 RTDCs have been sanctioned in different States/UTs, of which 20 are complete and functioning. The Ministry has continued these schemes during the 15th financial commission cycle period to provide quality training to drivers to improve road and environment safety and strengthen overall mobility on roads. Under the revised scheme of DTCs, 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.

The Centre shall be equipped with simulators and dedicated driving test track to provide high quality training to candidates. The candidates who successfully pass the test at these centers will be exempted from the driving test requirement at the time of applying for driving license, which is

यह चिन्ह ड्राइवर को आश्वस्त करता है कि वह सही रास्ते पर है और यह उस पर लिखे गए स्थानों की दूरी भी दर्शाता है।

This sign assures the driver that he is on right path and also tells the distance of the places written on it.



currently being taken at the RTO. These centres are allowed to provide industry- specific specialized training as well.

- (e) Poor maintenance and use of old non-fitness-certified vehicles cause accidents and deaths. To mitigate this situation, Ministry is setting up model Inspection and Certification Centres in the States/UTs.

(D) SPEED CONTROL

- (a) NHAI is taking several road engineering/ traffic calming measures to curb speed on NHs as per the Codal Provision of IRC such as Rumble Strips, Speed limit signs, Speed Breaker and associated signages, Flashing Amber Beacons etc.

(E) ENFORCEMENT MEASURES

1. The Motor Vehicles Act, 1988 is the principal instrument through which road transport is regulated in the country. The same has been amended first time in a comprehensive way after thirty years by The Motor Vehicles (Amendment) Act, 2019, passed by the Parliament and published in the Gazette of India on 9th August 2019.
2. The Act will 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 public transport, safeguard and protect Good Samaritan and reform the insurance and compensation regime. It will allow innovation and new technologies, to be tested in live environment and increase efficiency in research. The Act will facilitate Divyang by allowing motor vehicles to be converted to adapted vehicles with post-facto approval and facilitating licence to drive adapted vehicles.
3. Some of the important Road Safety Provisions and Penalties are as under:
 - ❖ It facilitates electronic monitoring of vehicles for enforcing traffic rules.
 - ❖ Penalties have been introduced for new offences and enhanced for existing offences.
 - ❖ Constitution of National Road safety Board to render advice on Road Safety and Traffic Management.
 - ❖ The Section 136A of the Motor Vehicles (Amendment) Act, 2019 (Electronic monitoring and enforcement of road safety) provides that the Central Government shall make rules for the electronic monitoring and enforcement of road safety including speed cameras, closed-circuit television cameras, speed guns, body wearable cameras and such other technology.

(F) ENHANCING ROAD SAFETY OF CITIZENS

- (a) **Protection of Good Samaritan:** The Motor Vehicles (Amendment) Act, 2019 inserted a new section 134A, viz., "Protection of Good Samaritans". The rules provide that no police officer or any

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

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



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.

- (b) **Multiplier for traffic offence:** The Motor Vehicles (Amendment) Act 2019 provides power to State Government to increase penalties. The State Governments can have a multiplier up to 10 times for the penalties for offences relating to Motor Vehicles.
- (c) **Helmet:** 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.
- (d) **Tyre Pressure Monitoring System:** 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. The TPMS monitors the inflation pressure of the Tyre or its variation, while the vehicle is running, and transmits the information to the driver.
- (e) **Safety norms 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
- (f) **Airbag:** The Ministry has notified GSR 148(E) dated 2 nd March 2021, regarding mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver as an important safety feature.
- (g) **Incident Management Services:** The services as ambulances, patrol vehicles, cranes are deployed at every toll plaza.
- (G) **Miscellaneous**
- (a) **Supreme Court Committee on Road Safety** Regular review meetings are being conducted by Supreme Court Committee on Road Safety, State Road Safety Committee/Council and District Road Safety Committees. The NHAI, in coordination with field offices, ensures compliance of directions of the committee.
- (b) **Instructions for removing Encroachment:** Instructions have been issued to all Regional Offices, NHAI and Project Directors to ensure the National Highways under their jurisdiction are free from encroachments, illegal parking of vehicles, contra flow of traffic etc. to enhance safety of road users.
- (c) **Road Safety Advocacy Programme:** Financial assistance is provided to the NGOs/Trusts/Co-operative Societies and other agencies for administering road safety programme to create awareness about road safety. Awards are also given to organisations for their outstanding work done in the field of road safety.

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.

- (d) **Member of Parliaments' Road Safety Committee:** The Ministry of Road Transport & Highways has notified "Member of Parliaments' Road Safety Committee" in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district.
- (e) **National Road Safety Board:** As per provisions under Section 215B of the Motor Vehicle (Amendment) Act, 2019, the Central Government has notified National Road Safety Board (NRSB) vide S.O. 3627E dated 03.09.2021 and rules for NRSB vide Notification No.GSR 615E dated 03.09.2021.



Shri Nitin Gadkari Inaugurated vehicle scrapping and Recycling facility set up by Maruti Suzuki Toyotsu India pvt Ltd. in Noida

यह चिन्ह सड़क के पास टेलीफोन की उपलब्धता को दर्शाता है।

This sign indicates the availability of Telephone near road.



रुकिए
Stop

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



Launching of Vehicle Scrapping Policy in Gandhinagar, Gujrat

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.



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 optimization, faster delivery, enhanced durability, safety & serviceability and environmental sustainability. The research schemes being sponsored by the Ministry of Road Transport & Highways are generally 'applied' in nature, which helps in formulation of standards, specifications, guidelines etc. that are used by agencies engaged in implementation of highway projects. The study areas cover different aspects of roads, bridges, tunnels, etc. The research works are undertaken through research and academic institutions of repute and excellence. The research findings are disseminated with help of Indian Roads Congress (IRC) by way of publication in their journals and further incorporation of findings in IRC guidelines/codes of practice/manuals, Ministry's specifications, State-of-Art reports and guidelines/instructions/circulars issued by this Ministry. Thus, the research works play pivotal role in the development and management of road infrastructure in the country.

7.2 R&D Proposals:

In the year 2021, following research schemes have been sanctioned by MoRTH for development of Roads & Bridges:

- ❖ “Research Scheme "Life Cycle Cost Analysis framework for Flexible and Rigid Pavements in different geographical and climatic conditions based on existing field performance data ” for an amount of Rs. 156.81 lakh, which is being carried by IIT Kharagpur.
- ❖ “National Facility for Accelerated Testing of Pavements and Vehicle Dynamics (NATPaVeD)” for an amount of Rs. 1297 lakh, which is to be carried out by IIT Tirupati.

7.2.1 Ministry has established MoRTH Chair Professor in following institutes during 2021 for better engagement with reputed academic institutes to facilitate research on various topics pertaining to implementation of highway projects:

- ❖ Fresh MoU signed with IIT Roorkee on 22.01.2021 for continuation of MoRTH Chair Professor.
- ❖ MoU signed with IIT Madras on 17.08.2021 for establishment of MoRTH Chair Professor
- ❖ MoU signed with IIT BHU Varanasi on 03.02.2021 for establishment of MoRTH Chair Professor

7.3 New Materials and Techniques

7.3.1 It has been the endeavour of the Ministry to encourage use of new/alternative materials/technologies on National Highways. For this, Ministry has issued necessary guidelines

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

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



to facilitate and encourage use of those materials/technology. Ministry has taken a lot of proactive action to enhance use of precast concrete elements in bridges/structures and other elements of highway projects and also use advanced materials like UHPFRC for long span bridges.

7.3.2 Following new/alternative materials are also being used in ongoing projects of National Highways. More and more use of such materials is being promoted through enabling guidelines and regular monitoring.

- (i) Geo-synthetics including Coir/Jute
- (ii) Fly ash
- (iii) Waste plastic
- (iv) Modified Bitumen (CRMB, PMB, NRMB)
- (v) Cement treated sub-base/base
- (vi) Soil stabilization
- (vii) Geo-composite
- (viii) Ground Granulated Blast Furnace Slag
- (ix) Slope stabilization using geogrid/soil nailing and other appropriate technology
- (x) Fibre(s) in PQC
- (xi) Silica-fume
- (xii) Dolcher (a residue of sponge iron) in embankment
- (xiii) Steel and Iron slag as aggregates
- (xiv) Alcofine/Microsilica
- (xv) Reclaimed Asphalt pavement
- (xvi) Copper Slag
- (xvii) Zinc Slag
- (xviii) Recycled concrete aggregates

7.3.3 There has been consistent focus for rigorous implementation of quality assurance and quality control mechanism in NH projects. Accordingly meticulous guidelines have been issued to penalize/debar/declare as non-performer contractor/concessionaire/consultant for lapses in quality leading to premature distress/failure..

7.4 Standardisation

Adoption of Standardized practices in design, construction and maintenance with due regard to variabilities 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

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 में 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.



Standards, Specifications, Codes of Practices, Guidelines and Manuals on different aspects of roads, bridges and traffic engineering.

In addition to publishing of the Four Periodicals viz. Indian Highways (Monthly), Journal of IRC(Quarterly), Highway Research Journal (Half Yearly) & Highway Research Record (Yearly), following documents have been approved by the IRC during the year 2021.

DOCUMENTS APPROVED BY IRC COUNCIL/HRB IN 2021 WHICH ARE UNDER PRINT AND LIKELY TO BE RELEASED DURING FORTHCOMING ANNUAL SESSION AT LUCKNOW IN APRIL 2022

7.4.1 Guidelines issued by the Ministry during 2021

S. No	IRC Publication No	Name of Document
1	Revision of IRC:9	“Traffic Census for Non -Urban Roads” (Second Revision)
2	Revision of IRC:67	“Code of Practice for Road Signs” (Fourth Revision)
3	Revision of IRC:80	“Typical Designs for Pick-Up Bus Stops on Rural (i.e. Non-Urban) Highways” (First Revision)
4	Revision of IRC:103	“Guidelines for Pedestrian Facilities” (Second Revision)
5	IRC:131	“Guidelines for Identifying and Treating Black Spots”
6	Revision of IRC:SP:13	"Guidelines for the Design of Small Bridges and Culverts” (Second Revision)
7	Revision of IRC:SP:43	“Guidelines on Traffic Management Techniques for Urban Areas” (First Revision)
8	IRC:SP:129	“Guidelines for the Design and Construction of Roads Using Coir Geotextiles”
9	IRC:SP:130	‘Guidelines on Design and Installation of Noise Barriers for Roads’
10	IRC:SP:131	“Guidelines for Design & Evaluation of Public and Non-Motorised Transport Systems for Sustainability”
11	IRC:SP:132	“Guidelines on Use of Industrial Wastes for Road Embankment and Subgrade Construction”
12	IRC:SP:133	‘Guidelines on Reducing Carbon Footprint of Road Projects’
13	IRC:SP:134	"Guidelines for Assessment of Wave Effects on Bridges”
14	HRB SOAR No. 25	“Design of Safer Highways based on lessons from past earthquake”

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



- Utility shifting works for development of National Highways – standard operating procedures issued vide letter no. RW/NH-33044/29/2015-S&R(R) dated 11th February, 2021.
- Highway rating criteria and methodology with detailed SoP for undivided carriageway upto 2 lane with paved shoulders on National Highway issued vide letter no. RW/NH-33044/15/2021-S&R(P&B) dated 16th April, 2021.
- Request for proposal (RFP) documents for project management consultancy (PMC) document issued vide letter no. RW/NH-24024/02/2019-S&R(P&B) dated 6th January, 2021 and 09th April, 2021.
- Policy guidelines on action against the consultancy firm and key personnel for misrepresentation of facts and fraudulent practices and non performance issued vide letter no. RW/NH-33044/24/2020-S&R(P&B) dated 06th January, 2021.
- Use of stainless steel in bridges on National Highways and other centrally sponsored projects to be constructed in marine environment susceptible to severe corrosion issued vide letter no. RW/NH-34049/03/2020-S&R(B) dated 22nd January, 2021.
- Reinforcing steel bars: Clause 1009.3.1 of Ministry's specifications for road and bridge works regarding. issued vide letter no. RW/NH-34066/09/2017-S&R(P&B) dated 12th February, 2021.
- Online permission for single unit ODC/OWC consignment on modular hydraulic trailers (HT-1 to HT-13) on National Highways in the country issued vide letter no. RW/NH-35072/01/2010-S&R dated 02nd June, 2021.
- Request for proposal (RFP) for appointment of consultancy services for DPR/AE/IE/PMC in respect of National Highways and centrally sponsored road works-modification in model RFP document issued vide letter no. RW/NH-34066/25/2018/S&R (P&B) dated 31st July, 2021.
- Standard operating procedure to debar/penalize/declare the contractor/concessionaire as non-performer in National Highways and other centrally sponsored road projects issued vide letter no. RW/NH-33044/76/2021-S&R (P&B) dated 06.10.2021.
- Standard operating procedure to debar/penalize/declare the Authority's Engineer/Independent Engineer/Construction Supervision Consultant/Project Management Consultant in National Highways and other centrally sponsored road projects issued vide letter no. RW/NH-33044/76/2021-S&R (P&B) dated 07.10.2021.



Inauguration of Intelligent Transport System (ITS) on 6-Lane Eastern Peripheral Expressway at Dasna, Ghaziabad



यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ-टेलों को चलाना वर्जित है। धीमी गति से चलने वाली ये गाड़ियां और टेले 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



Chenani Nashri Tunnel on Jammu-Srinagar Highway, NH-44 (old NH-1A)



Tunnel on Banihal - Quazigund section of NH-44

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

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



CHAPTER 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 928 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 & 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 & 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 a "Pledge" taken by the employees of the Ministry of Road Transport & 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 participations in these events.
- 8.6 Departmental Record Room**
Due attention is being paid by the Ministry to records management. A total of **77** files were recorded in the Record Room of Ministry and **9127** files were taken out of Record Room **till 15th December, 2021** by different Sections of the Ministry for reviewing/weeding out as per provisions of Record



Retention Schedule . **Apart from this, a Special Campaign for weeding out of Files on the guidelines of Cabinet Secretariat and DARPG was organized from 1st October 2021 to 31st October 2021 wherein a total of 52204 files were weeded out.**

8.7 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. Citizens' Charter for disseminating information about the activities of this Ministry **is being revised/updated.**

8.8 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 **21228** cases of public grievances were received from **1st January, 2021 to 15th December 2021**. All have been forwarded to the concerned Wings/Divisions for prompt disposal. These include NHA, NHIDCL, IAHE, RT Wing, Roads Wing and Regional Offices. Out of the total **22771** (including brought forward cases) grievances, **21908** have been disposed of till **15th December, 2021**. Considering the urgency and importance of redressal of COVID 19 grievances, Ministry has prioritized for expeditious quality redressal of these grievances at the earliest preferably within a timeline of 3 days. In this regard, **356** number of COVID-19 related grievances have been received from **1st January, 2021 to 15th December, 2021** and out of the total **357** (including brought forward cases) grievances, **350** have been disposed of till **15th December, 2021**. Further, a total no. of **1621 Appeals against Public Grievances have been received from 1st January, 2021 to 15th December 2021 and out of these 1343 have been disposed of till 15th December, 2021.**

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.

8.9 e-office

8.9.1 The need for transforming conventional government offices into more efficient and transparent

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

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



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.

8.9.2 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 90% (approx.) work in e-office is being done by this Ministry. Any issues/complaints regarding e-office is attended in time. Admin, HR, Technical, Project and Financial Division are communicating each other through e-office very smoothly. Tracking of files has now been become very easy. MoRTH is striving to achieve the goal of paperless organisation.

8.9.3 Project Development Cell (PDC)

A Project Development Cell (PDC) in MoRTH has been set up for development of resources for the setting up of Investment Clearance Cell for providing end-to-end facilitation and support for investors and facilitating clearance at Centre and State level.

(B) FINANCE

8.10 Accounts and Budget

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

8.10.2 The Pr. Chief Controller of Accounts organization comprises of Pr. Chief Controller of Accounts, one Controller of Accounts, one Deputy Controller of Accounts and one Assistant Controller of



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Ministry of Road Transport & Highways, Government of India



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

8.10.3 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

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

(ii) Receipts

1. Accepting, budgeting and accounting the receipts of the Ministry.
2. Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
3. Receipt & Payment under National Payment System.

(iii) Submission of Accounts & Reports

1. 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.
2. Preparation of Annual Budget including outcome Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
3. Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
4. Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
5. Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
6. Preparation of financial statistics on monthly basis regarding receipts and expenditure for

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uploading on Ministry's website.

7. Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz. AS&FA/ Secretary for monitoring the expenditure with respect to Budget Estimates and Revised Estimates.
8. 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.
9. Preparation of Monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.
10. Preparation of State wise monthly expenditure in respect of All RPAOs/PAOs for further submission to Ministry.

(iv) Budget

1. 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.
2. Vetting of Demands for Grants yearly after incorporating actual expenditure.
3. 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.
4. 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.

Preparation of Annual Review of the performance of Internal Audit.

(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

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

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Management Information System of this portal are important managerial tools and are being used by various Departments of the Ministry.

- b. **PFMS:** PFMS was initially started for release of funds under Plan Schemes of Govt. of India. Now the scope of PFMS has been expanded to integrate various existing standalone systems being used by DDO's and PAO for online processing of sanctions, bills and payments of all types of expenditure. The Controller General of Accounts (CGA) has rolled out PFMS in all ministries including Ministry of Road Transport & Highways. PFMS has been implemented in all 12 RPAO's and 60 DDOs of Ministry Road Transport & Highways. All Payments made by PAOs including salaries, pensions and GPF are being routed through PFMS.

8.10.4 National Permit Fee Scheme

- (i) In the year 2010-11, the Ministry of Road Transport & Highways adopted a new National Permit Scheme for transport of goods vehicles in the country and had taken up the responsibility of coordinating for the collection of the National Permit Fee from almost 1200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/UTs as per agreed formula every month.
- (ii) As per the National Permit Fee Scheme launched in May, 2010 the transporter are required to pay Rs. 15000/- per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport & Highways, Govt. of India and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.
- (iii) Consequent upon the instruction issued by the Ministry in this regards, 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. This large scale nation-wide network scheme, in addition to administrative responsibilities imposes the workload and accounting on the Pr. CCA Organization for money and accounting for the same. Statement Showing the State wise Disbursement of National Permit fee up to November 2021 at **Appendix - 7**.

8.10.5 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 1.4.2021 to 31.12.2021:

Final ATN of two paras i.e. Para No. 11.3 (Report No. 11 of 2018)– Non recovery of damages from the concessionaire and 11.3 (Report No. 18 of 2020) - Less receipt to Consolidated Fund India due to delay in collection of User fees were 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**.

8.10.6 The actual expenditure for the year 2021-22 (upto Dec., 2021) has been reflected in **Appendix-8**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **Appendix-9** and the Details receipts of expenditure for the three years have been reflected in **Appendix-10**. Highlights of accounts are at **Appendix-11**.

(C) VIGILANCE

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

8.11.2 During the year 2021-22, total of 58 complaints have been examined and out of them 39 complaints were disposed of. Sanction for prosecution were accorded against four officers due to their alleged involvement in corruption charges. All the four officers have also been suspended and their suspension extended from time to time with the approval of Competent Authority. Ministry also initiated disciplinary action in two cases in consultation with CVC and enquiry is still going on.

8.11.3 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 Roads Wing should monitor the quality of construction and maintenance along with timely progress / completion of National Highways through PMIS portal. Roads Wing was also advised to carry out inspections of all ongoing projects on regular intervals ensure the quality in constructions and to redress the problems causing delay in their timely completion. Access permission guidelines got reviewed and 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.

8.11.4 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 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, 2022 the following Activities were performed:

- NHAI, NHIDCL, IAHE, IRC and all Regional Offices of MoRTH were advised to observe Vigilance Awareness Week, 2021 from 26th October, 2021 to 01st November, 2021.
- Integrity Pledge was 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) and uploaded on witter 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 “सतर्कता अपनाएं- जागरूकता” writing in Hindi and “Adoptive Vigilance will bring self-reliance” in English was organized. Cash prize of Rs. 2500, Rs. 2000 & Rs. 1500 were awarded in a function to officials whose article in English and Hindi are adjudged 1st, 2nd and 3rd respectively. Shri Sudhri Kumar, Addl Secretary, CVC and Shri Mahander Singh Yadav, Director, CVC were invited to deliver a lecture on the theme of VAW-2021 and to sensitize the officials / officers of this Ministry to promote integrity in their official functioning.

(D) RIGHT TO INFORMATION ACT- IMPLEMENTATION

8.12 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 moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning the Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. A web portal enabling citizens to apply for information under the RTI Act online and also the Appeals has been introduced by Department of Personnel & Training and is fully functional in this Ministry. The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. Three organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament, National Highways Infrastructure Development Corporation Limited (NHIDCL) a Public Sector Undertaking under this Ministry and Indian Academy of Highway Engineers (IAHE) (formerly known as NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act. 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 5666 RTI applications have been received till 19th January, 2022 which includes brought forward as well as physical and online applications. Any of which, if intended for more than one PIO, was forwarded under system generated separate registration numbers. Likewise, till 19th January 2022, a total number of 590 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.



आगे चलना अनिवार्य
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Ministry of Road Transport & Highways, Government of India



Vigilance Awareness Week





CHAPTER IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

9.1 IMPLEMENTATION MECHANISM:

At present, one Deputy Director (Official Language), 03 Senior Translation Officers and 02 Junior Translation Officers are posted in the Hindi section of the Ministry of Road Transport & Highways. The Deputy Director (OL) deals with the work related to implementation of Official Language Policy and the work related to translation. To assist in implementing the Official Language Policy related work, the already created post of Assistant Section Officer has been lying vacant since long. 01 post of Deputy Director (OL), 02 posts of Assistant Director and 01 post of Junior Translation Officer have also been lying vacant. Besides, monitoring the implementation of the Official Language Policy as well as the Annual Programme, Hindi Section undertakes translation-work from English into Hindi and vice-versa of the text material received from various sections/divisions of the Ministry.

9.2 OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE:

The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Administration & Official Language). Meetings of OLIC were held on 22nd March, 2021, 2nd June, 2021, 24th September, 2021 and 20th December, 2021 for the quarter ending March] 2021, June, 2021, September, 2021 and December, 2021 respectively. 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 the 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 Continues 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, conducted for the year 2020-21. An incentive scheme for officers to encourage them to give dictation in Hindi is also being implemented.

9.5 CELEBRATION OF HINDI DIVAS AND HINDI PAKHWARA:

9.5.1 On the occasion of Hindi Divas on 14th September, 2021, the message of the Hon'ble Union Minister of Home Affairs was circulated to all 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 13th September, 2021 to 27th September, 2021**. During this period, competitions were held in Hindi Essay writing, Hindi Noting & Drafting, Hindi Letter Writing, Hindi Handwriting and Translation. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. In total 05 competitions held during the Hindi Pakhwara this year, 06 non-Hindi speaking and 31 Hindi speaking personnel participated. 32 (Thirty Two) participants have been declared prize winners on the basis of competition results.

9.5.2 During 2021-22, for the quarters ending March, 2021, June, 2021, September, 2021 and December, 2021, Hindi workshops on various topics related to Official Language were organized in the Ministry on 15th March, 2021, 21st June, 2021, 15th September, 2021 and 23rd November, 2021 respectively.

9.6 PROPAGATION OF INFORMATION TECHNOLOGY:

The entire Hindi typing 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 & Highways is making sincere efforts for effective implementation of 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, 2021 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)	91	1
A (Technical)	328	7
B	234	3
C(including MTS)	275	10
Total	928	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.

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।

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Length Limit

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Visit of officers to Exhibition wall of MoRTH during Good Governance Week



सड़क पर लगा यह चिन्ह दर्शाता है कि कितनी लंबाई का वाहन उस रास्ते से गुजर सकता है। यह चिन्ह तीव्र मोड़ या घुमावदार मोड़ पर लगाया जाता है। यह उन लंबे और बड़े आकार के वाहनों के लिए होता है जो सुरक्षित ढंग से मुड़ नहीं सकते।

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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** On the roads and road transport sector, TRW disseminates data through four annual publication, 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 of BRS 2018-19 is under finalization. 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 organizations such as Railways, Border Road Organization, Coal PSUs, State Departments such as Forest, Power, Irrigation etc.
- (ii) Road Transport Year Book (RTYB):** It is the primary source of information/data on number of registered motor vehicles, motor vehicles taxation, licenses and permits and revenue realized from road transport in various State and UTs and in million-plus cities of the country. TRW collects information for this publication from the Transport Commissioners of all State/UT's. The publication of RTYB 2019-20 is under compilation.
- (iii) Road Accidents in India:** The publication provides State/UT-wise data on all facets of road accidents, fatalities and injuries during a calendar year. TRW collects data on a calendar year basis from the Police Departments of State/UTs in a prescribed format which is 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. The Publication of "Road Accidents in India" for the year 2020 is under finalization.
- (iv) Review and Performance of State Road Transport Undertaking (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 Undertaking for 2017- 2018 & 2018- 2019 is under finalization.

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.



11.3 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 & 2018-19 has been printed and circulated. As per this publication the number of registered vehicles in the country stood at about 2958 lakh upto the period 31, March 2019 recording an annual compound growth rate of 9.91 per cent during 2009 to 2019. Two-wheelers constitute 74.8 per cent of total registered vehicles as on 31.3.2019. **Appendix 12.**

The total number of registered motor vehicles (Transport and Non-Transport) increased to 296 million in 2018-19 recording a CAGR of 9.91 percent. While the category of “Transport” vehicles, account for 8.8 per cent of total registered vehicles, Non Transport Vehicles account for the balance 91.2% Two-wheelers, account for the largest segment of registered vehicles of (74.8%) and is reflective of a preference for personalized means of transport. International comparison reveals that while developed countries tend to have a higher car penetration ratio, developing countries tend to have higher two-wheelers penetration.

- (ii) **Road Accidents in India:** As far as the report on Road Accidents in India is concerned during the calendar year 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.**

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.

Age profile of road accident victims for the calendar year 2019 reveals that the youth of age group 18-60 accounted for 84.3 percent (1,38,518 persons).

Two-wheelers accounted for the highest share in total number of road accident deaths (37 percent) in 2019 followed by Cars, Taxis, Vans and LMV vehicles (16 percent), Pedestrians (17.0 percent), Trucks/Lorries (9.0 percent), Buses (4.0 percent), Auto rickshaws (4.0 percent) and other motor vehicles (7 percent).

Under Traffic rules violation the single most important factor responsible for road accidents is over speeding which accounted for a share of 71.1 percent in road accidents and 67.3 percent of road accident deaths.

- (iii) **Review and Performance of State Road Transport Undertakings:** The review of the Performance of State Road Transport Undertaking for the financial period 2017-2018 & 2018-19, is under finalization and a total of 56 SRTUs reported their physical and financial performance in 2016-17.

The loss reported by 56 SRTU's in 2017-18 and 2018-19 was of the order Rs. 20,30,959.73lakh and 17,92,392.43 respectively (provisional) as against Rs. 17,16,860.10 in 2016-17. Though there is not much change in the physical performance of the SRTSUs, the total revenue earned by the SRTUs registered an increase of 6.19 in 2017-18 and 8.74 percent in 2018-19 which was more than neutralized by the increase in cost by about 9.04% in 2017-18 but the cost remained at 3.52% in 2018-19. (**Appendix 15** refers).



The net profits/losses varies for each STRU depending upon underlying operational efficiency parameters such as fleet vintage, fleet utilization, occupancy ratio, staff productivity, etc.

- (iv) **Basic Road Statistics of India:** As per the Basic Roads Statistics of India (BRS) which is currently under finalization, the total road length as on 31st March 2019 was 63,71,847 Kilometers(Provisional). The break-up of major categories is as follows:

S. No.	Category	2018			2019(P)			Increase/Decrease	
		Total	Surfaced	%age Share of Col.(i) in total	Total	Surfaced	% age Share of col.(iv) in total	Absolute value (iv)-(i)	Percentage (vii)/(i)*100
		(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)
1	National Highway	126,350	126,350	2.03	132,499	132,499	2.08	6,149	4.86
2	State Highway	186,908	185,495	3	179,535	178,384	2.82	-7,373	-3.94
3	District Roads	611,268	580,064	9.83	633,383	607,588	9.94	22,115	3.61
4	Rural Roads(*)	4,409,582	2,295,053	70.94	4,541,631	2,429,388	71.27	132,049	2.99
5	Urban Roads	534,142	415,859	8.59	541,636	428,157	8.5	7,494	1.4
6	Project Roads	347,547	145,471	5.59	343,163	157,171	5.39	-4,384	1.26
7	Total (including JRY Roads)	6,215,797	3,931,494		6,371,847	4,116,390		156,050	2.51
8	% age share to total		63.2			64.6			

(P)- Provisional

(*) Includes 9 lakh km length of rural constructed under JawaharRozgarYojana (JRY) from 1990-1999.

As on 31st March, 2019, National Highways comprised of 2.08% of total road network in the country, State Highways 2.82 percent during the same period and the share of rural roads (including JRY) was the highest at 71.27% followed by District roads (9.94%) and Urban roads (8.50%). The percentage of surfaced roads to total road length was 64.60 percent.

The total road length of the country increased significantly from 3.99 lakh km in 1951 to 63.71 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 is at **Appendix 14**. State-Wise distribution of National Highways in the Country is given at **Appendix 2**.

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

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



Bridge over Feni River



Mechi River Bridge

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

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



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, Uttarakhand 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 2021

12.2.1 Draft Protocol for movement of Personal Vehicles between India and Nepal under Bilateral Motor Vehicle Agreement (MVA) between two countries has been finalized after comments of all stakeholders including concerned State Governments and has been forwarded to Ministry of External Affairs for sharing it with Government of Nepal for concurrence.

12.2.2 Due to Covid-19, Officers of this Ministry participated in various virtual meetings conducted by International Platforms/organisations including SCO, UNESCAP and other multilateral agencies.

12.2.3 Construction of 2-lane Extra dosed bridge over River Feni at Sabroom.

The construction of the bridge over River Feni at Sabroom have been envisaged with a view to provide access to port connectivity to the North Eastern Region (NER) of India through the Chittagong port in Bangladesh, which will help in the movement of goods from Kolkata and other Countries of South East Asia to NER through the sea route. The Bridge has been completed in March, 2021 and has been inaugurated. The Bridge is located on NH-8, which originates from Badarpur (in Assam) on NH-6, and terminating at Sabroom on Indo-Bangladesh border in the State of Tripura connecting Karimganj Patharkandi and Churaibari in Assam, Kailashahar, Teliamura, Agartala and Udaipur in Tripura.

12.2.4 Construction of Mechi Bridge

The construction of Mechi Bridge and approaches on Indo-Nepal border under EPC mode has been completed. The project has been implemented by NHIDCL under SASEC Road Connectivity Investment Program of ADB. This Project, covering the construction of a new bridge over Mechi River with a length of 1.5 Km including 6 lane approach road of 825 meter starting from Panitanki in India ending at Kakarvitta in Nepal on Asian Highway 02. The bridge will improve regional connectivity and has potential to strengthen cross border trade between both the countries and cementing ties by strengthening industrial, social and cultural exchanges.



बायीं ओर पार्श्व सड़क
Side Road Left

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



Cleanliness drive during Special Campaign



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.



Chapter - XIII

OTHER ACTIVITIES AND CAMPAIGNS

13.1 Activities done for Covid-19 pandemic:

- i. Ensured thermal scanning of the persons at the entrance of the building by providing thermal scanning machines to CISF personnel.
- ii. Hand sanitizer machines have been installed at entrance as well as at various locations. Availability of Sanitizers in these machines are also ensured.
- iii. Face masks, face shields, hand gloves, liquid soaps and hand sanitizers are also provided to the officials of this Ministry on demand.
- iv. Deep sanitization of the building once in a week apart from routine sanitization.
- v. In order to facilitate work from home, the officers at the level of US & SO and equivalent were provided laptops as per their requirements and guidelines in this regard.
- vi. Rapid Antigen Detection Test (RADT)/RTPCR and Antibodies Test of the officers/officials including outsourced staff were conducted with the help of the teams of NDMC. RTPCR Tests were arranged on very short notice during Parliament sessions.
- vii. Posters/banners/standees were displayed on various locations of the Ministry to spread awareness about containment of spread of COVID-19.
- viii. Regular circulars were issued by the Ministry to circulate pandemic related precautionary practices in the subordinate and attached offices/ organizations.
- ix. Circulation of instructions/advisories issued by Ministry of Health & Family Welfare and Ministry of Home Affairs in the Ministry as well as other organizations under this Ministry viz. NHAI, NHIDCL, IAHE, IRC, Regional Offices etc from time to time.
- x. Although Meetings have been avoided during the period, yet wherever required, meetings were conducted through VC after observing proper social distancing, apart from the exhaustive sanitization of the meeting place.
- xi. Vaccination camps were organized for COVAXIN as well as COVISHIELD so that most of the officers/officials could get them fully vaccinated.

All these practices resulted in the lesser number of Covid-19 positive cases in the Ministry of Road Transport & Highways.



13.2 Achievement made by MORTH during Special Campaign Drive of DARPG :

1. **Monitoring of References:** This Ministry has a dedicated portal for disposal and monitoring of VIP References. All the letters by the Chief Ministers, Deputy Chief Ministers, Governors, Member of Parliaments, MLAs from various states addressed to Hon'ble Minister for Road Transport and Highways are uploaded on this portal. Through the portal, the pendency of VIP references with concerned officers of this Ministry, NHAI and NHIDCL are monitored. The draft Replies to the VIPs are submitted by the respective offices to the office of Hon'ble Minister from where letter is finally issued.

During the Special Campaign, monitoring of disposal of pending MP references as on 30.09.2021 was done on daily basis through this portal and efforts were made for its quality disposal through coordination among different offices. Out of 909 references pending as on 30.09.2021, 838 no. of replies were given by the Hon'ble Minister till 31.12.2021 and in a day, maximum no. of 169 MP references disposed of.

Similarly, through daily monitoring and in collaboration with concerned offices, this Ministry has achieved a major target to dispose of 125 State Govt. References, 1339 Public Grievances and 646 PG Appeals during the special campaign drive period.

2. **Cleanliness campaign:** MORTH took many steps not only to clean the office but also make it presentable. Respective officers were directed to get clean the roof, corridors, stairs, rooms, conference rooms, courtyard, parking areas etc. under the premises of the building. Accordingly, offices situated in Transport Bhawan premises and all regional offices of MORTH and its attached offices i.e. NHAI, NHIDCL, IAHE, IRC also participated in active manner to the cleanliness drive and as a result of collective participation, this Ministry was able to run the drive successfully in 83 offices.
3. **Weeding out of files:** This Ministry reviewed more than 50,000 physical files during the special campaign and out of these, more than 25,000 files of category 'C' have been weeded out. The NHAI was significantly involved in achieving a major review and it reviewed about 27,000 files and out of which, more than 9000 nos. of files have been weeded out.
4. **Disposal of Scrap:** This Ministry fixed targets for disposal of scrap/obsolete items lying in the premises of Transport Bhawan and NHAI Headquarter. The disposal was done periodically during special campaign period and Rs. 8 lakh (approx) generated as revenue from scrap disposal. Due to scrap disposal and weeding of files, an area of about 4500 Sq. feet has been got freed.



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. Coordination and Research pertaining to Road Works.
 9. Road works financed in whole or in part by the Central Government.
 10. Motor vehicles legislation.
 11. Promotion of Transport Co-operatives in the field of motor transport.
 12. Formulation of the privatisation policy in the infrastructure areas of roads.
- IV. AUTONOMOUS BODIES:**
13. National Highways Authority of India.

Contd...



V. SOCIETIES/ASSOCIATIONS:

14. Indian Academy of Highway Engineers.

VI. PUBLIC SECTOR UNDERTAKINGS:

15. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

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

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

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

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

Appendix-2
(vide para 3.2)

State/UT-wise details of NHs

As on 31st Dec 2021

S. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total length (in km)
(1)	(2)	(3)	(4)	(5)
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, 440, 516B, 340B, 167AD, 167AG, 516F, 516W, 150C, 716G, 216E, 216H, 163G	54	8,207
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 315A, 415, 515,	13	2,537
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, 137, 137G	38	4,077
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, 119A, 119D, 139W	54	5,940
5	Chandigarh	5	1	15
6	Chhattisgarh	30, 130, 130A, 130B, 130C, 130D, 930, 43, 343, 45, 49, 149B, 53, 153, 353, 63, 163, 163A, 130CD, 143B,	20	3,620
7	Delhi	9, 44, 48, 148A, 248BB, 709B, 344M, 148AE, 148NA, 344N, 344P, NE3,	13	157
8	Goa	748, 66, 366, 566, 748AA, 166S	6	299

Contd...



बिखरी बजरी
Loose Gravel

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



S. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total length (in km)
(1)	(2)	(3)	(4)	(5)
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, 754K, NE1, NE4, 351K, 351G, 151K, 848K, 151AD, 927C, 927K,	43	7,885
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, 152D, 148NA, 344N, 344P, NE2, NE5, NE4, 152G	39	3,259
11	Himachal Pradesh	3, 103, 303, 503, 503A, 5, 105, 205, 305, 505, 505A, 705, 7, 707, 907, 907A, 44, 154, 154A,	19	2,607
12	Jammu and Kashmir	1, 501, 701, 44, 244, 144, 144A, 444, 244A, 701A, NE5	11	1,752
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, 320B	31	3,430
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, 167N, 150C	45	7,656
15	Kerala	544, 744, 66, 766, 966, 966A, 966B, 183, 183A, 85, 185,	11	1,782
16	Ladakh	1, 3, 301	3	806
17	Madhya Pradesh	719, 27, 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, 752D, 753BE, NE4, 543K	46	8,911

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.



S. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total length (in km)
(1)	(2)	(3)	(4)	(5)
18	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, 753BE, 548DG, 150C, 543K	102	18,317
19	Manipur	2, 102, 202, 102A, 102B, 102C, 29, 129A, 37, 137, 137A,	11	1,840
20	Meghalaya	6, 106, 206, 217, 127B,	5	1,156
21	Mizoram	2, 102B, 302, 502, 502A, 6, 306, 306A, 108,	9	1,423
22	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A, 202K	12	1,670
23	Orissa	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,	32	5,897
24	Puducherry	32, 332,	2	64
25	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	37	4,105
26	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, 754K, 911A, 148C, 968, 752D, NE4, NE4C, 125A	51	10,477
27	Sikkim	10, 310, 310A, 310AG, 710, 510, 717A, 717B,	8	709

Contd...

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.



S. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total length (in km)
(1)	(2)	(3)	(4)	(5)
28	Tamil Nadu	16, 716, 32, 132, 332, 532, 36, 136, 336, 536, 38, 138, 40, 42, 44, 544, 744, 944, 48, 648, 948, 66, 75, 77, 79, 81, 181, 381, 83, 183, 85, 87, 544H, 179A, 383, 381A, 381B, 785, 716A, 744A, 948A, 338, 136B, 179B, 132B, 179D, 332A, 844, 716B, NE7	50	6,858
29	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, 765DG, 167N, 930P, 150C, 163G	30	4,926
30	Tripura	8, 108, 108A, 208, 208A, 108B,	6	854
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, 227B, 344G, 344BG	87	12,245
32	Uttarakhand	7, 107, 107A, 307, 507, 707, 707A, 9, 109, 109D, 309, 309A, 309B, 30, 34, 134, 334, 334A, 534, 734, 344, 731K, 109K, 344BG	24	3,449
33	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	34	3,675
34	A & N Islands	4,	1	331
35	Dadar Nagar Haveli	848A, NE4,	2	37
36	Daman & Diu	848B, 251,	2	22
Total length (km.)				140,995



Appendix-3
(vide para 3.10.1)

ALLOCATION AND RELEASE UNDER CRF (State Roads)

Amount in Rs. crore			
Sr. No.	Year	Allocation	Release
1.	2000-01	985.00	332.01
2.	2001-02	962.03	300.00
3.	2002-03	980.00	950.28
4.	2003-04	910.76	778.94
5.	2004-05	868.00	607.40
6.	2005-06	1,535.36	1,299.27
7.	2006-07	1,535.46	1,426.29
8.	2007-08	1,565.32	1,322.19
9.	2008-09	1,271.64	2,122.00
10.	2009-10	1,786.56	1,344.98
11.	2010-11	2,714.87	2,460.29
12.	2011-12	2,288.65	1,927.39
13.	2012-13	2,359.91	2,350.37
14.	2013-14	2,359.91	2,226.60
15.	2011-12	2,642.63	2,094.78
16.	2015-16	2,852.64	2,369.47
17.	2016-17	7,175.00	5,069.82
18.	2017-18	6,744.07	6,367.11
19.	2018-19	6,998.93	6,784.50
20.	2019-20	7,421.58	6,868.66
21.	2020-21	6,820.00	6,613.30
22.	2021-22	6,945.22	4,948.38
*Till 31.12.2021			

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-4
(vide para5.19)

Financial Expenditure of NHIDCL for the period 01.01.2021 to 31.12.2021
Rs. in Crores

State	Land Acquisition	Utility Shifting		Authority Engineer	Civil Works	Total
		Utility Relocation	Forest Clearance			
Andaman & Nicobar	-	21.78	-	8.69	214.94	245.41
Arunachal Pradesh	5.35	-	11.48	23.87	1226.44	1267.14
Assam	527.15	45.87	31.20	27.31	1514.59	2146.12
Jammu & Kashmir	46.83	57.80	8.82	22.67	902.40	1038.52
Ladakh	-	-	-	0.09	179.13	179.22
Manipur	272.79	1.34	85.44	17.88	827.17	1204.62
Nagaland	275.60	18.19	-	30.49	1568.11	1892.39
Sikkim	176.32	8.51	99.93	9.96	449.70	744.42
Tripura	348.25	1.15	27.45	9.55	684.10	1070.50
Meghalaya	99.18	1.31	-	1.66	238.66	340.81
Mizoram	308.32	15.22	0.79	21.08	1077.91	1423.32
Uttarakhand	29.08	-	0.69	15.69	386.22	431.68
Total	2088.87	171.17	265.80	188.94	9269.37	11984.15

N.B. : The report is prepared on the accrual basis as NHIDCL is registered under Companies Act and have to maintained its accounts on accrual basis.

Appendix 5
(vide para 5.21)

Details of CSR amount spent against ongoing projects for the financial year

S. No.	Name of the Project	Item from the list of activities in Schedule VII to the Act	Local area Yes/ No	Location of the project. State/ District	Project duration (in yrs)	Amount allocated for the project (Rs in lakh)	Amount spent in the current financial Year (Rs.in lakh)	Amount t/fo Unspent CSR Account for the project as per Section 135(6) (Rs.in lakh)	Mode of Implementation Direct Yes/No	Mode of Implementation -Through Implementing Agency	
										Name	CSR Regi.
											No.
1	2	3	4	5	6	7	8	9	10	11	
1	Contribution under Armed Forces Fund Day	Schedule VII (Clause vi)	No	--	--	25.00	25.00	--	Yes	N.A	N.A
2	Supply of Deep Freezer and Iced Lined Refrigerator for COVID Vaccination	Schedule VII (Clause xii)	Yes	Arunachal Pradesh	1	28.31	29.29	--	Yes	N.A	N.A
3	Pustakalaya Project in 15 selected Primary Schools of Arunachal Pradesh.	Schedule VII (Clause ii)	Yes	Arunachal Pradesh	1	37.50	37.50	--	Yes	N.A	N.A
4	Gift Milk Scheme	Schedule VII (Clause i)	Yes	Sikkim, Manipur, Nagaland, & Tripura	1	74.00	74.00	--	No	NDDB foundation for Nutrition	4168
5	Installation of Smart Classes	Schedule VII(Clause ii)	No	Gwalior	1	4.20	4.20	--	Yes	N.A	N.A
Total						169.01	170.00				

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

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



Appendix-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*	299	43	19	14.38	6.35
B	23	14	3	0	21.43	0
C	100	66	18	6	27.27	9.09
TOTAL	451	379	64	25	16.88	6.6
NON TECHNICAL						
A	91	74	15	6	20.27	8.1
B	211	127	17	11	13.38	8.66
C	175	100	31	6	31	6
TOTAL	477	301	63	23	20.93	7.64

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



Appendix-7
(vide para 8.10.4)

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE

S.No	STATE/Union Territory	Rs in Actuals (upto November 2021)
1	Andhra Pradesh	211,523,328
2	Arunachal Pradesh	367,228
3	Assam	81,891,844
4	Bihar	266,607,528
5	Chandigarh	74,547,284
6	Chhattisgarh	104,659,980
7	AG, Dadra & Nagar Haveli & Daman & Diu	150,190,488
8	Delhi	244,941,076
9	Goa	37,457,256
10	Gujarat	369,798,596
11	Haryana	290,844,576
12	Himachal Pradesh	108,699,488
13	Jammu & Kashmir	86,844,840
14	Jharkhand	243,839,392
15	Karnataka	472,622,436
16	Kerala	146,891,200
17	Madhya Pradesh	576,547,960
18	Maharashtra	600,785,008
19	Manipur	734,456
20	Meghalaya	6,610,104
21	Mizoram	1,101,684
22	Nagaland	5,141,192
23	Odissa	175,167,756
24	Punjab	203,444,312
25	Puducherry	56,185,884
26	Rajasthan	446,916,476
27	Sikkim	367,228
28	Tamil Nadu	206,382,136
29	Telangana	76,016,196
30	Tripura	3,672,280
31	Uttarakhand	146,891,200
32	Uttar Pradesh	599,316,096
33	West Bengal	214,093,924
Total		6,211,100,432

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

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



Appendix-8
(vide para 8.10.6)

MAJOR HEAD WISE EXPENDITURE

As on 31.12.2021

(Fig. in crores)			
Heads of Account	BE.	Expdr. Upto Dec.2021	% of BE
MH 3451 Secretariat	153.65	101.10	65.79
MH 3054 Roads and Bridges	5,438.15	3,091.50	56.84
MH 3055-Road Transport	732.00	232.52	31.76
MH3601-Grant in aid to State Govts	13,070.00	10,654.02	81.51
MH3602-Grant in aid to UT Govts	274.26	236.82	86.34
Total Revenue Section	19,668.06	14,315.96	72.78
Deduct Recoveries (Rev.)	-9,797.17	-6,021.74	61.46
NET (Revenue Section)	9,870.89	8,294.22	84.02
MH 4552 Capital Outlay on North Eastern Areas***	9,590.00	0.00	0.00
MH5054 Capital Outlay on Roads and Bridges (Voted)	198,210.29	161,838.58	81.64
MH5054 Bharatmala Pariyojana Financed from CRIF (Charged)	10.00	0.29	2.90
MH 5055- Capital Outlay on Road Transport	40.00	10.00	25.00
Total Capital Section	207,850.29	161,848.87	77.86
Deduct Recoveries (Cap)	-99,620.18	-75,049.74	75.33
NET (Capital Section) (Voted)	108,220.11	86,798.84	80.20
NET (Capital Section) (Charged)	10.00	0.29	2.90
NET (Capital Section)	108,230.11	86,799.13	80.19
Gross Total (Revenue + Capital) (Voted)	227,508.35	176,164.54	77.43
Gross Total (Revenue + Capital)(Charged)	10.00	0.29	2.90
Deduct Recovery (Revenue+ Capital)	-109,417.35	-81,071.48	74.09
Total (NET)	118,101.00	95,093.35	80.51



Appendix-9
(vide para 8.10.6)

Source of funds as per the Statement of Central Transactions (SCT) during last three years in respect of Revenue Receipts

REVENUE RECEIPTS

(incrores)

ITEMS/YEAR	2018-19	2019-20	2020-21 till Mar 2021	2021-22 till Dec 2021
TAX REVENUE	580.78	602.93	522.21	339.23
NON TAX REVENUE	19,465.14	10,619.69	11,496.57	9,704.68
GROSS REVENUE RECEIPTS	20,045.92	11,222.62	12,018.78	10,043.91

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

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



लंबाई सीमा
Length Limit

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



Appendix-10
(vide para 8.10.6)

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS
(incrores)

	MAJOR HEAD	2018-19	2019-20	2020-21 till Mar 2021	2021-22 till Dec 2021
1	0021-Taxes on Income other than Corporation Tax	580.78	602.93	522.21	339.23
2	0049- Interest Receipts	148.70	207.10	987.99	165.38
3	0050- Dividend & Profit	12.01	16.07	27.00	0.00
4	0070-Other Administrative Services	0.00	0.00	0.00	
5	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	1.45	0.89	1.69	2.33
6	0075 Miscellaneous General Services	4.93	1.43	1.38	1.15
7	0210-Medical and Public Health	0.48	0.48	0.48	0.42
8	0216-Housing	0.14	0.14	0.15	0.15
9	1054 – Roads and Bridges	19,297.43	10,393.58	10,477.88	9,535.25
10	1475 – Other General Economic Services	0.00	0.00	0.00	0.00
	TOTAL	20,045.92	11,222.62	12,018.78	10,043.91

Source : e-lekha

सड़क पर लगा यह चिन्ह दर्शाता है कि कितनी लंबाई का वाहन उस रास्ते से गुजर सकता है। यह चिन्ह तीव्र मोड़ या घुमावदार मोड़ पर लगाया जाता है। यह उन लंबे और बड़े आकार के वाहनों के लिए होता है जो सुरक्षित ढंग से मुड़ नहीं सकते।

This sign on road indicates that length of the vehicle, which can be manoeuvred through that passage. It could be a sharp turn, a hairpin bend etc. This is meant for long and oversized vehicles which cannot negotiate a safe turn.

Appendix-11
(vide para 8.10.6)

HIGHLIGHTS OF ACCOUNTS

Receipts (2020-21)			Disbursements (2020-21)	
Amount (In thousands)			Amount(In thousands)	
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	5,222,066	General Service	221,116
2	Non Tax Revenue	114,965,740	Social Service	0
	Interest Receipts	9,879,841	Economic Service	31,962,957
	Dividends and Profits	270,000	Grants in Aid & Cont.	65,468,900
	Other Non-Tax Revenue	104,815,899		
	Total Revenue Receipts	120,187,806	Total Revenue Expenditure	97,652,973
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service		General Services	60,000
	Loans and Advances to State Governments		Economic Service	867,260,138
	Monetization of National Highways	50,110,000	Loans and Advances	2,120
	Loans to Government Servants	2,544		
	Total Capital Receipts	50,112,544	Total Capital Expenditure	867,322,258
	Total Consolidated Fund of India	170,300,350	Total Consolidated Fund of India	964,975,231
	Public Account		Public Account	
	Small Savings Provident Fund A/c	311,829	Small Savings Provident Fund A/c	156,646
	Provident Fund	311,829	Provident Fund	156,646
	Other Accounts	842		2,412
	CGEGIS	842	CGEGIS	2,412
	Reserve Funds	884,023,200	Reserve Funds	872,920,558
	Reserve Funds not bearing interest	884,023,200	Reserve Funds not bearing interest	872,920,558
	Deposit and Advances	55,821,685	Deposit and Advances	87,018,564
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	55,821,685	Deposit not bearing interest	87,018,564
	Advances	0	Advances	0
	Suspense and Miscellaneous	1,000,092,347	Suspense and Miscellaneous	185,433,856
	Suspense	1,000,092,347	Suspense	185,433,856
	Remittances	-42,686	Remittances	0
	Total Public Accounts	1,940,206,917	Total Public Accounts	1,145,532,036
	Total Receipts	2,110,507,267	Total Expenditure	2,110,507,267

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

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



Appendix 12
(vide para 11.4)

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

(in thousands)

Year (As on 31 st 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	105,353	75,336	13,950	1,427	5,601	9,039
2009	114,951	82,402	15,313	1,486	6,041	9,710
2010	127,746	91,598	17,109	1,527	6,432	11,080
2011	141,866	101,865	19,231	1,604	7,064	12,102
2012	159,491	115,419	21,568	1,677	7,658	13,169
2013	176,044	127,830	24,056	1,814	8,307	14,037
2014	190,704	139,410	25,998	1,887	8,698	14,712
2015	210,023	154,298	28,611	1,971	9,344	15,799
2016	230,031	168,975	30,242	1,757	10,516	18,541
2017	253,311	187,091	33,688	1,864	12,256	18,411
2018	272,587	202,755	36,453	1,943	12,773	18,663
2019	295,772	221,270	38,433	2,049	13,766	20,254
CAGR (2009 to 2019)	9.91	10.38	9.64	3.27	8.58	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 Total	Fatal	Number of Persons Killed	Injured	Accident Severity*
2005	439,255	83491 (19.0)	94,968	465,282	21.6
2006	460,920	93917 (20.4)	105,749	496,481	22.9
2007	479,216	101161 (21.1)	114,444	513,340	23.9
2008	484,704	106591 (22.0)	119,860	523,193	24.7
2009	486,384	110993 (22.8)	125,660	515,458	25.8
2010	499,628	119558 (23.9)	134,513	527,512	26.9
2011	497,686	121618 (24.4)	142,485	511,394	28.6
2012	490,383	123093 (25.1)	138,258	509,667	28.2
2013	486,476	122589 (25.2)	137,572	494,893	28.3
2014	489,400	125828 (25.7)	139,671	493,474	28.5
2015	501,423	131726 (26.3)	146,133	500,279	29.1
2016	480,652	136071 (28.3)	150,785	494,624	31.4
2017	464,910	134796 (29.0)	147,913	470,975	31.8
2018	467,044	137726 (29.5)	151,417	469,418	32.4
2019	449,002	137689 (30.7)	151,113	451,361	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).

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 दिए 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

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



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 31 st 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	#	173,723	206,408	0	0	399,942
1961	23,798	#	257,125	197,194	46,361	0	524,478
1971	23,838	56,765	276,833	354,530	72,120	130,893	914,979
1981	31,671	94,359	421,895	628,865	123,120	185,511	1,485,421
1991	33,650	127,311	509,435	1,260,430	186,799	209,737	2,327,362
2001	57,737	132,100	736,001	1,972,016	252,001	223,665	3,373,520
2002	58,112	137,711	695,335	2,061,023	150,295	224,124	3,426,600
2003	58,112	134,807	696,960	2,082,188	297,259	259,328	3,528,654
2004	65,569	133,177	719,257	2,140,569	301,310	261,625	3,621,507
2005	65,569	144,396	786,230	2,266,439	286,707	259,815	3,809,156
2006	66,590	148,090	803,669	2,308,125	291,991	262,186	3,880,651
2007	66,590	152,235	835,003	2,393,488	300,580	268,505	4,016,401
2008	66,754	154,522	863,241	2,450,559	304,327	270,189	4,109,592
2009	70,548	158,497	962,880	2,629,165	373,802	276,617	4,471,510
2010	70,934	160,177	977,414	2,692,535	402,448	278,931	4,582,439
2011	70,934	163,898	998,895	2,749,804	411,679	281,628	4,676,838
2012	76,818	164,360	1,022,287	2,838,220	464,294	299,415	4,865,394
2013	79,116	169,227	1,066,747	3,159,639	446,238	310,955	5,231,922
2014	91,287	170,818	1,082,267	3,304,328	457,467	296,319	5,402,486
2015	97,991	167,109	1,101,178	3,337,255	467,106	301,505	5,472,144
2016	101,011	176,166	561,940	3,935,337	509,730	319,109	5,603,293
2017	114,158	175,036	586,181	4,166,576	526,483	328,897	5,897,671
2018(P)	126,350	186,908	611,268	4,409,582	534,142	347,547	6,215,797
2019(P)	132,499	179,535	633,383	4,541,631	541,636	343,163	6,371,847
CAGR (1951-2019)	2.88	@	1.95	4.72	@	@	4.22

(P) = Provisional

(#) – Included in District Roads

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

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

यह चिन्ह दर्शाता है कि 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 -15
(vide para 11.4)

Combined Physical Performance of 56 State Road Transport Undertaking-2016-17, 2018-19 and 2019-20

Sl.No.	Item	2016-17	2017-18	2018-19	% age Increase /Decrease (2018-19)	% age Increase /Decrease (2017-18)
A	Physical Performance					
1	Fleet Held (Number)	152,357.00	151,880.00	149,713.00	0.31	1.45
2	Fleet Operated (Number)	134,981.00	135,756.00	134,446.00	-0.57	0.97
3	Fleet Utilisation (%)	88.60	89.38	89.80	-0.88	-0.47
4	Passenger/km Offered (in lakhs)	8,479,117.40	8,597,651.22	8,690,608.94	-1.38	-1.07
5	Passenger/km Performed (in Crore)	5,993,474.67	6,160,952.31	5,984,787.73	-2.72	2.94
6	Occupancy Ratio (%)	70.69	71.66	68.86	-1.36	4.06
7	Staff Strength (Number)	709,232.00	725,358.00	740,156.00	-2.22	-2.00
8	Staff/Bus Ratio	4.66	4.78	4.94	-2.53	-3.40
9	Staff Productivity (bus-kms/Staff/Day)	64.04	63.26	61.82	1.23	-2.33
10	Vehicle Productivity (bus-kms/Bus/Day)	298.10	302.11	305.62	-1.33	-1.15
B	Financial Performance					
1	Total Revenue (Rs. in crore)	6,455,436.47	5,936,521.43	5,590,249.87	8.74	6.19
	Of which total traffic earnings	5,044,144.27	4,730,534.12	4,517,978.91	14.13	4.92
2	Total cost (Rs. in crore)	8,247,828.90	7,967,481.16	7,307,109.97	3.52	9.04
	Of which staff cost	3,504,138.19	3,585,045.45	3,221,707.23	-2.34	1.37
3	Net profit/loss(-)# (Rs. in crore)	-1,792,392.43	-2,030,959.73	-1,716,860.10	-11.75	18.30

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

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.



Appendix-16
(vide para 8.10.5)

STATUS OF PENDING C&AG AUDIT PARAS

CAG paras:

Civil Paras - One (Detail given below)

Sl. 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 sent to C&AG.

Commercial paras - Details given below

Pending list of C&AG Audit Paras (Commercials)

Sl. No.	Paras	Ministry's Remarks/ Present Status
1	Para No. 2.1 of Report No. 15 of 2016 – Undue benefit to the concessionaire (PIU Begusarai)	ATN sent to C&AG.
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	Matter is pending with 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 11.4 of Report No. 11 of 2018 – Excess payment of bonus to concessionaire	ATN sent to C&AG.
7	Para 11.5 of Report No. 11 of 2018 – Loss of interest on toll revenue due to delay in delinking of road stretch	Reply awaited from NHAI.
8	Para 11.6 of Report No. 11 of 2018 – Non –recovery of claims from concessionaire	ATN sent to C&AG.
9	Para 11.7 of Report No. 11 of 2018– Undue favour to a concessionaire	ATN sent to C&AG.
10	Para 11.8 of Report No. 11 of 2018– Loss of revenue due to non-collection of toll	ATN sent to C&AG.
11	Para 8.1(Report No. 13 of 2019)- Extending of undue benefit to the concessionaire	ATN sent to C&AG.
12	Para 8.2(Report No. 13 of 2019)- Failure in Project Management	Reply awaited from NHAI.
13	Para 8.3(Report No. 13 of 2019)- Undue financial benefit to concessionaire	ATN sent to C&AG.
14	Para 11.1(Report No. 18 of 2020)- Improper contact management by NHAI resulted in loss of revenue of Rs. 20.38 crore	Reply awaited from NHAI.
15	Para 11.2(Report No. 18 of 2020)- Undue benefit to contractors	Reply awaited from NHAI.
16	Para 11.4(Report No. 18 of 2020)-Short remittance of additional concession fee	Reply awaited from NHAI.



Aerial Survey of Delhi - Mumbai Expressway by Hon'ble Minister



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