



# **ANNUAL REPORT 2024-2025**

**GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT  
AND HIGHWAYS, NEW DELHI**



**“...In the past decade we have witnessed humongous infrastructure development by providing state of art railways, airport, ports, robust roadways, broadband connectivity so that facilities reach the last mile such as ensuring every village and even forest zones get a school, modern hospitals and Arogya mandirs are built in faraway places to provide affordable healthcare to the marginalized through Ayushman Bharat schemes. Several medical colleges and hospitals are being built. Sixty thousand ponds 'Amrit Sarovars' have been revived and replenished...”**

**-15<sup>th</sup> August, 2024**

# **ANNUAL REPORT**

## **2024-25**



सत्यमेव जयते

**GOVERNMENT OF INDIA**  
**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**  
**NEW DELHI**





रुकिए  
Stop

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



### Review Meeting of NH Projects by Hon'ble Minister (RT&H)



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.



# ANNUAL REPORT

## 2024-25



चौड़ाई सीमा  
Width Limit

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

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



प्रवेश निषेध  
No Entry

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



Hon'ble Minister (RT&H) at 10<sup>th</sup> Inception day of NHIDCL



Review Meeting of NH projects by Hon'ble Minister (RT&H)

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.



## 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 and Highways and Ministry of Shipping.

**1.2 Historical Background**

- The Department of War Transport was formed in July, 1942 by the bifurcation of the then Department of communications into two Departments viz., (i) Department of Posts and (ii) Department of War Transport.
- In the year 1957, the Department of War Transport was re-named as Ministry of Transport Communications and Department of Transport was Placed under it.
- The Ministry of Transport was renamed as the Department of Transport, Shipping and Tourism in the Ministry of Transport and Aviation on the 25<sup>th</sup> January, 1966.
- The Ministry of Transport and Aviation was bifurcated into the Ministry of Shipping and Transport and Ministry of Tourism and Civil Aviation w.e.f. 13<sup>th</sup> March, 1967.
- On re-organization of Ministries/ Departments, the erstwhile Ministry of Transport and Shipping became the Department of Surface Transport under the Ministry of Transport w.e.f. 25<sup>th</sup> September, 1985.
- On further re-organization of Ministries/ Departments, the Department of Surface Transport under Ministry of Transport was renamed as Ministry of Surface Transport w.e.f. 22<sup>nd</sup> October, 1986.
- The Ministry of Surface Transport was subsequently re-organized into departments, namely the Department of Shipping and the Department of Road Transport and Highways w.e.f. 15<sup>th</sup> October, 1999.
- The Ministry of Surface Transport was bifurcated into two Ministries viz. Ministry of Shipping and Ministry of Road Transport & Highways w.e.f. 17<sup>th</sup> November, 2000.
- The Ministry of Road Transport & Highways and the Ministry of Shipping were merged on 2<sup>nd</sup> September, 2004 into a single Ministry of Shipping, Road Transport & Highways with two Departments - Department of Shipping and Department of Road Transport & Highways.

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



➤ The Ministry of Shipping, Road Transport & Highways was again bifurcated into two independent Ministries by converting the Department of Shipping and Department of Road Transport & Highways into separate independent Ministries viz. Ministry of Shipping and Ministry of Road Transport & Highways in 2009.

- 1.3** 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.
- 1.4** The capacity of National Highways in term of handling traffic (passenger and goods) needs to keep pace with economic growth. India has the second largest road network in the World of about 63.45 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

<b>National Highways</b>	<b>1,46,195 km</b>
State Highways	1,79,535 km*
Other Roads	60,19,723 km*
<b>Total</b>	<b>63,45,453 km</b>

\* Source: Basic Road Statistics of India (2018-19)

- 1.5** 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

- 1.6** The subjects allocated to the Ministry of Road Transport and Highways are listed at **Appendix-1**.

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.



## ORGANISATION

### 1.7 Associated Offices

#### 1.7.1 National Highways Authority of India (NHAI)

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.

#### 1.7.2 National Highways & Infrastructure Development Corporation Ltd. (NHIDCL)

The Cabinet, in its meeting held on 13<sup>th</sup> March, 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 neighboring countries in order to promote regional connectivity on a sustainable basis.

#### 1.7.3 Indian Roads Congress (IRC)

The IRC was formally registered as a Society on 24<sup>th</sup> 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 19,612 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.

The main objective of IRC is to set up/formulate Standards, Codes, Specifications, Guidelines, Manuals etc. for adoption by Central/State government road agencies to construct and maintain sustainable road infrastructure for overall development of the country. In addition, IRC also organizes various events viz, Annual Sessions, Mid-Term council meetings, International Seminars, Regional Workshops etc. in order to disseminate and propagate technical knowledge and make highway professionals aware about current state of art practices and cutting-edge environment friendly technology.

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



### Inauguration of 6-Lane Access-Controlled 7 km Road Project from Manohar International Airport to Dhargal on NH-166S in Goa



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.





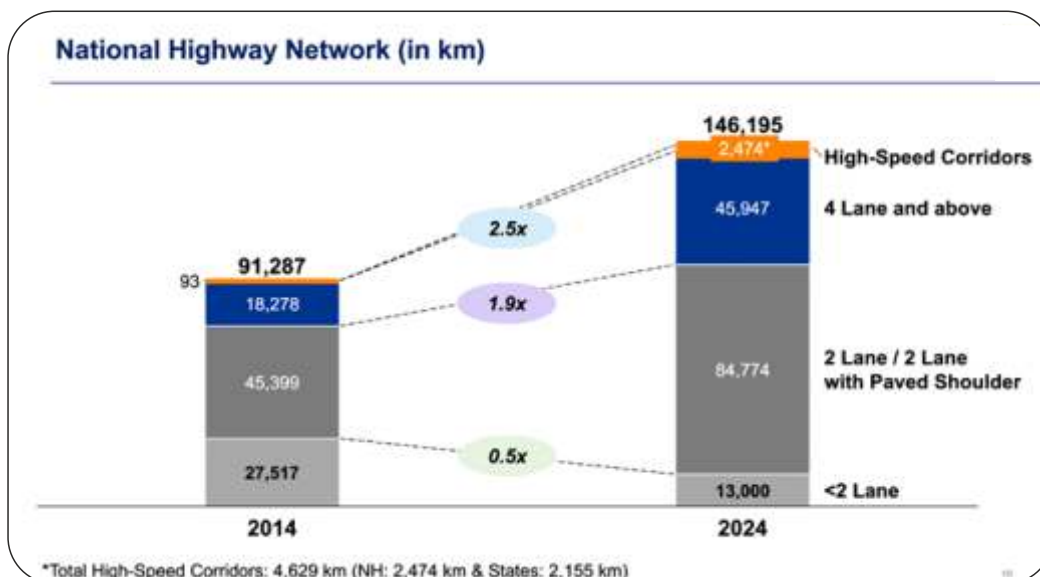
## CHAPTER - II

### YEAR 2024-25 AT A GLANCE

**2.1** The National Highways have a total length of 1,46,195 km which in totality serve as the arterial network of the country. The Government of India had taken up various initiatives to upgrade and strengthen National Highways Network through the flagship programme of Bharatmala Pariyojana [including subsumed National Highway Development Project (NHDP)], Special Accelerated Road Development Programme for North-East Region (SARDP-NE), Special Programme for development of Roads in Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road and Externally Aided Projects (EAP).

### 2.2 Expansion of National Highway Network

- National Highway (NH) network increased by 60% from 91,287 km in 2014 to 1,46,195 km at present.
- Length of National High-Speed Corridors (HSC) has expanded from 93 km in 2014 to 2,474 km at present.
- Length of 4 lane and above NHs (excluding HSCs) increased by 2.5 times from 18,278 km in 2014 to 45,947 km at present.



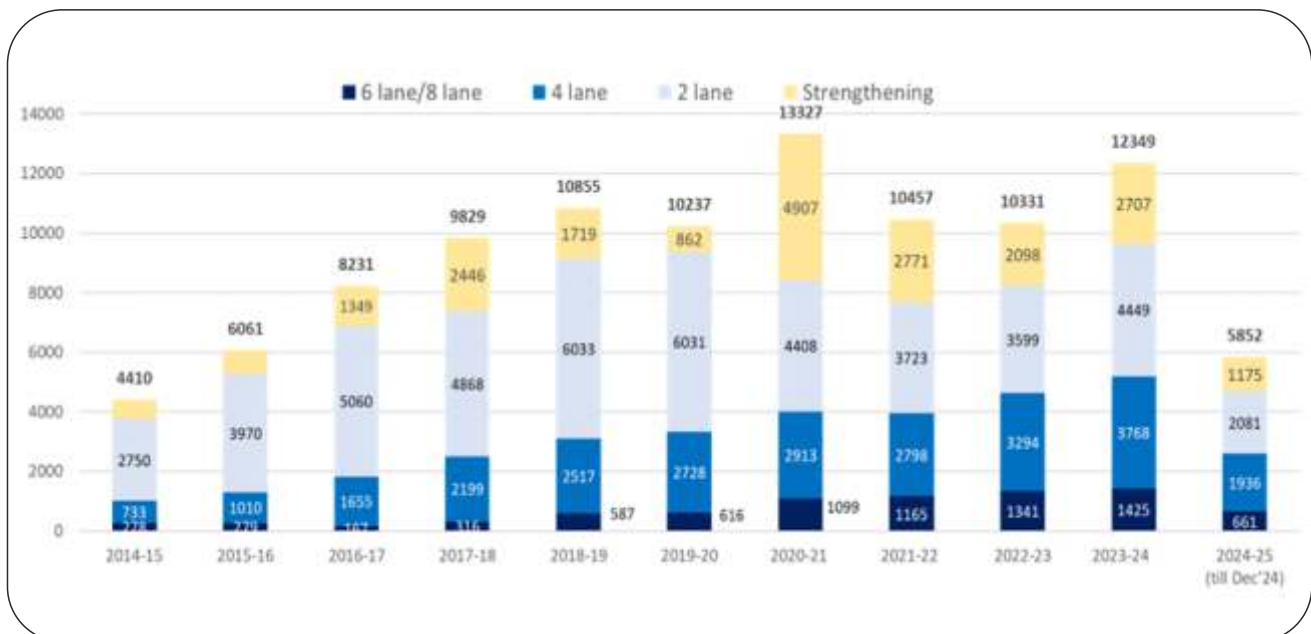
कुछ स्थानों पर पुल की व्यवस्था किए बिना सड़कें नदी के साथ जोड़ी जाती हैं। चूँकि नदी सड़क को विभाजित करती है इसलिए नौका सेवा के जरिए इन सड़कों को जोड़ा जाता है। यह चिन्ह दर्शाता है कि वहाँ नदी पार करने के लिए नौका सेवा उपलब्ध है।

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.



### 2.3 Sustained Pace of Award & Construction of National Highway

- The pace of National Highways (NH) construction has increased consistently due to the systematic push through corridor-based National Highway development approach.
- Present construction in 2024-25 is 5,852 km upto December 2024.
- Construction during 2023-24 reached 12,349 km which is the 2<sup>nd</sup> highest and 20% more than previous year. Highest achievement was 13,327 km in 2020-21.
- Lane augmentation is at all time high (9,642 km) during 2023-24 and 17% higher than previous year (8,233 km in 2022-23).
- 4L+ roads including Expressways/ Access Controlled Highways is at all time high at 5,193 km and at 12% higher than previous year (4,635 km in 2022-23).
- Pace of NH construction increased 2.8 times to 33.8 km/day (2023-24) from 12.1 km/day (2014-15).
- Present Award during 2024-25 is 3,100 km upto December, 2024, whereas total award for complete FY 2023-24 was 8,581 km.
- The average pace of award during the period from 2014-24 is 11,017 km.



Year wise Construction

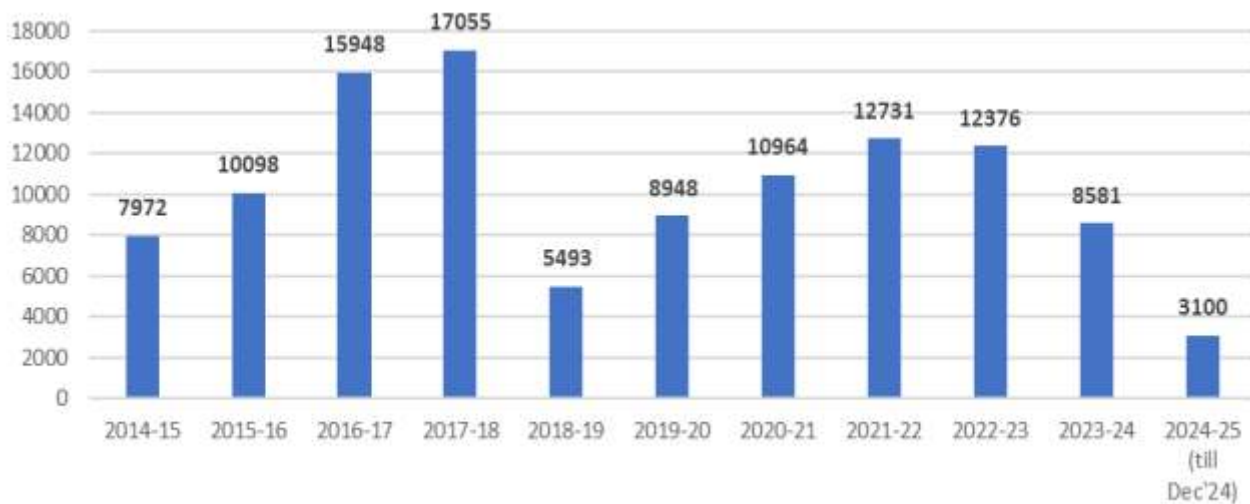
तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/ चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/ चट्टानें गिरने का खतरा है। दुर्घटना से बचने के लिए ड्राइवर को सावधानी से वाहन चलाना चाहिए।

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.

# ANNUAL REPORT 2024-25



हाथ ठेलों का आना मना है  
Hand Cart Prohibited



Year wise Award

## 2.4 Increase in Capital Expenditure

- Capital expenditure (including private investment) of MoRTH increased 5.7 times from around ₹ 53,000 crore in 2013-14 to about ₹ 3.01 lakh crore in 2023-24 (highest ever).
- Target capital expenditure for 2024-25 is set at ₹ 3.3 lakh crore, out of which ₹ 2.14 lakh crore has already been utilized till 31<sup>st</sup> December, 2024.
- Out of the total budgetary capital outlay of ₹ 2,72,241 crore for 2024-25, MoRTH has utilized ₹ 2,25,051 crore (82.67% utilization) till 31<sup>st</sup> December, 2024.

## 2.5 CCEA Approvals for 8 National High Speed Corridor Projects

The Cabinet Committee on Economic Affairs has approved the development of 08 important National High Speed Corridor projects with a length of 936 km at a cost of ₹ 50,655 crore across the country. Implementation of these 8 projects will generate an estimated 4.42 crore man days of direct and indirect employment. Brief of these projects are as under:

- 6-Lane Agra - Gwalior National High-Speed Corridor.
- 4-Lane Kharagpur - Moregram National High-Speed Corridor.
- 6-Lane Tharad - Deesa - Mehsana - Ahmedabad National High-Speed Corridor.

यह चिन्ह दर्शाता है कि निर्धारित सड़क पर हाथ ठेले चलाने पर रोक है क्योंकि ये यातायात के तेज प्रवाह में बाधक बनते हैं।

This sign indicates that the Hand Cart is prohibited on the demarcated road as it would hinder the flow of fast moving traffic.





साइकिलों का आना मना है  
Cycle Prohibited

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



- 4-lane Ayodhya Ring Road.
- 4-Lane Section between Pathalgaon and Gumla of Raipur-Ranchi National Highspeed Corridor
- 6-Lane Kanpur Ring Road
- 4-Lane Northern Guwahati Bypass and Widening/Improvement of Existing Guwahati Bypass
- 8-Lane Elevated Nashik Phata - Khed Corridor near Pune

## 2.6 Maintenance and Repair (M&R) of NH Network

- MoRTH is focusing on both development and maintenance of NHs to ensure their traffic worthiness.
- At present, out of total 1,46,195 km length of NH network in the country, about 38,842 km length is under development, 55,448 km length under DLP / Concession Period, and 29,030 km length under maintenance. During the current FY 2024-25, MoRTH has planned to take up maintenance in about 25,000 km length through Performance Based Maintenance Contract (PBMC) / Short Term Maintenance Contract (STMC), out of which works in about 19,000 km length have already been approved.

## 2.7 Ropeways

With an aim to ensure last-mile connectivity, the Government of India has initiated for development of ropeways under the 'Parvatmala Pariyojana' to improve accessibility and convenience for passengers and to promote tourism. Apart from hilly areas, ropeways are also being developed as an alternate mode of transportation in congested urban areas. In March 2023, foundation stone of India's first urban Ropeway Project was laid by the Hon'ble Prime Minister in Varanasi which is under construction from Varanasi Cantt. Railway Station to Godowlia Chowk. Additionally, 3 ropeway projects of 4.93 km length are awarded



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.



viz. Bijli Mahadev (Himachal Pradesh), Dhosi Hill (Haryana) and Mahakaleshwar Temple (Madhya Pradesh). The preferred Bidder is identified for 2 ropeway projects of 3.25 km length viz. Sangam Prayagraj (Uttar Pradesh), and Shankaracharya Temple (Jammu & Kashmir) which are planned for award in January, 2025. Bids for Tikitoriya Mata temple (Madhya Pradesh) project is received and is under evaluation. Further, Bids for 7 projects of 53.28 km length have been invited viz. Sonprayag – Kedarnath (Uttarakhand), Govindghat – Hemkund Sahib Ji (Uttarakhand), Kamakhya Temple (Assam), Tawang Monastery – P T Tso Lake (Arunachal Pradesh), Kathgodam – Hanuman Garhi Temple, Nainital (Uttarakhand), Ramtek Gad Temple (Maharashtra) and Brahmagiri – Anjaneri (Maharashtra).

### 2.8 Multi Modal Logistics Parks (MMLP)

Of the 35 MMLPs Projects identified for development, 15 sites have been prioritized for award. So far 6 MMLPs have been awarded for Jogighopa, Chennai, Indore, Bengaluru, Nagpur and Jalna. MMLP in Jogighopa, Assam is under construction by NHIDCL. Bids have been invited for 3 MMLPs (Anantapur, Pune and Nashik) which are planned for award during 2024-25. Another 5 MMLPs i.e. Patna, Hyderabad, Jammu, Varanasi & Coimbatore are planned for award in FY 2025-26.

### 2.9 Port Connectivity Road (PCR) Project

To ensure adequate last mile connectivity to all the operational/under implementation ports in the country, out of 108 Port Road connectivity projects, 36 projects have been implemented so far of which 10 have been completed. Remaining 72 projects at bidding / DPR stage shall be taken up in phased manner.

### 2.10 Wayside Amenities

A total of 700+ WSAs are planned to be awarded along the National Highways/ Expressways by FY 2025-26, of which 455 WSAs have already been awarded out of which 160 sites (113 brownfield and 47 greenfield) were awarded till FY 2022-23, 162 sites (37 brownfield and 125 greenfield) were awarded in the financial year (FY 2023-24) and 133 sites (111 brownfield and 22 greenfield) have been awarded in the financial year FY 2024-25 till January, 2025. Out of 455 WSAs, 90 sites are operational. These WSAs will offer huge opportunities for investors, developers, operators and retailers. All upcoming Greenfield Access-controlled Highway projects are provisioned to have Wayside Amenities essentially, which will also promote local economy by generating employment opportunities and help local people to market their unique produces/handicrafts, etc. at village haats developed at these places.

### 2.11 Utility Corridor

Ministry has awarded 2 pilot projects for development of Optical Fibre Cables (OFC)

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में दाएं न मुड़े।

This sign directs driver not to turn towards right side in any circumstance.



बाएं मुड़ना मना है  
Left Turn Prohibited

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



infrastructure along one brownfield and one greenfield pilot project, namely, Hyderabad-Bangalore National Corridor & Delhi-Mumbai Expressway, having a total length of ~1900 kms. The work of laying of OFC is in progress in these corridors.

## 2.12 Inter Modal Station (IMS)

Ministry has also planned the development of dedicated infrastructure like Inter Modal Station to improve the efficiency of freight and passenger movement respectively in the country which shall act as a one-stop solution for interfacing and interconnecting a variety of interstate, intercity, regional and local public transport systems. Development of IMSs shall have multiple socio-economic benefits and help in improving passenger experience, reducing urban congestion and improving economic activity through creation of city centers. As pilot projects, MoRTH is planning to undertake the development of 02 IMSs / WSAs at Katra and Tirupati. Bids have been invited for IMS Katra planned for award in FY 2024-25.

## 2.13 Asset Monetization: MoRTH has raised ₹ 1,10,441 crore so far through various modes of Asset Monetization

- ₹ 42,334 crore has been raised through monetization via Toll Operate Transfer (TOT) mode in 2,312 km length in 10 Bundles, out of which ₹ 15,968 crore has been raised during 2023-24.
- ₹ 25,900 crore has been raised till 31<sup>st</sup> March, 2024 through InvIT listings of NHAI with length of 1,524 km in 3 Bundles, out of which ₹ 15,700 crore has been raised during 2023-24.
- ₹ 42,207 crore has been raised via Project-based financing of Delhi - Mumbai Expressway, out of which ₹ 8,646 crore has been raised during 2023-24.
- MoRTH has raised ₹ 40,314 crore under Asset Monetization mode during 2023-24 (highest ever).
- During 2024-25, MoRTH has targeted to raise ₹ 39,000 crore through various modes of Asset Monetisation. Out of this, Concession Agreement for TOT Bundle-16 (251 km) amounting to ₹ 6,661 crore has already been signed in November 2024.

## 2.14 The Ministry had mandated fitment of FASTag in M&N categories of motor vehicles with effect from 1<sup>st</sup> January, 2021. As on 31<sup>st</sup> December, 2024, collectively banks have issued over 10.30 crore FASTags; the average daily collection through ETC is around ₹ 192 crore with penetration of about 98.5% in total fee collection. There are 1,051 National Highways fee plazas live with ETC infrastructure in all lanes.

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएं न मुड़े।  
This sign indicates that left turn is prohibited.





- 2.15** The Ministry has launched BhoomiRashi Portal to digitize the land acquisition notification process to accelerate highways infrastructure development projects and payment to compensation for land acquisition. The portal has been made mandatory for processing all the land acquisition proposals w.e.f. 1<sup>st</sup> April, 2018. A total of 1,374 notifications under Section 3 of National Highways Act, 1956 have been published and around 6,450.15 hectare of land has been acquired under Section 3-D of the Act through BhoomiRashi Portal from 1<sup>st</sup> April, 2024 to 31<sup>st</sup> December, 2024.
- 2.16 Blackspot Rectification:** The Ministry has identified 13,795 accident prone blackspots for rectification by 2024-25. Out of these, 4,777 black spots have been rectified through permanent measures till December 2024.
- 2.17 Vehicle Scrapping Policy:** 80 Registered Vehicle Scrapping Facility (RVSFs) operationalized across 19 States/UTs and 92 Automated Testing Systems (ATSSs) operationalized across 13 States/UTs. Approx. 1,56,700 vehicles scrapped at RVSFs, (approx. 71,400 privately owned and approx. 85,000 Government owned) till December, 2024.
- 2.18 Revision of Standards for Safety Belt, Restraint Systems and Safety Belt Reminder:** Ministry vide GSR 514(E), dated 14<sup>th</sup> August, 2024 has amended the Central Motor Vehicles Rules, 1989 to make provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems in Motor vehicles of category M, N and L7 w.e.f. 1<sup>st</sup> April, 2025. Further, the vehicles of category M1, manufactured on and after the 1<sup>st</sup> April, 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.
- 2.19 Cashless Treatment to Road Accident Victims:** MoRTH along with National Health Authority (NHA), has implemented pilot programs for providing cashless treatment to victims of road accidents in the Union Territory of Chandigarh and Puducherry and States of Assam, Haryana, Punjab and Uttarakhand. Victims are entitled to cashless treatment up to a maximum of ₹ 1.5 lakh per victim per accident for a maximum period of 7 days from date of accident as per health benefits packages for trauma and polytrauma of Ayushman Bharat Pradhan Mantri -Jan Arogya Yojana (AB PM-JAY). This Central Sector Scheme has been approved on 16<sup>th</sup> September, 2024 for the balance period of 15<sup>th</sup> Finance Commission Cycle i.e., a period commencing from October, 2024 to March, 2026 with a financial implication of ₹ 407.2 crore.
- 2.20 Electronic Detailed Accident Report (e-DAR)/ Integrated Road Accident Database (iRAD):** eDAR/iRAD system is a central repository for reporting, management, claim processing and analysis of road accidents data to enhance road safety in the Country. The application is being

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  
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developed and implemented by NIC/NICSI and the required analytics on the data is being carried out by CoERS, IIT, Madras under the aegis of Ministry of Road Transport and Highways. The application has been rolled out in all States/UTs for live data entry of road accidents. It has also been integrated with national databases such as VAHAN, SARATHI, PM Gatishakti, Data Lake of NHAI, TMS of National Health Authority (NHA), etc. It is also being integrated with e-Courts application, CCTNS (Completed in 23 States/UTs).

**2.21** Ministry observed Swachhata Pakhwada (17<sup>th</sup> September - 2<sup>nd</sup> October, 2024) with involvement of all its organisations. During the campaign, MoRTH and its agencies identified more than 14,559 sites for cleanliness activities, which included Regional Offices, PD/PIU Offices, Construction Camps, Toll Plazas, Way Side Amenities, Bus Stops, Dhabas, NH Stretches, etc. Besides, all the agencies have been directed to make NH potholes free, remove encroachment and unclog the drainage along NH, take care of street lighting and encourage use of plastic waste in road construction.

**2.22 International Workshop on Global Navigation Satellite System Based Tolling**

To provide seamless and barrier-free tolling experience on National Highways, Indian Highways Management Company Limited (IHMCL), a company promoted by NHAI organised a day-long international workshop in New Delhi on 'Global Navigation Satellite System (GNSS) based Electronic Toll Collection in India'. The international workshop provided a unique platform to both industry and global experts to deliberate various aspects related to smooth implementation of the free-flow tolling system based on GNSS technology in India.

**2.23 Inauguration of 6-Lane Access-Controlled 7 km Road Project from Manohar International Airport to Dhargal on NH-166S in Goa**

Hon'ble Minister for Road Transport & Highways dedicated to the nation a 6-Lane access-controlled 7 km road project with elevated viaducts from Manohar International Airport to Dhargal on NH-166S in Goa costing ₹1,183 crore. This development is expected to enhance tourism activities and provide a boost to multi-modal connectivity, thereby reducing logistics costs.

**2.24 Relaxation in Schedule H of the MCA for EPC Projects**

Due to the continuing liquidity stress in the infrastructure sector, the Ministry had received requests from field officers as well as NHBF to continue the relaxations provided in Schedule H/G as provided earlier by Circular COVID-19/RoadMap/JS(H)/2020 dated 4<sup>th</sup> May, 2023. It was felt desirable and imperative that the Schedule H/G may be amended by the Ministry for all future

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.



contracts on a standing basis.

Accordingly, the Ministry vide letter number COVID-19/RoadMap/JS(H)/2020 dated 11<sup>th</sup> October, 2024 has amended the Schedule H of the MCA for EPC projects for all future/upcoming projects, to ease the persisting liquidity stress in the highway construction sector.

### **2.25 Changes in the Model Concession Agreement (MCA) of BOT (Toll) Mode of Contract**

In March 2024, the Ministry has amended the Model Concession Agreement (MCA) for Capacity Augmentation on BOT(Toll) (4 to 6 Lane). This was done to reduce the litigation and to attract more bids in BOT(Toll) projects.

Now on similar lines, the Ministry is under the process of changing the MCA of BOT(Toll). In this regard, 2 meetings of the Inter Ministerial Committee (IMC) have taken place under chairmanship of Secretary (RT&H). This will help reduce contractual dispute in BOT(Toll) project and will lead to increased investment by private sector.

**2.26** A Control Room was set up for monitoring the problems arising from heavy rains impacting the operation on National Highways. Officers/officials from Ministry as well as from NHAI were deployed for 24x7 for the purpose on rotation basis till monsoon ended.

### **2.27 Inauguration of Oxygen Bird Park**

Hon'ble Minister for Road Transport & Highways inaugurated Oxygen Bird Park (Amrit Mahotsav Park) along the Nagpur-Hyderabad National Highway-44 on 28<sup>th</sup> September, 2024 in Nagpur, Maharashtra. Oxygen Bird Park (Amrit Mahotsav Park) is an eco-initiative developed by the NHAI near Jamtha, along the Nagpur-Hyderabad National Highway covering a total area of 8.23 hectares, including 2.5 hectares dedicated to social forestry. The vision was to establish a green space to provide a safe and natural habitat for wide variety of birds species as well as recreation of citizens.

### **2.28 BRICS Transport Ministers' Meeting**

The BRICS is a forum for cooperation among a group of leading emerging economies. Transport plays a crucial role in driving economies growth and offers opportunities, facilitating trade and investment as well as importance of keeping supply chains open, safe, secure, transparent and resilient for improving connectivity across BRICS area.

BRICS Transport Ministers' Meeting was held on 7<sup>th</sup> June, 2024 at St. Petersburg, Russia on the margins of the St. Petersburg International Economic Forum (the SPIEF). MoRTH delegation, led by Secretary (RT&H) attended the meeting.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएँ रहकर गाड़ी चलाएँ। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहाँ 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.



## 2.29 Meeting of Russian-Indian Joint Working Group on Roads and Intelligent Transport Systems

The second meeting of the Russian-Indian Working Group on Roads and Intelligent Transport Systems was held in Moscow, Russia on 24<sup>th</sup> September, 2024. The meeting was chaired jointly by Secretary, Ministry of Road Transport & Highways, Government of India and State Secretary & Deputy Minister of Road Transport of the Russian Federation. Two sides discussed ways to facilitate the exchange and sharing of the information in the areas of improving technologies and materials in road and bridge construction and promote joint research in these fields. Opportunities to develop mutual investments in highways and transport infrastructure related programs/projects was also discussed.

**2.30** Cadre Review of Central Engineering Service (Roads) has been approved by the Cabinet in October, 2024 raising its strength from 328 to 425.

**2.31** MoRTH organised a two-day workshop on 6<sup>th</sup>-7<sup>th</sup> January, 2025 at Bharat Mandapam to holistically deliberate issues, solutions and next steps to be taken to help drive transformation in India's road transport sector. The 1<sup>st</sup> day of the workshop on 6<sup>th</sup> January was conducted with Transport Secretaries of all States / UTs and was chaired by Shri V. Umashankar, Secretary (RT&H).

7<sup>th</sup> January workshop was conducted with Hon'ble Transport Ministers of all States / UTs and was chaired by Hon'ble Minister for Road Transport & Highways, Shri Nitin Gadkari, where key ideas from the 6<sup>th</sup> January workshop were further expanded and aligned between Central and State Government stakeholders of the Road Transport sector. The day concluded with the 42<sup>nd</sup> Transport Development Council (TDC) meeting where suggestions from the country's transport organizations (e.g., AIMTC, BOCI and others) were deliberated with the Hon'ble Ministers and Transport Government officials.

**2.32 Humsafar Policy:** Hon'ble Minister( RT&H) launched Humsafar Policy on 8<sup>th</sup> October, 2024 to enhance convenience of travelling on National Highways and accelerate development of Way Side Amenities.

**2.33 Inauguration of Sonamarg Tunnel (Z - Morh):** Sonamarg Tunnel of length 6.4 km on NH-01 in the UT of J&K was inaugurated by Hon'ble Prime Minister on 13<sup>th</sup> January, 2025. Situated at an altitude of over 8,650 ft. above sea level, it will enhance all-weather connectivity between Srinagar and Sonamarg enroute to Leh.

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

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



# ANNUAL REPORT

## 2024-25



बाएं मुड़ना अनिवार्य  
(दाएं यदि संकेत विपरीत है)  
Compulsory Turn  
Left (Right if Symbol  
is Reversed)



Inauguration of Oxygen Bird Park



Ek Ped Maa ke Naam

इस चिन्ह को देखने के बाद ड्राइवर को अपना वाहन बाएं मोड़ना होगा। मार्ग परिवर्तन (डायवर्जन) के कारण यह चिन्ह लगाया जाता है।  
One has to turn towards left after seeing this sign. This may have been installed due to diversion.



आगे चलना अनिवार्य  
(केवल आगे)  
Compulsory Ahead  
(Ahead Only)

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



Review Meeting of Vision 2047



Review Meeting by Hon'ble Minister (RT&H)

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.





## 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 and 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, the Ministry allocates fund for development of State Roads under Central Road Infrastructure Fund (CRIF) scheme.

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.

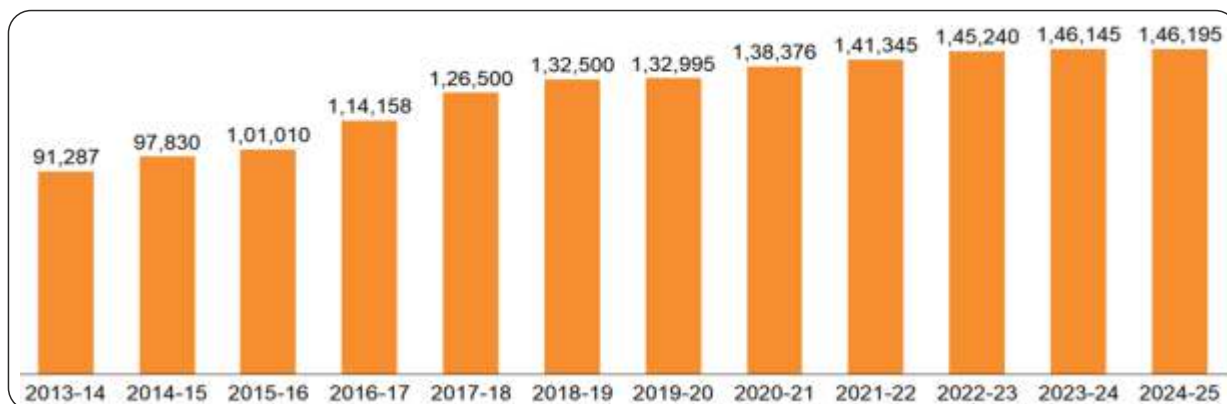
### 3.2 Vision 2047

MoRTH has defined a Vision 2047 for the National Highways sector which serves as the guiding principle for the Master Plan of National Highways and allied infrastructure. Vision 2047 for the National Highways aims to provide equity, efficiency and strategic connectivity to meet 5 key objectives:

1. Access to high-speed corridor within 100-150 km to all citizens
2. India to rank amongst top 10 countries in G20 for high-speed corridor density
3. Equitable access to National Highways in under-developed regions
4. Improve passenger convenience with world class Passenger Amenities
5. Reduction in logistics cost as a share of GDP

The Master Plan for the National Highways is being developed in line with the aforementioned vision.

**3.3** The length of National Highways is 1,46,195 km. A list of State-wise National Highways is at **Appendix-2**.



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



### 3.4 Development and Maintenance of National Highways

#### 3.4.1 Bharatmala Pariyojana (including Subsumed National Highways Development Project (NHDP))

The Public Investment Board (PIB) recommended the proposal during its meeting held on 16<sup>th</sup> June, 2017. Cabinet Committee on Economic Affairs (CCEA) approved the Bharatmala Phase-I in October, 2017.

Total aggregate length of 26,425 km with a total capital cost of ₹ 8,53,656 crore has been approved and awarded till date under Bharatmala Pariyojana (including 6,758 km length of residual NHDP). No further projects are now being taken up under Bharatmala Pariyojana.

The status of various components of Bharatmala Pariyojana as on 31<sup>st</sup> December, 2024 is as under:

Component	Length	Total Length Completed (in km)
	(in km)	Up to 31.12.2024
Economic Corridors	8,737	5,986
Inter Corridors Roads	2,889	2,108
Feeder Roads	973	540
National Corridors	1,777	1,394
National Corridor Efficiency Improvement	824	732
Expressways	2,422	1,791
Border Roads & International Connectivity Roads	1,619	1,400
Coastal Roads	77	72
Port Connectivity Roads	348	120
Balance Road Works under NHDP	6,758	5,058
<b>Total - Bharatmala</b>	<b>26,425</b>	<b>19,201</b>

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

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## 2024-25



Mode wise status of works awarded under Bharatmala Pariyojana is as under:

Mode of Implementation	Length (km)	Awarded Total Capital Cost (₹ Cr)	% Length
EPC	14,748	4,06,024	55.81%
HAM	11,269	4,36,522	42.64%
BOT Toll	408	11,111	1.55%
<b>Grand Total</b>	<b>26,425</b>	<b>8,53,656</b>	<b>100%</b>

### 3.4.2 Special Accelerated Road Development Programme for North-East Region (SARDP-NE)

The status of works taken up under SARDP-NE as on 31<sup>st</sup> December, 2024 is as under:

Total Length (in km)	Length Completed (in km)
5,998 (Original: 6,418)	5,714

### 3.4.3 Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road

The status of works taken up under LWE, including Development of Vijayawada-Ranchi Road, as on 31<sup>st</sup> December, 2024 is as under:

Total Length (in km)	Length Completed (in km)
6,014	5,780

### 3.4.4 Externally Aided Projects (EAP)

The status of works taken up under EAP [with loan assistance from World Bank/Japan International Cooperation Agency (JICA)/Asian Development Bank (ADB)] as on 31<sup>st</sup> December, 2024 is as under:

Total Length (in km)	Length Completed (in km)
3,110	2,607

### 3.4.5 NH(O)

The NHs which are not covered under any schemes are prioritised for development in a phased manner based on the traffic requirement under National Highway (Original) works with project based appraisal / approvals undertaken within available budget.

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

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



लंबाई सीमा  
Length Limit

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



At present, works in about 37,000 km NH length costing about ₹ 9.80 lakh crore are under implementation in the country, out of which about 15,000 km has been constructed till 31<sup>st</sup> December, 2024.

### 3.5 Financial Performance

#### Progress during FY 2024-25

Total budgetary allocation for the year 2024-25 has been increased by 3% from ₹ 2,76,351 crore in FY 2023-24 to ₹ 2,84,000 crore in FY 2024-25.

The funds allocated and expenditure incurred during 2024-25 are summarized below.

Sr. No.	Scheme	2024-25 (₹ crore)	
		Allocation	Expenditure*
	<b>Central Sector Road</b>		
1	Capital	2,71,298	224,757
2	Revenue	2,679	1,724
3	Total (Central Sector Road)	2,73,977	226,480
4	CRF (State Roads)	9,030	5,845
5	EI&ISC for State roads – Capital	250	73
6	Ropeway	300	200
7	Road Transport	273	118
8	Secretariat Expd.	170	127
9	Total (Budget)	2,84,000	232,843
	<b>Other Resources</b>		
10	Project Based Financing		0 <sup>\$</sup>
11	InvIT		0 <sup>\$</sup>
12	Pvt. Sector Investment		19,245

\*- Exp. till 31.12.2024

\$- Amount raised till 31.12.2024

### 3.6 Progress Made in Innovative Financing like Monetization of NHs

**Toll, Operate and Transfer (TOT):** Cabinet Committee on Economic Affairs (CCEA) approved TOT Model in August, 2016 for monetisation of developed National Highway (NH) stretches. An amount of ₹ 42,334 crore has been raised so far under TOT mode. Further, Concession Agreement for TOT Bundle-16 (251 km) amounting to ₹ 6,661 crore has already been signed in November, 2024, with likely realization by February, 2025.

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.

# ANNUAL REPORT

## 2024-25



एक्सल भार सीमा  
Axle Load Limit

**Infrastructure Investment Trust (InvIT):** An amount of ₹ 25,900 crore has been raised so far under InvIT mode. Further, InvIT Bundle-4 has been floated for 12 Stretches in 844 km length (expected revenue of ₹ 20,000 crore), with likely realization of funds by March 2025.

**Project Based Financing:** NHAI has also successfully raised funds through Project based financing. An amount of ₹ 42,207 crore has been raised under Project based financing so far.

Year-wise details of the amount realised so far through monetisation of NHs, including project-based financing, are as under:

Amount in ₹ crore				
Year	TOT	InvIT	Project Based Financing	Total
2018-19	9,682			9,682
2019-20				0
2020-21	5,011		9,731	14,742
2021-22	1,011	7,350	14,006	22,367
2022-23	10,662	2,850	9,824	23,336
2023-24	15,968	15,700	8,646	40,314
<b>Total</b>	<b>42,334</b>	<b>25,900</b>	<b>42,207</b>	<b>1,10,441</b>

### 3.7 Allocation to NHAI / NHLML

An amount of about ₹ 1.84 lakh crore has been allocated and released to NHAI / NHLML till 31<sup>st</sup> December, 2024 during 2024-25 through budgetary resources. NHAI / NHLML has incurred actual expenditure of ₹ 1.60 lakh crore. Additionally, expenditure of ₹ 19,245 crore through private investment has also been incurred till 31<sup>st</sup> December, 2024 during 2024-25.

### 3.8 Allocation to NHIDCL

An amount of about ₹ 15,718 crore has been allocated and released to NHIDCL till 31<sup>st</sup> December, 2024 during 2024-25 through budgetary resources, out of which expenditure of about ₹ 10,000 crore has been incurred by NHIDCL.

### 3.9 State PWD and Border Roads Organization (BRO)

An amount of about ₹ 43,700 crore has been allocated till 31<sup>st</sup> December, 2024 during 2024-25 for the development and maintenance of NHs entrusted to State PWDs / BRO, out of which expenditure of around ₹ 26,400 crore has been incurred.

### 3.10 Tribal Sub Plan (TSP) for NH Works

The Ministry has been earmarking dedicated funds under Tribal Sub-Plan (TSP) component since 2011-12, which was limited to the Scheme for development of National Highways (NHs) roads in

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.



गति सीमा  
Speed Limit

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



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 2018-19 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 financial year 2024-25:

Amount in ₹ crore		
Financial Year	Outlay under TSP	Expenditure Incurred (till 31.12.2024)
2024-25	16,300	13,012

### 3.11 State Road Sector

The Ministry allocates funds for State Governments / Union Territories (UTs) for development and maintenance of State Roads under the Central Road & Infrastructure Fund (CRIF) Scheme as per the provisions of the amended CRIF Act, 2000. During 2024-25, the Ministry has released ₹ 5,845 crore till 31<sup>st</sup> December, 2024 under CRIF (State Roads) Scheme against corresponding accrual of ₹ 9,030 crore.

The summary of the accrual / allocation and release in respect of States/UT roads since the year 2000-01 to 2024-25 is at **Appendix-3**.

The schemes of Economic Importance and Inter State Connectivity had been in existence prior to the enactment of CRIF Act, 2000 where road works of economic importance and interstate connectivity were sanctioned. The scheme was being regulated in accordance with the provisions in the Central Road Fund (State Roads) Rules, 2014 dated 24<sup>th</sup> July, 2014, further amended vide notifications dated 23<sup>rd</sup> June, 2016 and 18<sup>th</sup> December, 2017.

However, as per the CRIF Act, 2000 amended by the Finance Act, 2019 the Central Government is no longer responsible for sanction of projects and monitoring of specific projects and expenditure incurred thereon. Further, MoRTH finalized the “Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000” with the approval of Hon'ble Minister (RT&H) and Hon'ble Finance Minister and circulated the same to all the States/ UTs on 31<sup>st</sup> January, 2020 with amendments issued in April, 2022.

Although EI&ISC Scheme has been discontinued since 2021-22 and no new proposal is being considered under this Scheme, allocations are still being made under EI&ISC Scheme to clear

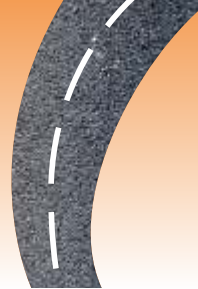
यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



# ANNUAL REPORT

## 2024-25



यातायात संकेतक  
Traffic Signal

pending liabilities of previously sanctioned works under the Scheme. During 2024-25, expenditure of ₹ 72.56 crore has been incurred till 31<sup>st</sup> December, 2024 under EI&ISC Scheme against corresponding outlay of ₹ 250 crore.

### 3.12 Development of Expressways and Access Controlled Corridors

MoRTH is developing 27 Greenfield corridors of 9,860 km length at a total capital cost of ₹ 4,22,851 crore. Ambala - Kotputli corridor has been opened to public traffic. Sections of Delhi-Mumbai Expressway (Delhi - Lalsot, Jhalawar (Rajasthan) - MP/Gujarat Border, sections of Gujarat), Amritsar - Jamnagar Corridor (Rajasthan Section), Hyderabad - Vishakhapatnam Corridor (Suryapet - Khammam Section) and Indore - Hyderabad Corridor (Maharashtra Section) have been dedicated to the nation.

Further, sections of Delhi - Mumbai Expressway (Sawaimadhopur - Garoth, Godhra - Vadodara - Ankleshwar), UER-II and Delhi-Dehradun Corridor are to be opened for traffic, by March, 2025.

#### A. Summary of Greenfield Corridors being developed by MoRTH

Type	Number of Corridors	Length (Km)	Total Capital Cost (₹ crore)
Expressways	5	2,489	1,68,488
Access Controlled	22	7,370	2,54,363
<b>Total</b>	<b>27</b>	<b>9,860</b>	<b>4,22,851</b>

#### B. List of Greenfield Expressways being developed by MoRTH

Sr. No.	Corridor Name	Length (km)	Total Capital Cost (₹ crore)	Target Completion Year
1	Delhi - Mumbai Expressway	1,386	1,03,636	FY 24-25
2	Ahmedabad - Dholera	109	4,372	FY 24-25
3	Bengaluru - Chennai	262	17,356	FY 24-25
4	Delhi - Amritsar - Katra	669	38,905	FY 25 -26
5	Kanpur – Lucknow Expressway	63	4,219	FY 25-26
<b>Expressways Total</b>		<b>2,489</b>	<b>1,68,488</b>	

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



### C. List of Access Controlled Corridors being developed by MoRTH

Sr. No.	Corridor Name	Length (km)	Total Capital Cost (₹ crore)	Target Completion Year
1	Ambala - Kotputli	313	11,375	Completed
2	Amritsar - Bhatinda - Jamnagar	917	23,203	FY 25-26
3	Raipur - Vishakhapatnam	465	17,273	FY 24-25
4	Hyderabad - Vishakhapatnam	222	6,104	FY 24-25
5	UER II	75	7,234	FY 23-24
6	Chennai - Salem	277	7,549	FY 26-27
7	Chittor - Thatchur	116	4,966	FY 25-26
8	Bangalore Ring Road	280	11,367	FY 26-27
9	Delhi - Saharanpur - Dehradun	239	13,101	FY 24-25
10	Durg - Raipur Arang	92	3,454	FY 25-26
11	Hyderabad - Raipur	335	10,118	FY 26-27
12	Surat - Nashik - Ahmednagar - Solapur	730	24,812	FY 26-27
13	Solapur - Kurnool - Chennai	329	11,237	FY 25-26
14	Indore - Hyderabad	525	14,007	FY 24-25
15	Kharagpur -Moregram	231	10,247	FY 26-27
16	Kota - Indore (Garoth to Ujjain)	135	2,695	FY 24-25
17	Nagpur - Vijayawada	401	12,745	FY 25-26
18	Tharad - Deesa - Mehsana - Ahmedabad	214	10,534	FY 26-27
19	Bengaluru - Kadappa - Vijayawada EXP	342	14,195	FY 25-26
20	Varanasi - Ranchi - Kolkata	612	23,200	FY 26-27
21	Kota - Etawah Expressway	412	12,733	FY 26-27
22	Mohali - Sirhind - Khanna Bypass - Malerkotla - Barnala	108	2,214	FY 26-27
Access Controlled Total		7,370	2,54,643	

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.



Cabinet Committee on Economic Affairs (CCEA) has conveyed approval for development of 8 National high-speed Corridors, spanning 936 km at a cost of ₹ 50,655 crore, as on 2<sup>nd</sup> August, 2024 following:

Sr. No.	Corridor Name	State	Length	Total Capital Cost (₹ crore)
1	Agra – Gwalior	Uttar Pradesh, Madhya Pradesh	88	4,613
2	Kharagpur – Moregram	West Bengal	231	10,247
3	Tharad – Deesa – Mehsana – Ahmedabad	Gujarat	214	10,534
4	Ayodhya Ring Road	Uttar Pradesh	68	3,935
5	Pathalgaon – Gumla section of Raipur- Ranchi	Chhattisgarh, Jharkhand	137	4,473
6	Kanpur Ring Road	Uttar Pradesh	47	3,298
7	Northern Guwahati Bypass and Widening/ Improvement of Existing Bypass on NH 27	Assam	121	5,729
8	Elevated Nashik Phata – Khed Corridor	Maharashtra	30	7,827
<b>Total</b>			<b>936</b>	<b>50,655</b>

### 3.13 Asset Monetization

(i) **Toll Operate and Transfer (TOT) Model** – Under this model, the right of collection of user fee (toll) in respect of selected operational highways constructed through public funding are assigned through a concession agreement as a result of bidding. For a specified period of 15-30 years to the Concessionaire against upfront payment of a lump-sum amount quoted to the Government/NHAI. During the concession period, the responsibility for operations and maintenance of the road assets rests with the Concessionaire.

Under this model, NHAI has monetized four TOT Bundle 11,12,13 and 14 and realized ₹15,968 crore during the financial year 2023-24 totaling ₹ 42,334 crore so far.

(ii) **InVIT Model** - NHAI has set up an InvIT under the SEBI InvIT Regulations, 2014, in which NHAI is having 16% stake apart from main investors (CPPIB, OTPP, etc.). InvIT is a pooled

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.



उभार या ऊबड़-खाबड़  
सड़क  
Hump or Rough  
Road

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



investment vehicle that issues units to investors, while having three entities for management of the Trust - Trustee, Investment Manager and Project Manager. The three entities have defined roles and responsibilities under the SEBI Regulations. Two rounds (635 km) were taken up and finalised. Under this model, concession fee of ₹ 15,700 crore in 2023-24 totaling ₹ 25,900 crore so far has been realized.

- (iii) **Securitization through SPV Model:** A SPV/DME (100% owned by NHAI) has been created by bundling road assets under consideration and securitizing the future user fee from the road assets. NHAI will collect toll, maintain the road assets and periodically transfer payments to the SPV sufficient for servicing debt obligations at the SPV level. About ₹ 8,646 crore in 2023-24 have been raised totaling ₹ 42,207 crore so far through this method (DME- Delhi Mumbai Expressway) by NHAI.

### 3.14 Maintenance and Repair (M&R) of NH Network

- (i) MoRTH is focusing on both development and maintenance of NHs to ensure their traffic worthiness.
- (ii) The M&R of stretches of NHs, where development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded are the responsibility of the concerned Concessionaires/ Contractors till the end of the Defect Liability Period (DLP)/ the Concession Period. Similarly, for NHs stretches undertaken under TOT (Toll Operate and Transfer) and InvIT (Infrastructure Investment Trust), M&R responsibility lies with concerned Concessionaire till the end of the Concession Period. No separate maintenance expenditure is recorded in respect of these NHs stretches.
- (iii) For all remaining sections of NHs stretches, the Government has prioritized the maintenance and inter-alia evolved a mechanism to ensure M&R of all NHs sections through accountable maintenance agency through Performance Based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC). Average annual expenditure of ₹ 6,000 crore has been incurred by MoRTH on M&R of such NHs stretches during the last three years.
- (iv) At present, out of total 1,46,195 km length of NH network in the country, about 38,842 km length is under development, 55,448 km length under DLP / Concession Period, and 29,030 km length under maintenance. During the current FY 2024-25, MoRTH has planned to take up maintenance in about 25,000 km length through STMC / PBMC mode, out of which works in about 19,000 km length have already been approved.

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.





## CHAPTER - IV

### LOGISTICS & ALLIED HIGHWAY INFRASTRUCTURE

#### 4.1 MULTIMODAL LOGISTICS PARKS (MMLPs)

The Ministry finalized the Model Concessionaire Agreement (MCA) for the Multi-Modal Logistics Parks (MMLPs) to be developed under the 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, in November 2021, also finalized and approved the Model RFP document of selection of Concessionaire for development of MMLPs.

A network of 35 Multimodal Logistics Parks is planned to be developed as part of Bharatmala Pariyojana, with a total investment of about ₹ 46,000 crore, which once operational, shall be able to handle around 700 million metric tonnes of cargo. Of this, MMLPs at 15 prioritized locations will be developed with a total investment of about ₹ 22,000 crore.

These MMLPs shall serve as regional cargo aggregation and distribution hubs for various industrial and agricultural nodes, consumer hubs and EXIM gateways such as seaports with multi-modal connectivity. In certain cases, the MMLPs are also being developed in tandem with the Inland Waterway Terminals under the Sagarmala Pariyojana to further reduce the cost of inland cargo movement at a much larger scale as compared to conventional road-based movement.

**4.1.1 MMLP Jogighopa (Assam) in Advanced Stage:** Execution of enabling development work including road, rail & water connectivity, area development such as site leveling, boundary work, internal road, administrative building, Sewage Treatment Plant, Waste Treatment Plant, etc. is in advance stage.

Procurement of developer on PPP basis (Concession Period: 45 years) for construction of logistics facilities such as business center, container yard, warehouses, cold storage, etc. and operations thereof subsequently is in process.

The estimated cost of the first phase of the project is ₹ 693.97 crore. The foundation stone of the project was laid in October, 2020 by Hon'ble Minister for Road Transport & Highways. This MMLP will serve as the distribution center for all North-Eastern States and facilitate cross-border trade with Bangladesh, Bhutan and Nepal.

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

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



बायीं ओर साइड सड़क  
Side Road Left

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

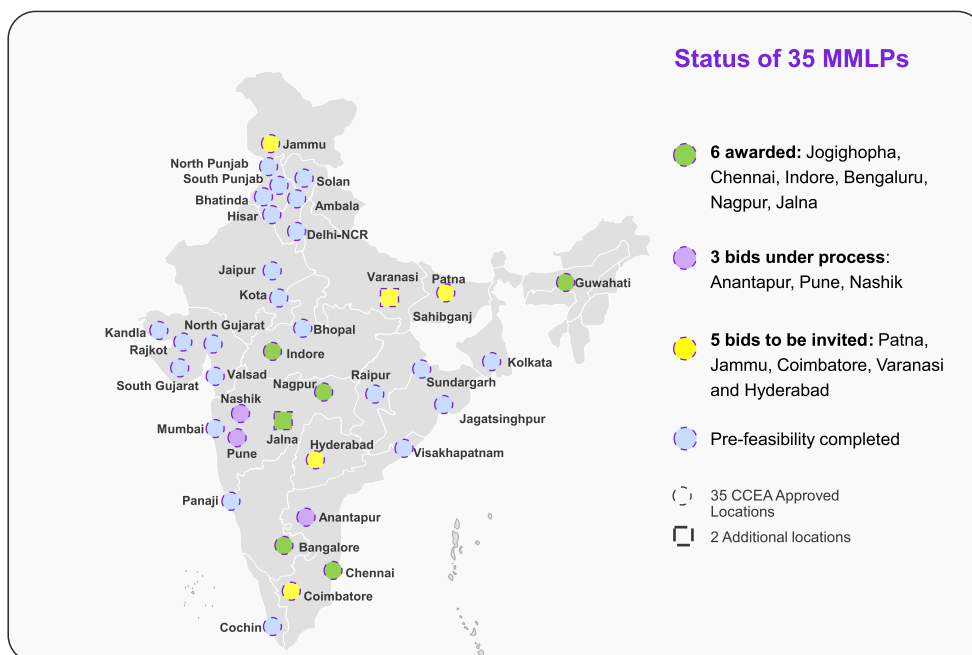


#### 4.1.2 Status of Awarded MMLPs

S. No.	MMLP	State	Location	Unit of land area (in acre)	Investment (₹ crore)	Mode
1	Jogighopa	Assam	Jogighopa	190	694	EPC
2	Chennai	Tamil Nadu	Mappedu	181	1,423	PPP
3	Indore	Madhya Pradesh	Pithampur	255	1,111	PPP
4	Bangalore	Karnataka	Dabbaspete	400	1,770	PPP
5	Nagpur	Maharashtra	Sindi	150	673	PPP
6	Jalna	Maharashtra	Jalna	63	66	EPC

These projects, when completed, will contribute significantly to the growth of India's logistics sector with reduction in carbon emission and strengthen the country's infrastructure.

**4.1.3** The Bids have been invited for MMLP Anantapur, Pune and Nashik and work of preparation of Feasibility Study Reports is in progress for MMLP at Patna, Jammu, Coimbatore, Varanasi and Hyderabad.



**Figure: Status of MMLPs**

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.



### 4.2 Port Connectivity Road (PCR) Project

India has a total coastline of ~7,500 km across 13 States / Union Territories. There are 227 Ports (13 Major, 214 Non-Major) along the coastline of which 78 ports are operational (12 Major, 66 Non-Major), 11 ports (1 Major, 10 Non-Major) are under implementation and other 138 ports are currently non-operational. Out of 89 operational/under-implementation ports, 64 have sufficient connectivity. MoRTH has planned the development of 108 PCR projects of length 3,700 km.

To ensure adequate last-mile connectivity to all the operational/under implementation ports in the country, a comprehensive Port Connectivity Masterplan was developed by MoRTH in consultation with Ministry of Ports, Shipping and Waterways (MoPSW) and Department for Promotion of Industry and Internal Trade (DPIIT). As part of the Masterplan, connectivity requirements of all the operational and under implementation ports were assessed and connectivity projects were identified. 59 additional critical infrastructure projects of length ~1,300 km was finally selected for implementation.

These projects will help in improving last-mile required road connectivity to all the operational/under-implementation ports in India providing a boost to economic activities via seamless movement of goods. Post completion of all the Port Connectivity Projects, all the 89 operational and under-implementation ports in the country shall have sufficient connectivity. Currently 10 projects having about 313 km length have been completed, 26 projects having about 1,754 km length are under implementation and Bidding process/DPR is in progress for remaining 72 projects (1,631 km).

### 4.3 Wayside Amenities (WSA)

To improve the comfort and convenience of the Highway users, the Ministry has planned the development of state-of-the-art Wayside Amenities (WSA) at about every 40-60 kms along the National Highways on PPP mode. These facilities are aimed to provide multiple options of rest and refreshment for the highway commuters during their journey. Some of the mandatory facilities being developed at each WSA are fuel stations, EV charging stations, food court/restaurants, dhabas, convenience stores, clean and hygienic toilet facilities, drinking water, first aid/medical room including childcare room, dedicated area for promoting local artisans, car/bus/truck parking, Trucker facilities likes Dhaba's, dormitories, drone landing facilities / helipad etc.

A total of 700+ WSAs are planned to be awarded along the National Highways/ Expressways by FY 2025-26, of which 455 WSAs have already been awarded out of which 160 sites (113 brownfield and 47 greenfield) were awarded till FY 2022-23, 162 sites (37 brownfield and 125 greenfield) were awarded in the financial year (FY 2023-24) and 133 sites (111 brownfield and 22

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

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



भोजन स्थान  
Eating Place

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



greenfield) have been awarded in the financial year FY 2024-25 till January, 2025. Out of 455 WSAs, 90 sites are operational. These WSAs will offer huge opportunities for investors, developers, operators and retailers. All upcoming Greenfield Access-controlled Highway projects are provisioned to have Wayside Amenities essentially, which will also promote local economy by generating employment opportunities and help local people to market their unique produces/handicrafts, etc. at village haats developed at these places.

#### 4.4 Ropeways

As announced in the Union Budget 2022, the Ministry has Development Programme – Parvatmala Pariyojana across the country to improve connectivity and convenience for commuters in hilly regions and to decongest urban areas where conventional mode of transport is saturated or not feasible. Under this program, the Ministry envisages provision of safe, economical, convenient, efficient, self-sustainable & world-class ropeway infrastructure providing first & last mile connectivity to improve logistics efficiency in India.

Under Parvatmala Pariyojana, ropeway projects of ~60 km length are planned for award by FY 2024-25. Out of these, Ropeway at Varanasi (Uttar Pradesh) of 3.85 km is under construction. Additionally, 03 ropeway projects of 4.93 km length are awarded viz. Bijli Mahadev (Himachal Pradesh), Dhosi Hill (Haryana), and Mahakaleshwar Temple (Madhya Pradesh). Further, the preferred bidder is identified for 2 projects of 3.25 km viz. Sangam (Uttar Pradesh) and Shankaracharya Temple (Jammu and Kashmir). Additionally, bids for Tikitoriya Mata temple (Madhya Pradesh) project is received and is under evaluation.

Further, the bids for 7 projects of 53.28 km length have been invited viz. Sonprayag – Kedarnath (Uttarakhand), Govindghat – Hemkund Sahib (Uttarakhand), Kamakhya Temple (Assam), Tawang Monastery – P T Tso Lake (Arunachal Pradesh), Kathgodam – Hanuman Garhi Temple, Nainital (Uttarakhand), Ramtek Gad Temple (Maharashtra) and Brahmagiri to Anjaneri (Maharashtra). Detailed Feasibility Study is in progress for additional 12 projects of 39 km length. In addition, Memorandum of Understanding (MoU) has been signed with 13 States/UTs, viz. Uttar Pradesh, Andhra Pradesh, Jammu and Kashmir, Himachal Pradesh, Uttarakhand, Assam, Tripura, Nagaland, Arunachal Pradesh, Madhya Pradesh, Haryana, Karnataka and Maharashtra for implementation of ropeway projects under Parvatmala Pariyojana in coordination with State Government/UT Administration.

#### 4.5 Utility Corridor

With the rapid expansion in mobile and broadband connectivity across India, it is necessary to explore and fully utilize opportunities presented by next generation networks like 5G & 6G.

यह चिन्ह इंगित करता है कि आसपास भोजन का एक स्थान है। आम तौर पर राजमार्गों और लंबे सफर की सड़कों पर यह चिन्ह देखा जा सकता है।

This sign indicates that there is an eating place in the vicinity. This sign is common on highways and long stretches of road.





Optical Fibre Cable (OFC) infrastructure will form the backbone of these next generation telecom technologies in India and will play a critical role in growth of the economy.

To fulfil this need, in line with principles of PM GatiShakti – National Master Plan, the Ministry is working towards development of a network of digital highways in the country by installing optical Fibre cables (dark Fiber) along the National Highway Corridors. This initiative will empower the Ministry to provide internet connectivity to remote locations/far-flung areas all across the country. The developed OFC network will allow a direct plug-and-play model or 'Fibre-on-demand' model for the Telecom/Internet Service Providers and will enable expansion in telecom connectivity and expedited roll out of new age telecom technologies like 5G & 6G.

In this regard, the Ministry has awarded 2 pilot projects for development of OFC infrastructure along one brownfield and one greenfield pilot projects, namely, Hyderabad-Bangalore and Delhi-Mumbai Expressways, having a total length of ~1,900 kms. The work of laying of OFC is in progress in these corridors.

#### 4.6 Inter Modal Station (IMS)

An Inter Modal Station (IMS) is envisioned as a world-class passenger movement facility, designed to provide a hub for interfacing and interconnecting a variety of intercity, regional and local public transport systems, all within a single facility. IMS is an integrated public transport hub catering to multiple modes of surface transport. Additionally, IMSs also help to address the issue of city congestion arising out of the ever-increasing traffic growth and severe under capacity of transport infrastructure. Development of these stations has two clear benefits as follows:

**(i) Improved Passenger Convenience:** Transits are seamless as various transport modes operate from the same premises. These stations will also provide international standard amenities and cater to needs of a wide passenger demography.

**(ii) Reducing City Congestion:** Aggregation of transportation nodes in the city can eliminate localized congestion. Further, if these hubs are near national highways or ring roads, they can provide effective city evacuation. Traffic due to transit passengers is largely eliminated.

#### 4.7 E-initiatives

**4.7.1 BhoomiRashi Portal:** The Ministry has launched BhoomiRashi Portal to digitize the land acquisition notification process to accelerate highways infrastructure development projects and payment to compensation for land acquisition. The portal has been made mandatory for processing all the land acquisition proposals w.e.f. 1<sup>st</sup> April, 2018.

The Portal has made land acquisition process faster and error-free. It has greatly reduced the time



रेलवे स्टेशन  
Railway Station

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



period for publication of notifications and brought in efficiency as well as transparency in the whole process.

**Salient features of the BhoomiRashi Portal are:**

- Separate Workflow processing for MoRTH, NHAI & NHIDCL.
- Template based Notification generation & generation of word file for uploading on e-Gazette portal.
- One Time Password (OTP) based security and data encryption.
- Digital Signature Certificate (DSC) based Approval.
- Upload of file received from e-gazette portal.
- Auto creation of Login Credentials for Competent Authority for Land Acquisition (CALA) & land parties.
- Provision for Legacy Data.
- To create a notification, user only needs to select Villages/Survey Numbers/Land Parties. All other data would be generated by the system.
- Online payment to beneficiary.
- Generation of reports.

The key objectives of avoiding parking of funds in bank accounts and ensuring transparent real time deposit of funds in the account of the individuals whose land/property were acquired have successfully been achieved by integrating the payment of compensation with the BhoomiRashi Portal via Public Finance Management System (PFMS). This initiative of MoRTH has resulted in a more robust and efficient land acquisition for road construction in the country.

The Ministry has also organized workshops and training programmes across the country to make the field offices familiar to the latest updates in BhoomiRashi Portal and new development in LA process.

A total of 1,374 notifications under Section 3 of National Highways Act, 1956 have been published and around 6,450.15 hectare of land has been acquired under Section 3-D of the Act through BhoomiRashi Portal from 1<sup>st</sup> April, 2024 to 31<sup>st</sup> December, 2024.

#### 4.7.2 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,

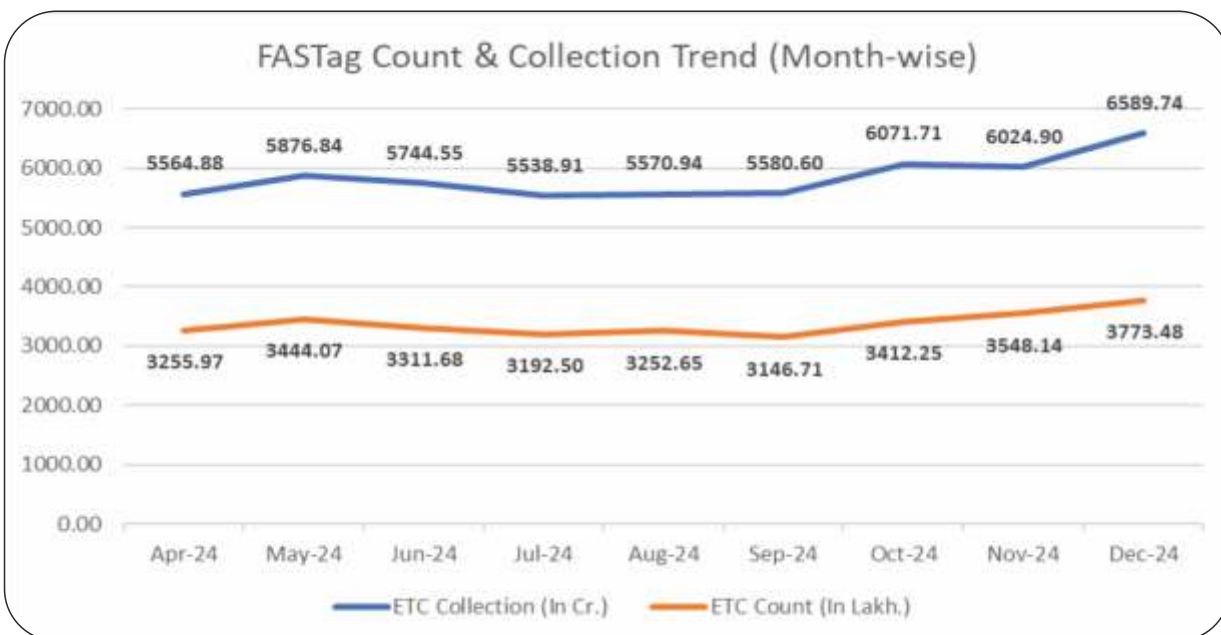


the flagship initiative of Ministry of Road Transport and Highways, has been implemented on Pan-India basis. The National Payment Corporation of India (NPCI) is the Central Clearing House (CCH). There are forty (40) banks (including Public and Private sector banks) engaged as Issuer banks for FASTag issuance to road users and twelve (12) 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 1<sup>st</sup> 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 15<sup>th</sup>/16<sup>th</sup> February 2021.

As on 31<sup>st</sup> December, 2024, collectively banks have issued over 10.30 crore FASTags; the average daily collection through ETC is around ₹ 192 crore with penetration of about 98.5% in total fee collection. There are 1,051 National Highways fee plazas live with ETC infrastructure in all lanes.

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



रुकिए  
Stop

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



Launch of Humsafar Policy by Hon'ble Minister (RT&H)



Wayside Amenities

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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## 2024-25



रास्ता दीजिए  
Give Way

Celebration of 10<sup>th</sup> Inception day of NHIDCL



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



Review Meeting for National Highways Projects by Hon'ble Minister (RT&H)



Kargil Zaskar Section of NH-301

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.



## CHAPTER - V

### DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

- 5.1** The Ministry has been paying special attention to the development of National Highways in the North-Eastern (NE) Region and 10 % of the total budget allocation is earmarked for NE region. The total length of National Highways in North-East is 16,125 km and these are being developed and maintained by four agencies - the State PWDs, BRO, NHAI and NHIDCL. Of the total length of 16,125 km, about 6,844 km is with NHIDCL, 6,787 km with respective State Govts, 778 km with NHAI, 1,228 km with BRO and 488 km is yet to be entrusted.
- 5.2** The National Highways & Infrastructure Development Corporation Limited (NHIDCL) is a Public Sector Undertaking under the Ministry of Road Transport and Highways. It was incorporated on 18<sup>th</sup> July, 2014 with the objective of developing National Highways and other infrastructure rapidly in the North East and Strategic areas of the country that share International Borders and started operation from September, 2014.
- 5.3** Under the CRIF, 147 works amounting to ₹ 4,644 crore are in progress for the improvement of State roads.
- 5.4** Under the Economic Importance & Inter State Connectivity scheme (which has now been subsumed under CRIF Scheme since 2020), 10 projects sanctioned before 2020 amounting to ₹368 crore are in progress.
- 5.5** For State PWD, 36 works in length of 508 km costing ₹ 5,322 crore are in progress. For NHAI, 3 works in length of 169 km and costing ₹ 3,568 crore under Bharatmala Pariyojana are in progress. For NHIDCL, 151 works in length of 3,171 km and costing ₹ 73,561 crore under various schemes are under progress.

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



## 5.6 Status of NH Projects under Implementation/Construction by MoRTH in North-East

Sr. No.	State	Total Ongoing Projects		
		No of Projects	Length in km	Total Project Cost (in ₹ crore)
1	Assam	53	978	34,777
2	Arunachal Pradesh	19	354	4,215
3	Manipur	34	736	11,052
4	Meghalaya	16	301	5,511
5	Mizoram	14	436	8,019
6	Nagaland	28	589	8,371
7	Sikkim	13	197	4,019
8	Tripura	13	258	6,488
Total		190	3,848	82,452

### State-wise Details of Works in the North-East

#### 5.7.1 Arunachal Pradesh

##### State PWD:

- As on 31<sup>st</sup> December, 2024, 12 development works in length of 211 km and costing ₹ 1,392 crore are in progress.
- Under CRIF, 55 works costing ₹ 2,060 crore are in progress for the improvement of State roads.
- 2 works costing ₹ 41 crore are in progress under EI & ISC scheme.

##### NHIDCL:

- As on 31<sup>st</sup> December, 2024, 7 development works in length of 143 and costing ₹ 2,823 crore are in progress.

#### 5.7.2 Assam

##### State PWD:

- As on 31<sup>st</sup> December, 2024, 9 development works in length of 66 km costing ₹ 1,801 crore are in progress.

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, जहाँ भारी मोटर वाहनों के प्रवेश से यातायात के सुगम प्रवाह में बाधा पहुँच सकती है।

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



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## 2024-25



बैलगाड़ियों और  
हाथदेलों का आना मना है  
Bullock & Hand  
Cart Prohibited

(ii) Under CRIF, 18 works costing ₹ 1,351 crore are in progress for the improvement of State roads.

### **NHIDCL:**

(i) As on 31<sup>st</sup> December, 2024, 41 development works in length of 743 km and costing ₹ 29,408 crore are in progress.

### **NHAI:**

(i) As on 31<sup>st</sup> December, 2024, 3 development works costing ₹ 3,568 crore are in progress.

### **5.7.3 Manipur**

#### **State PWD:**

(i) Under CRIF, 13 works costing ₹ 240 crore are in progress for the improvement of State roads.

#### **NHIDCL:**

(i) As on 31<sup>st</sup> December, 2024, 34 development works in length of 736 km and costing ₹ 11,052 crore are in progress.

### **5.7.4 Meghalaya**

#### **State PWD:**

(i) As on 31<sup>st</sup> December, 2024, 4 development works in length of 49 km and costing ₹ 421 crore are in progress.

(ii) Under CRIF, 24 works costing ₹ 359 crore are in progress for the improvement of State roads.

#### **NHIDCL:**

(i) As on 31<sup>st</sup> December, 2024, 12 development works in length of 252 km and costing ₹ 5,090 crore are in progress.

### **5.7.5 Mizoram**

#### **State PWD:**

(i) As on 31<sup>st</sup> December, 2024, 2 development works in length of 16 km and costing ₹ 129 crore are in progress.

(ii) Under CRIF, 4 works costing ₹ 236 crore are in progress for the improvement of State roads.

#### **NHIDCL:**

(i) As on 31<sup>st</sup> December, 2024, 12 development works in length of 420 km and costing ₹ 7,890 crore are in progress.

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



### 5.7.6 Nagaland

#### State PWD:

- (i) As on 31<sup>st</sup> December, 2024, 6 development works in length of 116 km and costing ₹ 1,113 crore are in progress.
- (ii) Under CRIF, 8 works costing ₹ 272 crore are in progress for the improvement of State roads.
- (iii) 8 works costing ₹ 327 crore are in progress under EI & ISC scheme.

#### NHIDCL:

- (i) As on 31<sup>st</sup> December, 2024, 22 development works in length of 473 km and costing ₹ 7,257 crore are in progress.

### 5.7.7 Sikkim

#### State PWD:

- (i) As on 31<sup>st</sup> December, 2024, 3 development works in length of 50 km and costing ₹ 467 crore are in progress.
- (ii) Under CRIF, 24 works costing ₹ 110 crore are in progress for the improvement of State roads.

#### NHIDCL:

- (i) As on 31<sup>st</sup> December, 2024, 10 development works in length of 147 km and costing ₹ 3,552 crore are in progress.

### 5.7.8 Tripura

#### State PWD:

- (i) Under CRIF, 1 works costing ₹ 16 crore is in progress for the improvement of State roads.

#### NHIDCL:

- (i) As on 31<sup>st</sup> December, 2024, 13 development works in length of 258 crore and costing ₹ 6488 crore are in progress.

### 5.8 Bharatmala Projects Entrusted to NHIDCL

NHIDCL was assigned to develop 4,373 km of stretches under Bharatmala Pariyojana Phase-I. So far NHIDCL has awarded 2,866 km at the cost of ₹ 66,001 crore and has completed 1,554 km of length. The assigned components are Border Roads, International Connectivity Roads, Economic

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.



Corridor (NER) & Feeder Route-Inland Waterways as follows:

S. No.	Corridor Type	Total Length (in km)
1	Economic Corridors	2,901
2	Feeder Route	0
3	National Corridors	0
4	Border Connectivity Roads	567
5	International Connectivity Roads	905
6	Inter Corridor Feeder Routes	0
<b>Bharatmala Total</b>		<b>4,373</b>

### 5.9 Establishing International Connectivity by the NHIDCL

The NHIDCL is an important player in the creation and enhancement of cross border connectivity to Nepal, Bangladesh and Myanmar. It has undertaken several projects with the aim of improving regional trade and connectivity.

#### 5.9.1 Bangladesh Connectivity

##### Tripura: Connectivity through Sabroom

NHIDCL has completed the Agartala-Sabroom stretch, including the Feni Bridge on NH-08; the route has the potential of connecting the NER with Chittagong port in Bangladesh. The project has been completed in FY 2020-21 and is open for public.

##### Meghalaya: Connectivity through Dalu and Dawki

- Another connectivity between India and Bangladesh is being improved along the existing old NH-51 (New NH-217) in the State of Meghalaya from Tura to Dalu Road under Japan International Cooperation Agency (JICA) ODA loan and the road would be open for traffic by March, 2025.
- Construction of Shillong to Dawki Road on NH-40 by NHIDCL under JICA funding will provide seamless cross-border trade connectivity at Dawki in Meghalaya and other NER States with Tamabil in Bangladesh. The project road would be open to the public by FY 2025-26.

##### Mizoram: Connectivity through Lunglei

Lunglei - Tlabung section of NH-302 is being developed to 2-lane with paved shoulders in two packages aggregating to about 75 km length with target date of completion in December, 2025.

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 वहाँ 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



### **Assam: Connectivity through Suttarkhandi**

Karimganj to Sutarkandi Road on NH-08 is being developed to 4-Lane carriageway by NHIDCL to provide connectivity to Sylhet Division in Bangladesh with the other part of NER. The project would be targeted to be completed by FY 2026-27.

## **5.9.2 Myanmar Connectivity**

### **Manipur: Connectivity through Moreh**

NHIDCL has been developing 2/4-laning of Imphal to Moreh road and Moreh bypass on NH-39 as a part of AH-02 with total cost of ₹ 2,216 crore, which will provide connectivity to India-Myanmar-Thailand Trilateral Highway. The project will be completed by March, 2025.

### **Mizoram: Connectivity through Lawngtlai**

Improvement of Aizawl-Lawngtlai-Tuipang section on NH-54 to 2-lane with paved shoulders is being taken up under JICA ODA loan by NHIDCL to provide connectivity to the Kaladan Multi Modal Transit project to provide seamless connectivity to Myanmar with the other part of NER, of which Lawngtlai - Myanmar Border Section has already been completed. The project will be completed by March, 2025.

### **Nagaland: Connectivity through Avangkhu**

The widening to 2-laning of Akegwo to Avangkhu section of NH-202K by NHIDCL will connect other parts of NER through Nagaland with Myanmar. The project road would be open to the public by FY 2025-26.

## **5.9.3 Nepal Connectivity**

### **West Bengal**

Construction of Mechi Bridge and its approaches on India-Nepal border linking Kakarbita in Nepal and Panitanki on NH-327B (Asian Highway-02) in the State of West Bengal was included as part of ADB-SASEC connectivity. The new 6 Lane Major Bridge (675 m) across river Mechi with approach road of 825 m has been taken up on the upstream of the existing 586 m Mechi Bridge to match with capacity of AH 02 section and keeping in view the future requirements as the existing bridge has exhibited minor distress and is insufficient to take care of the present fast moving/commercial traffic in addition to the slow-moving vehicles & pedestrian traffic. This 1.5 km Project was completed on 5<sup>th</sup> September, 2020.

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.



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हाथ ठेलों का आना मना है  
Hand Cart Prohibited

### 5.10 Projects Awarded during year 2024-25 by MoRTH

Sr. No.	State	Total Projects Awarded from 01.04.2024 to 31.12.2024		
		No of Projects	Length in km	Total Project Cost (in ₹ crore)
1	Arunachal Pradesh	15	325	4,367
2	Assam	9	120	266
3	Manipur	0	0	0
4	Meghalaya	2	63	1,241
5	Mizoram	1	18	10
6	Nagaland	0	0	0
7	Sikkim	0	0	0
8	Tripura	0	0	0
TOTAL		27	526	5,884

### 5.11 Frontier Highway in Arunachal Pradesh

- Frontier Highway (NH-913) is a road of strategic importance along Indo-Tibet-Myanmar border with intent to arrest the population migration from border areas.
- The total design length of Frontier Highway is 1,824 km out of which work on 271 km has been taken up by MoD/MoRTH before declaration as National Highway.
- Balance length of 1,553 km is being sanctioned/awarded by MoRTH in 44 packages
  - to be executed by three agencies viz. State PWD, BRO and NHIDCL
  - State PWD: 566 km (18 packages) (Bomdila-Nafra-Lada-Sarli-Huri & Miao-Kharsang-Vijaynagar)
  - BRO: 414 km (11 Package) (Huri-Taliha-Tato & Bile- Migging)
  - NHIDCL: 573 km (15 packages) (Tuting-Zido-Singha-Anelye, Ithun Bridge-Hunli-Hayuliang, Hawaii-Miao & Pango-Jorging)
- The overall status of sanction and award is as under:
  - Sanctioned: 36 packages (1,280 km)

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.



गति सीमा  
Speed Limit

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



- Awarded: 6 pkgs (239 km)
- Award pending due to LA, etc.: 1 pkg (47 km)
- Under Tendering : 22 pkgs (756 km)
- Tender to Be Invited: 7 pkgs (239 km)
- Yet to be sanctioned : 8 pkgs (272 km)

The Agency-wise details of No. of Packages w.r.t. sanction and award are as under:

Status	BRO	State PWD	NHIDCL	Total
Sanctioned	10	18	8	36 pkgs
Yet to be Sanctioned	1	0	7	8 pkgs
Awarded	0	0	6	6 pkgs
Award pending	0	0	1	4 pkgs
Under Tendering	9	13	0	22 pkgs
Tender to be invited	1	5	1	7 pkgs

## 5.12 Jogighopa Logistics Park Limited (JLPL)

MoRTH through National Highways and Infrastructure Development Corporation Limited (NHIDCL) has been developing Multi-Modal Logistics Park (MMLP) at Jogighopa, Assam. The proposed MMLP at Jogighopa is one of the 35 MMLPs being constructed to improve logistical capacity of India. The MMLP at Jogighopa is designed as a state-of-the-art facility that shall improve logistics efficiency and facilitate the domestic as well as EXIM trade in the North-eastern regions of India.

The MoU between MoRTH represented by NHIDCL and Government of Assam envisaged formation of an SPV (93.53%: 6.47% shareholding respectively) for development of Multi Model Logistics Park at Jogighopa, Assam. Under this arrangement, a logistic park is being developed on the land provided by the Government of Assam in two phases (112 acres in Phase-I and 88 acres in Phase-II). For execution of this MMLP, a Special Purpose Vehicle (SPV) namely the “Jogighopa Logistics Park Limited” was incorporated on 26<sup>th</sup> February, 2021 as a public limited company with authorised share capital of ₹ 50,000, with the senior most Secretary, Industries & Commerce Department, Government of Assam as its Chairman and ED (P), RO-Guwahati, NHIDCL as the Managing Director.

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



In order to initiate the development work at site, NHIDCL has taken up the works for Phase-I development which has been completed in FY 2024-25. The Phase-I has been divided into three packages in addition to the development of IWT (Inland Waterways Terminal) at Jogighopa as a deposit work from IWAI.

## 5.13 Parvatmala Pariyojana

Under Parvatmala Pariyojana, the Ministry envisages provision of safe, economical, convenient, efficient, self-sustainable & world-class ropeway infrastructure providing first & last mile connectivity to improve logistics efficiency in India.

Detailed Feasibility Study is underway for projects at Kamakhya Temple (Assam) and Tawang (Arunachal Pradesh). Memorandum of Understanding (MoU) have been signed with State Governments of Assam, Tripura, Nagaland and Arunachal Pradesh for implementation of ropeway projects under Parvatmala Pariyojana in coordination with State Governments.



Review Meeting of NH Projects by Hon'ble Minister (RT&H)

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.





साइकिलों का आना मना है  
Cycle Prohibited

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



Sonamarg ( Z - Morh) Tunnel



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.





## CHAPTER - VI

### 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 neighboring countries.
- 6.3** The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC's) are being administered in the Road Transport Division of the Ministry:
- Motor Vehicles Act, 1988
  - Central Motor Vehicles Rules, 1989
  - Road Transport Corporations Act, 1950
  - Carriage by Road Act, 2007
  - Carriage by Road Rules, 2011
- 6.4 e-Transport**

One of the key IT initiatives by the MoRTH to modernize transport sector management and operations is the eTransport Mission Mode Project. This comprehensive digital platform, developed with technical support from NIC, enables all transport-related services through a centralized, web-based system that operates nationwide. It has significantly transformed the service delivery mechanisms for various transport activities, including vehicle registration, driving licenses, taxation, fitness, permits, and enforcement. This project has automated operations and transformed 200+ citizen/trade-centric Transport services into Faceless/Contactless mode leveraging advanced technologies like Aadhar Authentication, eKYC,

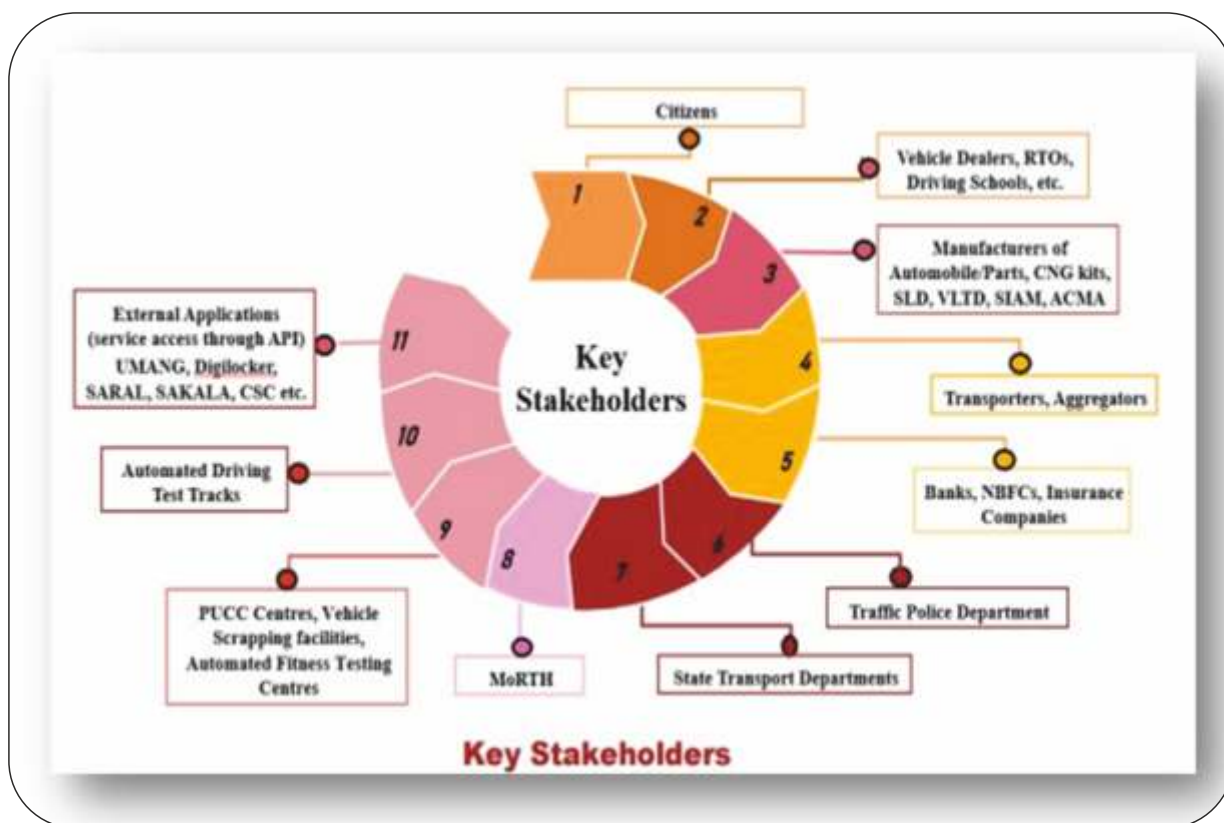


बाएं मुड़ना मना है  
Left Turn Prohibited

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



eSign/DSC, Artificial Intelligence - AI based Facial Recognition and GPS location capture. The launch of these Faceless Services is a quantum leap in the transport system. eTransport project encompasses an extensive array of Government-to-Government (G-G), Government-to-Business (G-B) and Government-to-Citizen (G-C) services, benefiting many stakeholders e.g. citizens, vehicle manufacturers, dealers, transporters, banks, insurance companies, security agencies, enforcement agencies as well as various State/Central Government departments and their applications.



**Figure 1: e Transport Mission Mode Project (MMP) Key Stakeholders.**

#### 6.4.1 Growth as a Public Digital Platform

The e-Transport MMP has steadily evolved from primarily a medium for online RC and DL related services to a comprehensive public digital platform. Other key applications developed and implemented under this project include e-Challan (enforcement solution), PUCS (pollution compliance system), Integration of eChallan with Intelligent Traffic Management System (ITMS), NextGen mParivahan (mobile app), eChallan Mobile application, Registered Vehicle Scrapping

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएं न मुड़े।  
This sign indicates that left turn is prohibited.



Facility (RVSF), Automated Fitness Management System (AFMS), Advanced Reporting-Dashboards and Analytics Portal etc. The eTransport initiative also empowers multiple stakeholders by enhancing service delivery.

The project integrates the entire vehicle life cycle including manufacturing, sales, registration, insurance, financing, testing and fitness and scrapping. Data and services have been interconnected with stakeholders across allied sectors, such as vehicle manufacturers, dealers, banks, FASTag, eWay Bill, Smart Cities, Pollution Checking Centers, Fitness Centers, Driving Schools, GST and police and security agencies (NATGRID, NCRB, CCTNS), among others.

The continuous data/service exchange, leading from these integrations, arms the project with a large volume of data, which is then analyzed 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.

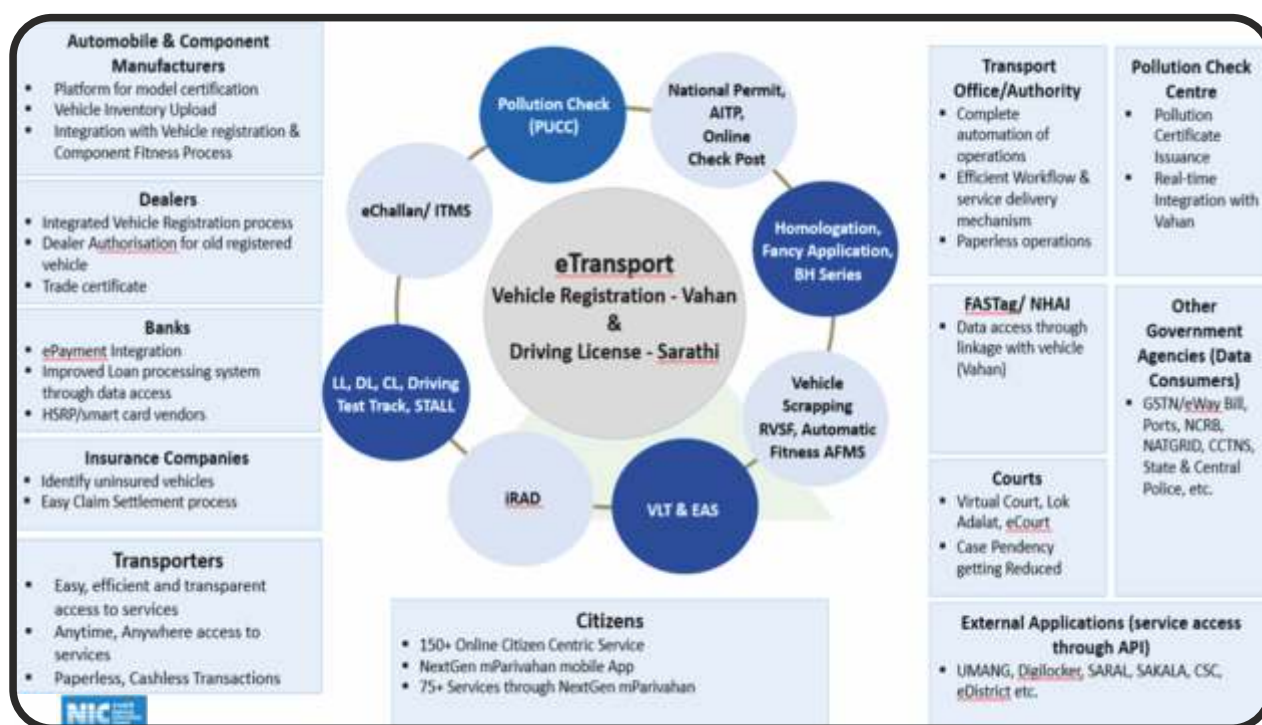


Figure 2: eTransport Ecosystem

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



#### 6.4.2 mVahan

mVahan is designed as a convenient mobile solution tailored for Departmental Officers at RTOs and internal stakeholders such as Dealers in India. Currently available on the Android platform, it streamlines a range of Vahan Services, including automating Vehicle Inspection and Fitness processes. The app also facilitates seamless document uploads by Dealers and RTOs during vehicle registration, enhancing efficiency and reducing paperwork. Additionally, mVahan supports services like processing requests for Change of Address, further simplifying administrative tasks within the transport sector. This digital initiative underscores India's commitment to modernizing governance and improving service delivery through innovative mobile technology.

#### 6.4.3 Integration of eChallan with Intelligent Traffic Management System (ITMS)

e-Challan or electronic Challans is a “One Nation One Challan” traffic enforcement solution, comprising of android-based mobile app and a web interface. It has been developed for the purpose of providing a comprehensive solution for Transport Enforcement Officers and Traffic Policemen and is implemented in 33 States till date. The solution has digital interfaces for all the stakeholders in ecosystem viz. MoRTH, State Departments, Police, Citizen, Courts, etc. This application is integrated with Vahan and Sarathi applications and provides a number of user-friendly features while covering all major functionalities of Traffic Enforcement System.

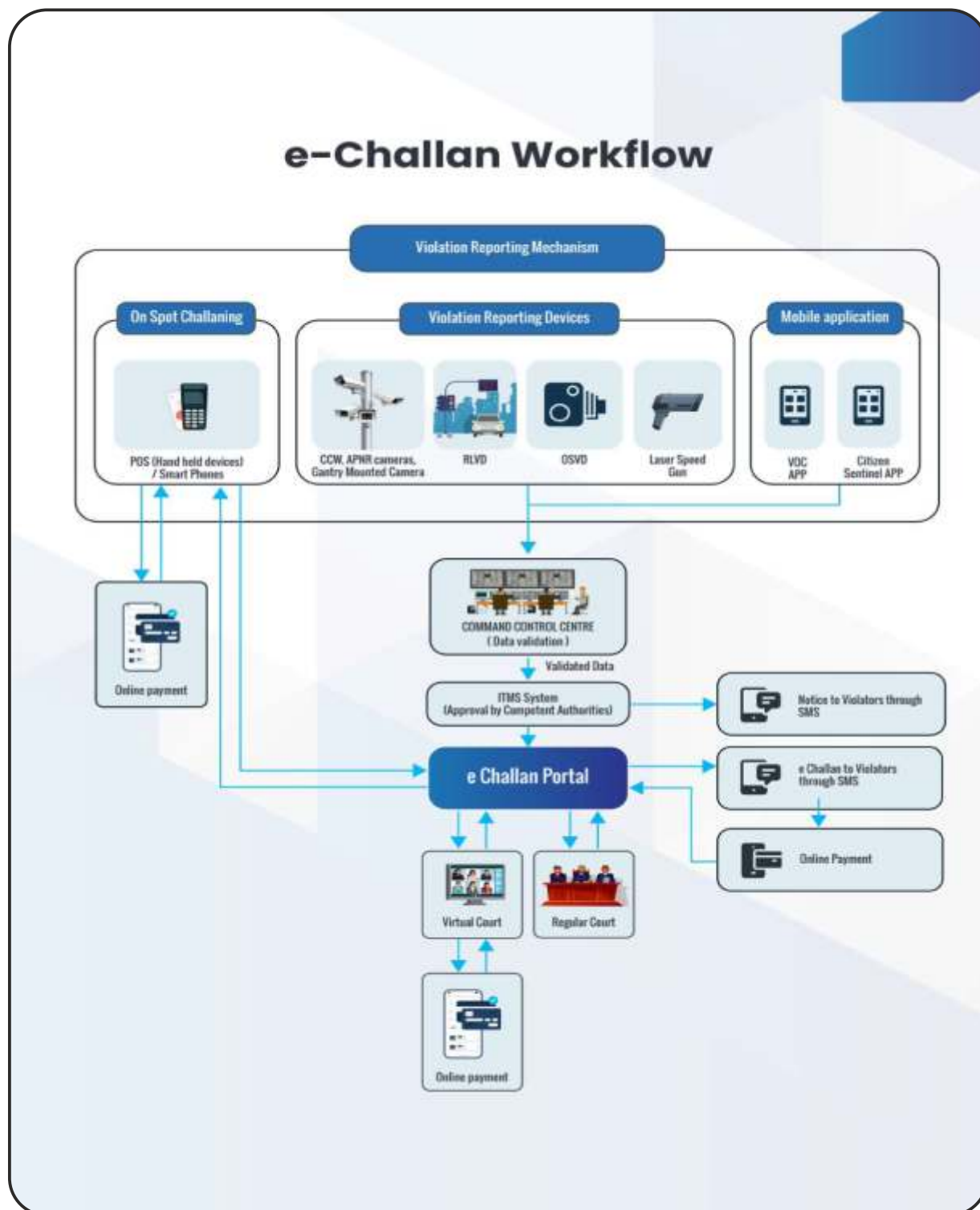


Meeting of SIAM CEOs Delegation with Hon'ble Minister (RT&H)

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.





**Figure 3: eChallan Application Workflow**

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएँ रहकर गाड़ी चलाएँ। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहाँ 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.



To modernize the traffic management system, eChallan has seamlessly integrated with the Intelligent Traffic Management System (ITMS), incorporating advanced technologies such as Closed-Circuit Television (CCTV) and Automatic Number Plate Recognition (ANPR) cameras, Speed Guns, Over Speed Violation Detection (OSVD) and Red-Light Violation Detection (RLVD) among others. These technologies are strategically deployed to effectively monitor traffic violations. Data captured by this system enables the efficient issuance of eChallan and notices through SMS notifications. The streamlined process enhances traffic enforcement accuracy and provides citizens a user-friendly means to address and settle violations. Integration of ITMS has been integrated with Virtual Courts to enable end-to-end online case settlement. This integrated system has been successfully implemented in 23 States.

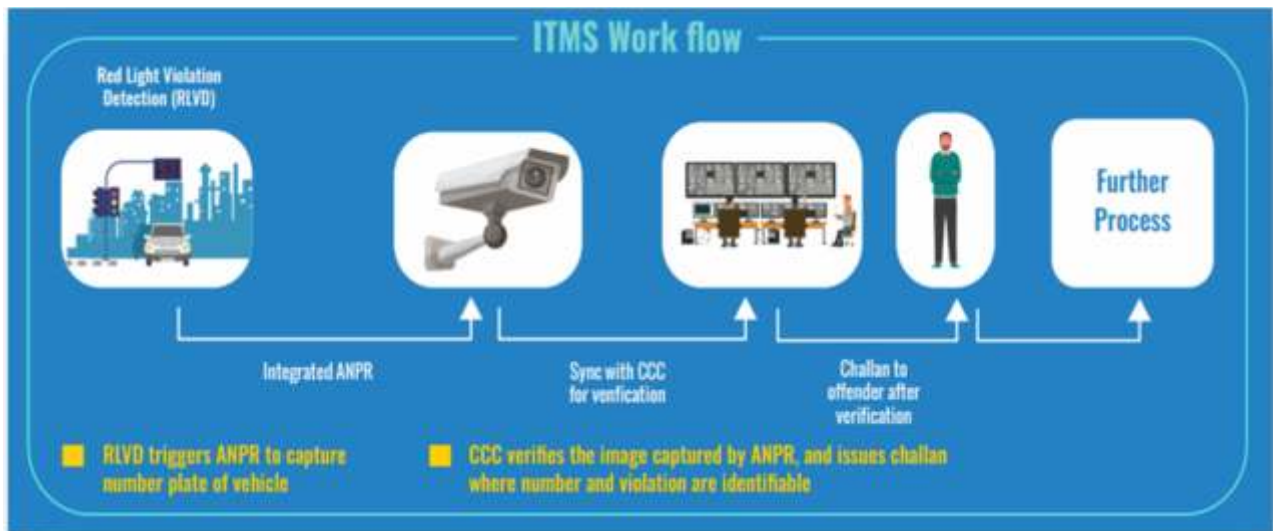


Figure 4: ITMS Workflow

#### 6.4.4 VLTS Command & Control Centre Solution

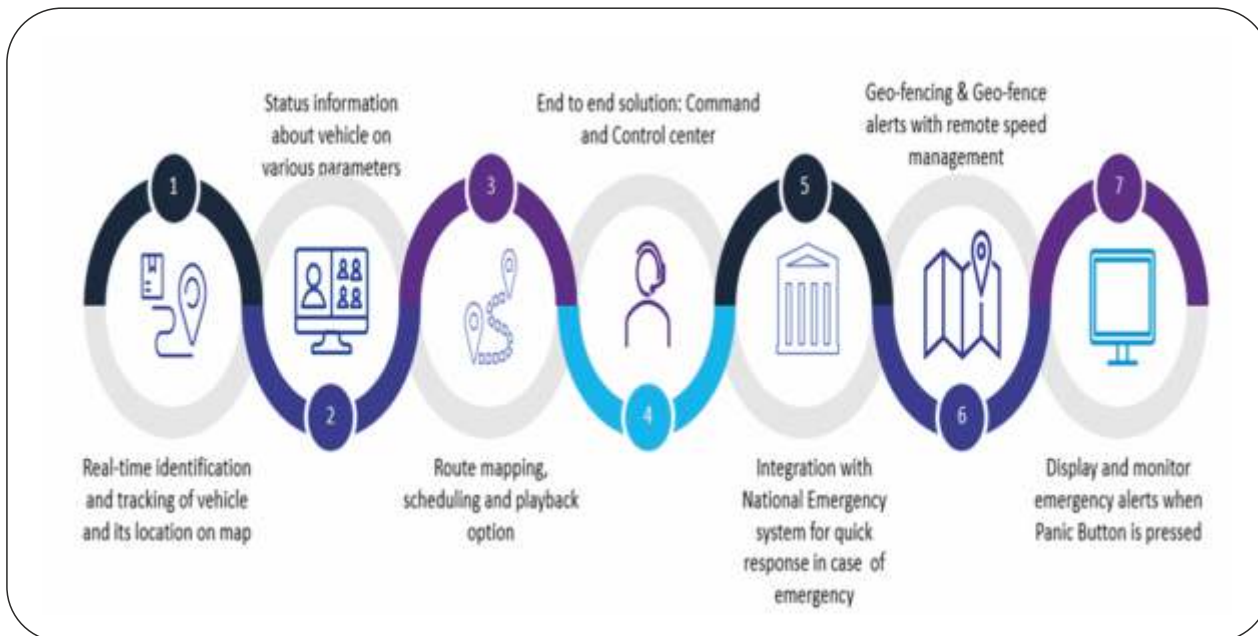
Vehicle Location Tracking & Emergency Alerts System (VLTEAS) has been conceived by MoRTH for implementation across the country. The complete system is based on AIS-140 specification as notified by the Ministry - defining the process for fitment of approved tracking devices in public service vehicles and setting up of VLTS Command and Control Centre (C&CC) at State level. Scheme guidelines for the same were issued on 15<sup>th</sup> January, 2020 under Nirbhaya Framework.

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

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



## Salient Features



### 6.4.5 Bharat Series Vehicle Registration

To facilitate seamless transfer of vehicles across States and eliminate the need for assigning a new registration mark during interstate owner transfers, a provision for “Bharat series (BH-series)” is provided as per Gazette Notification G.S.R. – 294 (E) issued by Ministry of Road Transport & Highways. NIC has incorporated the needful changes in the Dealer point module and provision has been provided to 29 States for Central issuance of BH series number from the portal.

Below are some Salient Features:

- Simplifies Interstate Vehicle Transfers
- Eliminates the need for assigning a new registration mark during interstate owner transfers.
- Available on an optional (choice) basis
- Accessible to Government and private sector firms in four or more States/UTs
- Applicable for both new registration and in case of transfers to BH or normal series.
- Preserves revenue of States while facilitating owners.



आगे चलना अनिवार्य  
(केवल आगे)  
Compulsory Ahead  
(Ahead Only)

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



#### 6.4.6 Vehicle Recall Management System

This application has been developed to address issues encountered by vehicles, such as those falling under the definition of "defect" as outlined in rule 127C. This initiative, undertaken by MoRTH & NIC, aims to streamline the vehicle recall process, ensuring prompt action by manufacturers in response to various reported or identified events. These events may include non-performance of specific vehicle parts, defective manufacturing, safety hazards, or non-compliance with notified norms. The system's development will encompass every aspect of the vehicle recall process, including customer notification and response mechanisms, process tracking, compliance, and reporting among other necessary stages of the cycle. It will also be equipped to manage recall events triggered by retrofitting requirements in vehicles.

#### 6.4.7 All India Tourist Permit (AITP) Module

AITP, developed by NIC under MoRTH Gazette notification G.S.R. 302(E), allows tourist vehicle operators to transport tourists and their luggage across India. The "All India Tourist Permit" (AITP) is a permit issued by the Transport Authority, authorizing tourist vehicle operators or owners to transport tourists, either individually or in groups, along with their personal luggage throughout India, upon payment of the permit fee.

This initiative simplifies interstate travel, enhancing mobility and supporting the tourism sector by eliminating the need for multiple permits.

#### 6.4.8 Faceless, Contactless, Aadhar - eKYC Based Services

In eTransport Project, faceless services have been introduced to ensure an efficient and fully digital approach in delivering various transport-related services to citizens through Vahan and Sarathi. It enables citizens to avail it in a completely online, contactless manner from the comfort of their homes. Both MoRTH and NIC have transitioned the existing transport services to a faceless mode, employing advanced technologies such as Aadhaar authentication, eKYC, AI-based face recognition, e-Sign and other business process transformations. Currently, more than 90 transport services are completely Contactless. However, implementation varies from state to state.

##### Salient Features:

- Complete Online & Contactless service
- No need to visit RTO at any stage of application
- Aadhar based authentication and e-KYC of the applicant
- AI based Face Recognition and verification for Learners License test

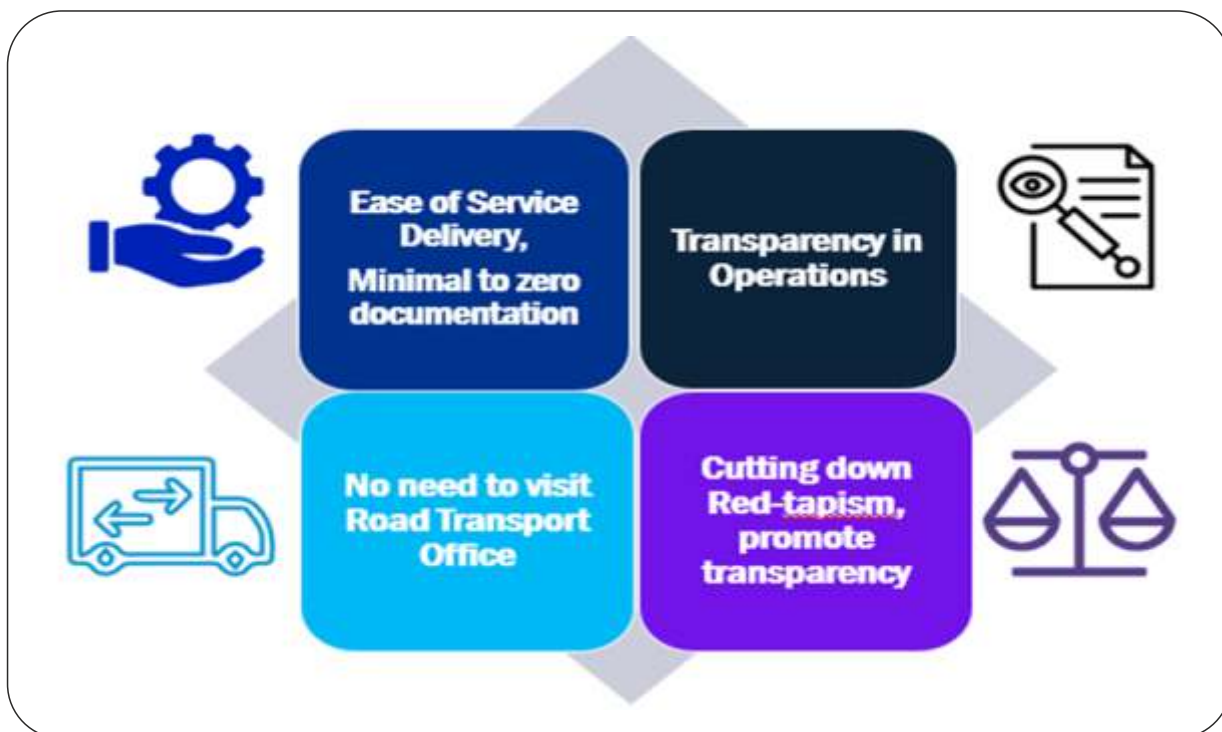
यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.





- ➔ Online proctoring through video capturing (AI Video processing) of the applicant taking the Learner's license test
- ➔ Provision for document upload for all Faceless Transactions



### 6.4.9 Automatic Fitness Management System/ Automated Testing System

The Automatic Fitness Management System (AFMS) developed by the National Informatics Centre (NIC) under MoRTH Gazette notification GSR 652 (E), dated 23<sup>rd</sup> September, 2024 to modernize vehicle fitness management in India. Prior to AFMS, vehicle owners had to obtain a fitness certificate from a registering authority or authorized testing center where their vehicle was first registered. This often posed challenges, especially for those traveling or relocating. AFMS addresses these issues by partnering with Automated Testing Stations (ATS) across the country. These stations conduct vehicle fitness tests and upload the results directly to the AFMS server. As a result, vehicle owners can now book appointments for fitness checks online at any ATS, whether within their state or anywhere else in India. This convenience allows them to access fitness services without geographical constraints, view fitness reports, and apply for re-tests if necessary.

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



#### 6.4.10 Registered Vehicle Scrapping Facility (RVSF)

VSCRAP Portal was developed by the National Informatics Centre (NIC) under MoRTH Gazette notification GSR 653(E) dated 23<sup>rd</sup> September, 2021. This application facilitates motor vehicle owners in efficiently phasing out old and unfit vehicles with high emissions, thereby mitigating the deterioration of air quality. The primary objective of this application is to remove polluting vehicles from running on the roads and subsequently lower the country's carbon footprint. All applications and processes for vehicle scrapping have been made online and time-bound for vehicles registered on the Vahan portal.

#### 6.4.11 Next Gen mParivahan Mobile App

NextGen mParivahan serves as the mobile extension of Vahan, Sarathi and other eTransport components available on Android and iOS platforms. It offers citizens access to 75+ online services/utilities for driving licenses, vehicle registration, taxation, fitness, permits, and other transport-related needs. Integrated with Vahan, Sarathi, eChallan and other repositories, it facilitates seamless data exchange. With over 11.55 crore app downloads, it is one of the most popular government apps. Following are the services and utilities incorporated in the app:



Shri V. Umashankar, Secretary (RT&H) at Workshop with Transport Secretaries of States/UTs

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

This sign directs the traffic to either move straight or take right turn. Turning towards left is prohibited.

# ANNUAL REPORT

## 2024-25



### List of NextGen mParivahan Services

Vehicle Services		Driving License Services		Fancy	
1	Search RC	1	Search DL	1	Available status
2	Virtual RC	2	Virtual DL	2	Allocate status
3	Issue of duplicate RC	3	Issue of duplicate DL	3	Download fee receipt
4	Change of address in RC	4	Renewal of DL	4	Download allotment letter
5	Hypothecation termination	5	Change of address in DL	5	Fancy number available status
6	Hypothecation continuation	6	Replacement of DL	6	Fancy number allocate status
7	Hypothecation addition	7	DL extract	7	Download fee receipt
8	Issue of NOC	8	IDP	8	Download allotment letter
9	RC particulars against fee	9	Update mobile number	9	Show action status
10	Application status	10	Application status		
11	Download receipt	11	View upload documents	eChallan	
12	Verify Payment status	12	Download forms	1	Challan status
13	Dispose application	13	Change of name in LL	2	Challan payment
14	Update mobile number	14	Issue of Duplicate LL	3	Verify payment status
15	Online tax payment	15	Change of address in LL	4	Download challan
16	Transfer of ownership	16	Application edit of LL	5	Download receipt
17	RC Transfer	17	Apointment cancellation		
18	RC cancellation	18	Change of date of bith in DL	PUCC	
19	RC release	19	Change rof name in DL	1	Search PUCC
20	Duplicate fitness certificate	20	Endorement to drive in hill region	2	Download PUCC
21	Renewal of state permit	21	New conductor licence		
22	Duplicate permit certificate	22	Duplicate conductor license	Checkpost Services	
23	Temporary permit	23	Renewal of conductor license	1	Verify checkpost receipt details
24	e-Sign of RC services	24	Change of address in condutor license	2	Download checkpost tax receipt
25	NP home authorization	25	Change of name in conductor license		
26	Tax assessment	26	Face recognition API for LL		
27	NOC download	27	Adhaar card-based e-KYC in LL/DL		
28	Alteration of Vehicle	28	Add class of vehicles in LL/DL		
29	Addition of nominee	29	New Driving License		
30	Compounding fee payment	30	Learner's License		
31	Download RC particulars	31	Service withdrawn		

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

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



लंबाई सीमा  
Length Limit

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



#### 6.4.12 National Registry of Vehicles and License Records

As on 31<sup>st</sup> December, 2024, Vehicle Registration record and Driving License record are 38.7+ crore and 21.1+ crore respectively.

### 6.5 Major Initiatives taken in the Year 2024 for Amendment of the Central Motor Vehicles Rules, 1989

#### 6.5.1 Inclusion of L2-5 as a New Vehicle Category

Ministry vide GSR 354(E) dated 26<sup>th</sup> June, 2024 has included 'L2-5' as a new category of vehicle in Central Motor Vehicles Rules, 1989. The purpose behind this regulation is to create innovative E-mobility solution in which a two wheeled motor vehicle can run separately as well as can be coupled to a rear module to form a three-wheeler. It can be used either as a two-wheeler or as a three-wheeler. Further, it will provide more opportunity to three wheeled auto rickshaw owners to utilize the two-wheeler for commercial purposes namely viz. taxi aggregator, home delivery services, e-commerce, etc. It will also enable existing three-wheeler owners to own a two-wheeler for their commercial as well as personal use while allowing them flexibility to optimize the benefits.

#### 6.5.2 Retrofitment in BS VI

Ministry vide GSR 407(E) dated the 15<sup>th</sup> July, 2024 has amended rule 115C of CMVR, 1989 to prescribe that the type approval for vehicles retrofitted with LPG kits shall be valid for six years from the date of issue of such approval and shall be renewed for every six years at a time.

#### 6.5.3 Revision of Standards for Safety Belt, Restraint Systems and Safety Belt Reminder

Ministry vide GSR 514(E), dated the 14<sup>th</sup> August, 2024 has amended the Central Motor Vehicles Rules, 1989 to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems in Motor vehicles of category M, N and L7 w.e.f. 1<sup>st</sup> April, 2025. Further, the vehicles of category M1 manufactured on and after the 1<sup>st</sup> April, 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

#### 6.5.4 Safety Requirements for Electric Power Train Construction Equipment Vehicles

MoRTH vide G.S.R. 721(E) inserted rule 125-O in Central Motor Vehicles Rules (CMVR), 1989 regarding Safety Requirements for Electric Power Train Construction Equipment Vehicles and mandated that on and after 1<sup>st</sup> January, 2025, Construction Equipment Vehicles fitted with Electric Power Train shall meet requirements as specified in AIS-174, till the corresponding BIS specifications are notified under the Bureau of Indian Standard Act, 2016 (11 of 2016).

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.





### 6.5.5 Renewal of Certificate of Fitness in respect of Transport Vehicles

The Ministry has issued GSR 709(E) dated the 14<sup>th</sup> November, 2024 (amending rule 62 of the Central Motor Vehicles Rules, 1989) which provides for extension of date for mandatory testing of Transport Vehicles through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989 to 1<sup>st</sup> April, 2025.

### 6.6 Scheme for Providing Cashless Treatment to the Victims of Road Accidents caused due to Motor Vehicles

In line with its commitment to reduce fatalities due to road accidents and the legal mandate under section 162 of the Motor Vehicles Act, 1988, Government is formulating a scheme to provide cashless treatment to the victims of road accidents caused by the use of motor vehicles. Key features of the scheme are as under:

- Victims are entitled to cashless treatment up to a maximum of ₹ 1.5 lakh per victim per accident for a maximum period of 7 days from date of accident as per health benefits packages for trauma and polytrauma of Ayushman Bharat Pradhan Mantri -Jan Arogya Yojana (ABPM-JAY).
- Applicable to all road accidents caused by use of motor vehicle on any category of road.
- The National Health Authority (NHA) shall implement the scheme in coordination with police, hospitals, State Health Agency (SHA), etc. through an IT platform combining the functionalities of existing Electronic Detailed Accident Report (eDAR) application of Ministry of Road Transport & Highways and Transaction Management System (TMS) of NHA.
- Ministry of Road Transport and Highways along with National Health Authority (NHA), has implemented pilot programs for providing cashless treatment to victims of road accidents in the Union Territories of Chandigarh and Puducherry and States of Assam, Haryana, Punjab and Uttarakhand.

### 6.7 Strengthening ITS in Public Transport System

- The Ministry has appraised the existing scheme namely “Strengthening ITS in Public Transport System” to provide financial assistance to State/UT Governments for use of latest technologies such as GPS/ GSM based vehicle tracking system, computerised reservation/ticketing system, inter-modal fare integration, passenger information system etc. The Scheme includes cost of capital expenditure of ITS hardware, software, application development, operation, planning, management, administrative work and appointment of Project Management Unit (PMU).

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.



गति सीमा  
Speed Limit

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



- The Transport Bodies such as State Transport Undertakings, State Transport Corporations, Public Private Partnerships and State Government Bodies (including hilly regions and North-East States) are eligible to avail the financial assistance under the Scheme.
- The duration of the scheme is for 4 years (FY 2022-23, 2023-24, 2024-25 and 2025-26 i.e., during remaining period of 15<sup>th</sup> Finance Commission Cycle). The total outlay of the Scheme is estimated to be ₹ 175 crore from Ministry. Previous Scheme had fund of share of 50% by Ministry but the revamped scheme has fund share of 70% by Ministry and remaining 30% will be contributed by respective Transport Bodies.
- As on December, 2024, 21 proposals have been received out of which, the proposals in respect of GSRTC, TSRTC, KSRTC, Bhopal BCLL and Sikkim SNT have been sanctioned in 2022-24 and in respect of Assam ASTC, Mira Bhaindar MBMTU, Puducherry PRTC and APSRTC have been sanctioned in 2023-24.

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

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

#### 6.9 Development of State-wise Vehicle Tracking Platform in States / UTs (under Nirbhaya Framework)

Ministry of Road Transport and Highways has approved a scheme (on 15<sup>th</sup> January, 2020) for implementation of “Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications in States / UTs under Nirbhaya Framework” at total estimated cost of ₹ 463.90 crore (including Central and State share, as per Nirbhaya Framework).

The proposed system envisages enhancing the safety of women and girl children by establishing Monitoring Centers across States/UTs, which shall track all the Public Service Vehicles (PSV) that are fitted with location tracking device and emergency buttons for raising an alert in case of emergency. The Monitoring Centre will monitor the alerts and coordinate with State Emergency

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



Response Support System (SERSS) for responding to distress calls. MoRTH had earlier issued a notification dated 28<sup>th</sup> November, 2016, wherein Vehicle Location Tracking (VLT) device and emergency buttons were mandated to be fitted in all public service vehicles. Further, the responsibility of fitting VLT device and emergency buttons lies with the vehicle owner, and this scheme shall finance only the setting up of Monitoring Centre in each State/UT for the tracking of PSVs.

MoRTH has received proposals from 35 States/UTs namely Chhattisgarh, Nagaland, Himachal Pradesh, Uttar Pradesh, Jammu & Kashmir, Ladakh, Andaman & Nicobar, Bihar, West Bengal, Sikkim, Chandigarh, Karnataka, Punjab, Odisha, Kerala, Meghalaya, Assam, Puducherry, Jharkhand, Manipur, Uttarakhand, Goa, Maharashtra, Madhya Pradesh, Arunachal Pradesh, Daman & Diu and Dadar & Nagar Haveli, Rajasthan, Mizoram, Tripura, Andhra Pradesh, Delhi, Haryana, Gujarat, Tamil Nadu and Lakshadweep.

The Ministry has released the funds amounting to ₹ 220.11 crore. MoRTH has been closely monitoring the implementation of this scheme. Periodic reviews are being done with the State representatives and other stakeholders. So far, thirty-three States have received the funds and out of which fourteen States, namely Bihar, Himachal Pradesh, Puducherry, Uttarakhand, Chhattisgarh, Mizoram, Sikkim, West-Bengal, Andaman, Odisha, Chandigarh, Kerala, Karnataka and Arunachal Pradesh have already set up the monitoring centers. More States/UTs are in the advanced stages of commissioning the Monitoring Centers.

### 6.10 Voluntary Vehicle-Fleet Modernization Program (VVMP) (Vehicle Scrapping Policy)

The Voluntary Vehicle-Fleet Modernization Program (V-VMP) or “Vehicle Scrapping Policy” was launched by Hon'ble Prime Minister on 13<sup>th</sup> August, 2021. It is aimed at creating an ecosystem for phasing out of unfit and polluting vehicles in an eco-friendly manner. To enable successful implementation of this policy, a network of Registered Vehicle Scrapping Facilities (RVSFs) for environmentally friendly, safe and scientific scrapping of vehicles is required to be set up across India. Additionally, a network of Automated Testing Stations (ATSs) is required for improved transparency and objectivity in fitness testing of vehicles. The policy targets voluntary scrapping of unfit commercial and private vehicles. The key objectives of the policy are to:

- Reduce population of unfit vehicles.
- Achieve reduction in vehicular air pollution.
- Improve road and vehicular safety.
- Achieve better fuel efficiency.

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



- ➔ Formalize the currently informal vehicle scrapping industry.
- ➔ Boost availability of low-cost raw materials for automotive, steel and electronics industry.

#### 6.10.1 MoRTH has issued following notifications to implement the provisions of the Policy:

- a) GSR notification 653 (E) dated 23<sup>rd</sup> September, 2021 (amended vide GSR 695 (E) dated 13<sup>th</sup> September, 2022 and GSR 212 (E) dated 15<sup>th</sup> March, 2024) provides the rules for establishment of Registered Vehicle Scrapping Facility (RVSF). The notification has come into force with effect from 25<sup>th</sup> September, 2021.
- b) GSR notification 652 (E) dated 23<sup>rd</sup> September, 2021 (amended vide GSR 797 (E) dated 31<sup>st</sup> October, 2022 and GSR 195 (E) dated 14<sup>th</sup> March, 2024) provides the rules for recognition, regulation and control of Automated Testing Stations (ATS). The notification has come into force with effect from 25<sup>th</sup> September, 2021.
- c) GSR notification 714 (E) dated 4<sup>th</sup> October, 2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. The notification has come into force with effect from 1<sup>st</sup> April, 2022.
- d) GSR notification 720 (E) dated 5<sup>th</sup> October, 2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of “Certificate of deposit”. The notification has come into force with effect from 1<sup>st</sup> April, 2022.
- e) GSR notification 29 (E) dated 16<sup>th</sup> January, 2023 provides that certificate of registration for vehicles owned by Central, State and UT Governments and their departments, local government (municipal corporations or municipalities or panchayats), State Transport Undertakings, PSUs and other autonomous bodies with the Central and State Governments shall not be renewed after the lapse of fifteen years and must be scrapped at RVSFs. The notification has come into force with effect from 1<sup>st</sup> April, 2023.
- f) GSR notification 663 (E) dated 12<sup>th</sup> September, 2023 (amended vide GSR 709 (E) dated 14<sup>th</sup> November, 2024) provides for extension of date for mandatory testing of Transport vehicles through an Automated Testing Station to 1<sup>st</sup> April, 2025 and mandates fitness testing of transport vehicles only at Automated Testing Stations in jurisdictions where ATSS are operational.

#### 6.10.2 The initiatives taken to implement the policy are as follows:

##### A. Citizen Centric Initiatives

The policy focuses on citizen centricity by allowing vehicles registered in any State to be fitness tested / scrapped at any ATS / RVSF in the country. A citizen receives a Certificate of Deposit (CD) issued only by RVSFs on scrapping their vehicles. To incentivize vehicles owners to scrap their

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.





vehicles at RVSFs, various incentives are provided by Government and Auto OEMs on new vehicles purchased against Cds:

- (i) Concession in motor vehicle tax of up to 25% for Non-Transport vehicles and up to 15% for Transport vehicles which are purchased against Certificate of Deposit vide MoRTH GSR 720 (E). 23 States / UTs have announced the MV tax concession so far.
- (ii) Waiver of Registration fees for all vehicles across the country which are purchased against a Certificate of Deposit.
- (iii) In addition, Auto OEMs have agreed to provide discounts on vehicles purchased against CD, as detailed below:
  - CVs: 7 OEMs covering ~95% market (Tata, Eicher, Ashok Leyland, Mahindra, Isuzu Motors, SML Isuzu, Force) agreed discounts up to 3%.
  - PVs: 11 OEMs covering ~98% market (Maruti, Tata, Mahindra, Hyundai, Kia, Toyota, Honda, JSW MG, Renault, Nissan, Skoda-Volkswagen) agreed lower of 1.5% discount OR ₹ 20,000 and Mercedes Benz (12th OEM) has announced ₹ 25,000 discount.
- (iv) In addition to the above financial incentives, there are a lot of non-financial incentives including
  - Reduction in pollution due to scrapping of old polluting vehicles: It is estimated that on an average, the emissions from a single Pre-BS M&HCV are equivalent to ~14 BS VI M&HCVs. Similarly, emissions from a BS I and BS II M&HCV are equivalent to ~7 BS VI M&HCVs and ~6 BS VI M&HCVs respectively.
  - Environment-friendly safe disposal of End-of-Life Vehicles
  - Better safety features in new vehicles versus old vehicles
  - Lower maintenance costs in new vehicles versus old vehicles
  - Further, to disincentivize vehicle owners from using older vehicles, MoRTH has increased fees for registration, fitness certificate issuance and fitness testing of older vehicles vide MoRTH GSR 714 (E).
  - For citizen convenience and seamless experience to users, a digital infrastructure has been created on the Vahan portal for V-VMP to facilitate scrapping of end-of-life vehicles and fitness testing.
  - End-to-end digitisation of citizen journey of scrapping and vehicle fitness testing through Vahan modules (AFMS and VScrap) from booking appointment, submitting application, and issuing applicable certificates (e.g., certificate of deposit on scrapping, fitness test report and certificate)

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.



उभार या ऊबड़-खाबड़  
सड़क  
Hump or Rough  
Road

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



- Fully integrated portals with Vahan database enabling dynamic updation of records like vehicle scrapping status and fitness test results on real-time in respective national databases, eliminating additional manual interventions for citizen.
- Citizen incentives linked to CD are configured across relevant state department portals to ensure seamless disbursement of benefits such as MV Tax concession and waiver of registration fee at all touchpoints.
- Citizen awareness campaign has also been launched for vehicle owners to be informed of policy benefits.

## B. Investment Promotion and Ease of Doing Business

- (i) The policy promoted private investment across RVSFs and ATSS where relaxed criteria was defined in MoRTH guidelines to obtain a registration certificate (RC) for setting up RVSFs and ATSS from the respective State Transport Departments.
- (ii) Regular investor summits conducted in collaboration with State Governments across 25 States to promote V-VMP policy attracting private investments by showcasing policy objectives, impact, and business opportunities, resulting in a pipeline of 200+ applications for RVSFs and 350+ for ATSS.
- (iii) Further, any registered investor / business in the RVSF and ATS ecosystem is onboarded to the digital infrastructure created under V-VMP for ease of doing business.
- (iv) **National Single Window System (NSWS):** A single window digital clearance portal for investors providing all-in-one approval repository, real-time application status tracking and fast query management, helping streamline approval process between State Transport Dept. and investor.
- (v) **E-Auction of Government vehicles to RVSFs for scrapping:** Dedicated e-auction portals developed by Metal Scrap Trade Corporation (MSTC) and Government e-Marketplace (GeM), onboarded under V-VMP to facilitate transparent and structured exchange of Government vehicles older than 15 years between Government departments (Center, State, PSUs) and RVSFs, enabling price discovery and demand aggregation. RVSFs registered as per MoRTH guidelines can only participate in these auctions and purchase these vehicles for scrapping.
- (vi) **Digitization of operations at RVSFs and ATSS:** Leveraging Vahan modules under V-VMP, investors can digitally manage end-to-end lifecycle operations at ATS and RVSF - scheduling, booking acceptance, document verification and certificate issuance. These portals enable seamless process, making it easier and cost-effective for investors to run their operations:

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.



- **AFMS portal enabling testing ecosystem:** National Informatics Centre (NIC) has developed a module on Vahan for end-to-end lifecycle management of testing through ATS. The Automatic Fitness Management System (AFMS) provides the motor vehicle owners ability to book vehicle fitness tests, view fitness test results and fitness certificate and apply for re-tests. Automated Testing System (ATS) operators will be able to generate available test slots, manage bookings, update vehicle fitness status and upload fitness test results and fitness certificate. The application provides end-to-end visibility into vehicle testing process and its result, thus improving transparency. It also helps in maintaining digital recordings of visual tests. The AFMS portal is linked with other Vahan applications such that latest fitness status is updated across Vahan and may be used by the authorities for enforcement purposes.
- **Vscrap portal enabling scrapping ecosystem:** NIC has developed another module on Vahan for end-to-end lifecycle management of scrapping through RVSF. The Vscrap portal allows motor vehicle owners to submit online applications for scrapping their old vehicles at any Registered Vehicle Scrapping Facility (RVSF) in the country. The RVSF can accept the application form, negotiate the scrap value for old vehicle, generate a Certificate of Deposit (CD) as a proof of receipt of vehicle for scrapping and generate a Certificate of Vehicle Scrapping (CVS) as a proof of vehicle scrapped.
- **CD trading portal:** The 'Certificate of Deposit' issued to vehicle owners on submission of vehicle for scrapping is linked with multiple incentives on purchase of new vehicles. The incentives include waiver of registration fees, concession on MV Tax and discounts on ex-showroom price by OEMs. Vehicle owners can also trade the CD. To enable the CD trading Digi ELV portal has been developed by NCDEX.

### C. Digital Dashboards and Data for Compliance Tracking

- (i) Dedicated dashboards for real-time monitoring of ATS and RVSF operations allow tracking of policy metrics across Central Government and State Government, providing integrated data across portals that facilitates decision-making and supervision of notified rules.
- (ii) Digitally driven process for compliance supervision through audit functionality, enabling digital submission and scrutiny of audit reports via the NSWs portal, ensuring transparency across investors and competent Government authorities.

### D. Financial Incentives to State Governments to Expedite Policy Implementation

- (i) To increase the pace of implementation, incentives worth ₹ 2,000 crore extended to State Governments (on achieving V-VMP milestones in January-March 2023) under Department of Expenditure's (DoE) Scheme for Special Assistance to States for Capital Investment for 2022-23.

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

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



बायीं ओर साइड सड़क  
Side Road Left

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



- (ii) Scheme for special assistance to States extended for 2024-25 for ₹ 3,000 crore and released by DoE on 9<sup>th</sup> August, 2024 vide letter F.No. 44(1)/PF-S/2023-24 (CAPEX) to incentivize states to achieve their respective RVSF and ATS infrastructure set-up targets along with creation of initial demand by scrapping Government owned vehicles.
- (iii) ₹ 1,291 crore approved for disbursement by DoE across 19 State Governments on achievement of defined milestones under V-VMP.
  - ₹ 351 crore for January-March 2023 performance
  - ₹ 940 crore for April 23-March 2024 performance
- (iv) Scheme for special assistance to States extended for 2024-25 for ₹ 3,000 crore
  - Increased incentives for scrapping of Government and non-government vehicles
  - Higher incentives for awarding and operationalisation of ATS

#### 6.11 Workshop cum Training Programme for State/UT Transport Department Officials

To update the officials of Transport Department of States /UTs with new rules and regulations relating to transport, this Ministry conducts Workshop cum Training programmes for development of Human Resources through various institutes, namely Engineering Staff College of India (ESCI), Hyderabad; Asian Institute of Transport Development (AITD), Delhi; Central Institute of Road Transport (CIRT), Pune; Institute of Road Traffic Education (IRTE), Faridabad; IIT-Delhi; Automotive Research Association of India (ARAI), Pune; CSIR - Indian Institute of Petroleum (IIP), Dehradun and Indian Institute for Human Settlements (IIHS), Bengaluru.

For conducting training from 2022-23 onwards, MoRTH has prepared new Guidelines for administering the “Workshop cum Training Programme for development of Human Resources in States/UTs' Transport Departments and MoRTH”. These guidelines provide detailed instructions to the training institutes to organize programs, timelines for submission of proposals, expenditure to be incurred on training etc. The training of the officials is being conducted as per these guidelines for the current year. For FY 2023-24, approx. 3,700 participants were imparted training through 136 programmes (107 offline, 29 online) at a cost of (approx.) ₹ 6.37 crore. Training Programmes for the year 2024-25 are ongoing.

#### 6.12 Accessible India Campaign (Sugamya Bharat Abhiyan)

The Accessible India Campaign was launched by Hon'ble Prime Minister for creating universal accessibility for persons with Disabilities in Built Environment, Transport, and Information & Communication Technology (ICT) ecosystem. The campaign is based on the principles of the Social Model of Disability, which proposes that disability is caused by the way society is organized

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.





and not based on the person's limitations and impairments. The physical, social, structural and attitudinal barriers prevent people with disabilities (Divyangjan) from participating equally in the socio-cultural and economic activities.

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

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

**Accessibility of STUs Buses:** In this regard the data has been compiled in respect of 61 STUs by ASRTU. It was brought out that total number of operational buses are 1,45,490, the number of buses involved in intercity operations are 97,165 and in urban operations are 48,325. The accessibility percentage of these buses is tabulated as under:

Sr. No.	Number of Buses held by STUs	Total Number of Buses	Number of Accessible Buses	Number of Fully Accessible Buses	Total	Percentage of Accessibility
i.	Intercity operations	97,165	24,860*	356**	25,216	26%
ii.	Urban operations	48,325	15,308*	10,517**	25,825	53%
<b>Total</b>		<b>1,45,490</b>	<b>40,168*</b>	<b>10,873**</b>	<b>51,041</b>	<b>36%</b>

**Note:** \* Accessible without wheel chair accessibility

\*\* Fully accessible having wheel chair accessibility



भोजन स्थान  
Eating Place

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



42<sup>nd</sup> Meeting of Transport Development Council at Bharat Mandapam, New Delhi



यह चिन्ह इंगित करता है कि आसपास भोजन का एक स्थान है। आम तौर पर राजमार्गों और लंबे सफर की सड़कों पर यह चिन्ह देखा जा सकता है।

This sign indicates that there is an eating place in the vicinity. This sign is common on highways and long stretches of road.



## CHAPTER - VII

### ROAD SAFETY

#### 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 MoRTH 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.

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

##### 7.2.1 EDUCATION MEASURES

- (i) **Publicity and Awareness Campaigns:** Under “Grant of Financial Assistance for Administering Road Safety Advocacy and Awards for the Outstanding Work Done in the Field of Road Safety” scheme, financial assistance is provided by MoRTH to various eligible agencies such as NGO/Trust/Cooperative Society/Firm/Academic Institutions etc. As prescribed in the scheme guidelines, programme themes covered under the scheme are Road Safety Audit, Pilot projects, Awareness campaigns (Awareness Building, Safer Vehicles and Safer Road Users) and Capacity Building.
- (ii) To create effective public awareness about road safety, Ministry also undertakes various publicity measures and awareness campaigns through social media, electronic media and print media.

##### 7.2.2 ENGINEERING (BOTH ROAD & VEHICLES) MEASURES

###### I. Road Engineering

- (i) **Identification and Rectification of Accident Blackspots:** High priority is accorded to identification and rectification of blackspots (accidents prone spots) on National Highways. Concerted efforts towards improvement of road safety through engineering measures on National



रेलवे स्टेशन  
Railway Station

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



Highways have been made. A total of 13,795 black spots have been identified on the NHs, out of which short-term rectification measures have been completed on 9,525 black spots and permanent rectification have been completed on 4,777 black spots. Rectification on the identified blackspots is in progress. Besides, rectification measures are also taken on the accident spots reported on eDAR portal on priority.

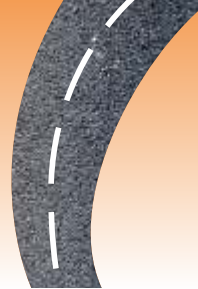
The Ministry is taking following steps to rectify the black spots:

- The blackspots are being rectified by providing 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.
- 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:** Financial power of up to ₹ 25 crore for construction of Pedestrian Underpasses (PUP) and Pedestrian Subways (PSW) and up to ₹ 1.25 crore for construction of Foot Over Bridges (FOBs) is delegated to Regional Officers of NHAI to speed up the process. To make roads safer for pedestrians, MoRTH notified AIS 100, which contains the requirements for the protection of pedestrian and other vulnerable road users in the event of a collision with a motor vehicle. These norms were applicable from 1<sup>st</sup> October, 2018 for new models and from 1<sup>st</sup> October, 2020 for all models.
- (iv) **Guidelines for Provision of Signages on Expressways and National Highways:** Necessary guidelines have been circulated to all road-owning agencies under the jurisdiction of the MoRTH in July 2023 for implementation on all categories of National Highways and National Expressways on priority basis to have uniformity. The salient features of the guidelines





include enhanced visibility and legibility, pictorial depictions for intuitive communication, multilingual approach on road signages and focused lane discipline. The ROs have been directed to implement signages as per the guidelines with focus on all new upcoming highways, expressways and greenfield corridors along with highways having PCU more than 20,000.

## II. Vehicle Engineering

Ministry has taken various initiatives to make vehicles safer, including the following:

- (i) Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.
- (ii) Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40 kmph.
- (iii) Mandatory provisions for fitment of following listed safety technologies:

### For M1 Category Vehicles:

- Seat Belt Reminder (SBR) for driver and co-driver.
- Manual Override for central locking system
- Over speed warning system.

### For all M and N Category Vehicles:

- Reverse Parking Alert System
- (iv) Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.
- (v) Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.
- (vi) Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. The rules have been further amended on 31<sup>st</sup> October, 2022 and 14<sup>th</sup> March, 2024.



रुकिए  
Stop



- (vii) Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.
- (viii) A Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.
- (ix) Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.
- (x) Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.
- (xi) Mandated vehicles, manufactured on or after 1<sup>st</sup> October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.
- (xii) Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M, N and L7 w.e.f. 1<sup>st</sup> April, 2025. Further, the vehicles of category M1, manufactured on and after the 1<sup>st</sup> April, 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

### 7.2.3 TRAINING AND CAPACITY BUILDING

- (i) **Accredited Driver Training Centre:** Shortage of skilled drivers is one of the major issues in the Indian Roadways Sector. The Ministry of Road Transport and Highways has published a notification on 7<sup>th</sup> June, 2021, wherein the requirements to be fulfilled by accredited driver training centers have been mandated. 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 currently being taken at the RTO. These centers are allowed to provide industry- specific specialized training as well.
- (ii) 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, Ministry is setting up model Institutes of Driving Training and Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTC) in

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.



the States/UTs. As on 31<sup>st</sup> December, 2024, a total 31 IDTRs, 15 RDTCs and 41 DTCs have been sanctioned. Out of these sanctioned Institutes/Centres, 23 IDTRs, 2 RDTCs and 3 DTCs are functional and remaining are at different stage of completion.

- (iii) Poor maintenance and use of old vehicles which is not roadworthy (not fit) cause accidents and deaths. To strengthen the fitness check regime in the country, Ministry of Road Transport and Highways is setting up model Inspection and Certification Centers in States/UTs. As on 31<sup>st</sup> December, 2024, 28 States/UTs have been covered under the scheme.
- (iv) Ministry of Road Transport and Highways has tied up with Indian Institute of Technology (IIT), Madras to set up a Center of Excellence for Road Safety, to work on development of new products, capacity building, knowledge sharing, collaborations, research and strategic initiatives focused towards improving road safety and reducing road fatalities in the Country.

#### 7.2.4 ENFORCEMENT MEASURES

- (i) 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 by the Motor Vehicles (Amendment) Act, 2019, passed by the Parliament and published in the Gazette of India on 9<sup>th</sup> August, 2019. The Act is expected to bring reforms in the various segments as elaborated upon in the subsequent paras.
- (ii) 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. The Act will facilitate Divyang by allowing motor vehicles to be converted to adapted vehicles with post-facto approval and facilitating license to drive adapted vehicles.

(iii) **Some of the important Road Safety Provisions and Penalties are as under:**

##### (a) Strengthening Enforcement and Road Safety

- ➡ Stricter penalties to improve deterrence effect.
- ➡ Minimum penalty increased from ₹ 100 to ₹ 500 for minor offences.
- ➡ Stricter penalties for juvenile offences.
- ➡ Drunken driving Penalty increased to ₹ 10,000 from ₹ 2,000 and suspension of license.
- ➡ Impounding and suspension of driving license in case of overspeeding, dangerous driving, drunk driving, use of unsafe vehicles, not wearing helmets, use of mobiles etc.

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



- Recognizing the use of IT enabled enforcement equipment.
- Recognition of driver refreshing training course as a remedial measure in case of suspension of license.
- Mandatory automated testing for fitness certification.
- Constitution of National Road Safety Board to render advice on Road Safety and Traffic Management.

**(b) Speedy Assistance to Accident Victims**

- Protection of Good Samaritans who help accident victims.
- Heavy penalties on those not giving way to Ambulances.
- Cashless treatment during golden hour.
- Faster and hassle-free provisions for compensation of ₹ 2.5 lakh for grievous hurt and ₹ 5 lakh for death.
- Enhanced compensation of ₹ 2 lakh in case of death and ₹ 50,000 for grievous hurt for victims of hit and run accidents.
- Simplification of procedures for 3<sup>rd</sup> Party Insurance and hired driver brought under the insurance cover.

**(c) Simplification and Citizen Facilitation**

- Permitting issue of driving license anywhere in the State.
- Facilitating grant of online learning license.
- Registration of new vehicles at the dealer's end including grant of registration number before the delivery of the vehicle is given.
- Renewal of transport license after five years as against present provision of three years.
- Documentation permissible in electronic form.
- Provision for recycling of vehicles.
- Adapted vehicles for Divyang.

**(d) Strengthening Public Transport**

- Aggregators recognized as a legal entity.
- Promote Rural Transport.
- Promote Public Transport.
- Promote last mile connectivity.

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.





- National and State Level Transportation plans.
- States can formulate Schemes for promotion of public transport waiving the conditions in the Act.

(e) **Automation and Computerization**

- Promoting use of electronic forms and documents.
- Migration from State registers of driving license and vehicle registration to National level database.

(f) **Empowerment of States**

- Compound offences at amounts equal to the penalty or higher amounts.
- Impose a multiplier up to 10 to any penalty.
- Exempt the requirement of Stage Carriage in interest of rural transport.
- Exempt the requirements for promoting the last mile connectivity.
- Can authorize any other person to exercise the powers.
- Regulating pedestrians' movements and non-motorized traffic.

### 7.2.5 ENHANCING ROAD SAFETY OF CITIZENS

- (i) **Protection of Good Samaritan:** The Motor Vehicles (Amendment) Act, 2019 inserted a new section 134A, viz., "Protection of Good Samaritans". This section provides that no police officer or any other person shall compel a Good Samaritan to disclose the name, identity, address or any such other personal details provided that the Good Samaritan may voluntarily choose to disclose his/her name.
- (ii) MoRTH initiated a scheme "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 Centre within the Golden Hour of the accident to provide medical treatment". Under this scheme, Good Samaritans are incentivized, so that Good Samaritan acts are encouraged.

### 7.2.6 OTHER INITIATIVES

- (i) **Electronic Monitoring and Enforcement:** For provision of electronic monitoring and enforcement of Road Safety (through speed cameras, CCTVs, speed guns, dash cams, body wearable cameras etc.), rules have been notified through G.S.R. 575(E) dated 11<sup>th</sup> August, 2021.

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



- (ii) **Incident Management System & Incident Management Services:** The services like ambulances, patrol vehicles, cranes are deployed at every toll plaza.
- (iii) **National Road Safety Board (NRSB):** National Road Safety Board and its Rules have been notified on 3<sup>rd</sup> September, 2021. Appraisal of the Committee on Establishment Expenditure (CEE) for creation of a new body has been obtained and further actions are being taken to create the Board.
- (iv) **Supreme Court Committee on Road Safety:** Regular review meetings are being conducted by Supreme Court Committee on Road Safety, State Road Safety Committee and District Road Safety Committee. The Ministry, in coordination with field offices, ensures compliance of directions of the Supreme Court Committee on Road safety.
- (v) **Electronic Detailed Accident Report (e-DAR)/ Integrated Road Accident Database (iRAD):** eDAR/iRAD system is a central repository for reporting, management, claim processing and analysis of road accidents data to enhance road safety in the Country. The application is being developed and implemented by NIC/NICSI and the required analytics on the data is being carried out by CoERS, IIT, Madras under the aegis of Ministry of Road Transport and Highways. The application has been rolled out in all States/UTs for live data entry of road accidents. It has also been integrated with national databases such as VAHAN, SARATHI, PM Gatishakti, Data Lake of NHAI, TMS of National Health Authority (NHA) etc. It is also being integrated with e-Courts application and CCTNS (Completed in 23 States/UTs).

### 7.3 TRANSPORT RESEARCH

**7.3.1** Transport Research Wing (TRW) of the Ministry of Road Transport and Highways 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 consistent systemic improvement of data quality and is also taking up studies on key areas in road transport sector through reputed institutions.

**7.3.2** On the roads and road transport sector, TRW disseminates data through four annual publications, namely, Basic Road Statistics of India, Road Transport Year Book, Road Accidents in India and Review of Performance of State Road Transport Undertakings.

- (i) **Basic Road Statistics of India(BRS):** The publication provides comprehensive information

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, जहाँ भारी मोटर वाहनों के प्रवेश से यातायात के सुगम प्रवाह में बाधा पहुँच 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.



on the road network in the country including National Highways; State Highways; District Roads (Constructed by State PWDs); Rural Roads consisting roads under PMGSY, State PWD, Rural Work Departments and Panchayati Raj Institutions; Urban Roads consisting roads under Municipalities, Port Trusts and Military Engineering Services; Project Roads consisting roads under different organizations such as Railways, Border Road Organization, Coal PSUs, State Departments such as Forest, Power, Irrigation, etc. The latest report published is for the year 2018-19. The report for the year 2019-20 is under printing stage and the data for the years 2020-21 and 2021-22 are under compilation stage.

- (ii) **Road Transport Year Book (RTYB):** It is the primary source of information/ data on number of registered motor vehicles, motor vehicles taxation, licenses and permits and revenue realized from road transport in various States and UTs and in Million-plus cities of the country. information is collected for this publication from the Transport Commissioners of all the States/UTs. The publication of RTYB for the years 2020-21 and 2021-22 is under process for approval.
- (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. Data is collected on a calendar year basis from the Police Departments of States/UTs in standardized formats as provided by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) under the Asia Pacific Road Accident Data (APRAD) base project. The latest issue of “Road Accidents in India” is for the calendar year 2022. The publication for the year 2023 is under approval stage.
- (iv) **Review of the Performance of State Road Transport Undertaking (SRTU):** The publication reviews physical and financial performance of SRTUs based on the information supplied by the State Road Transport Undertakings. The latest report published is for the year 2018-19. The publication of the report for the years 2019-20, 2020-21 and 2021-22 is under approval stage.

### 7.3.3 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:** The publication of report 'Road Transport Year Book for the year 2020-21 and 2021-22' is under approval stage. As per the provisional data, the number of registered vehicles in the country stood at about 3,355 lakh (335 million) up to the period 31<sup>st</sup>

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



March, 2021 and 3,540 lakh (354 million) up to the period 31<sup>st</sup> March, 2022 recording an annual compound growth rate of 8.99% and 8.30% during 2011 to 2021 and 2012 to 2022, respectively. Two-wheelers constitute 74.5% and 74.4% of total registered vehicles as on 31<sup>st</sup> March, 2021 and 31<sup>st</sup> March, 2022, respectively (**Appendix - 11**). Two-wheelers account for the largest segment of registered vehicles. While the category of “Transport” vehicles account for 8.5 percent and 8.3% of total registered vehicles, Non-Transport vehicles account for the balance 91.5% and 91.7% for the years 2020-2021 and 2021-22 respectively. International comparison reveals that while developed countries tend to have a higher car penetration ratio, developing countries tend to have a 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 2022, the total number of road accidents were reported at 4,61,312 causing injuries to 4,43,366 persons and claiming 1,68,491 lives in the country. The trends in the number of road accident, those injured & killed for the calendar years from 2005 to 2022 is at **Appendix - 12**.

- As compared to 2021, the number of road accidents have increased by 11.9%, persons killed has increased by 9.4% and injuries have increased by 15.3% in the year 2022.
- However, accident severity expressed in terms of number of persons killed per 100 accidents has declined from 37.3 in 2021 to 36.5 in 2022.
- Age profile of road accident victims for the calendar year 2022 reveals that young adults in the age group of 18-45 years accounted for 66.5% of victims during 2022. People in working age group of 18-60 years share 83.4% of total road accident fatalities during 2022.
- Among the vehicle categories involved in road accidents, two-wheelers accounted for the highest share in total number of road accident deaths (44.5%) in 2022 followed by Pedestrians (19.5%), Cars, Taxis, Vans and LMVs vehicles (12.5%), Trucks/Lorries (6.3%), Auto-Rickshaws (3.9%), Bicycles (2.9%), Buses (2.4%) and other (8.0%).

Under Traffic rules violation, the single most important factor responsible for road accidents is overspeeding which accounted for a share of 72.3% in road accidents and 71.2% of road accident deaths in 2022.

**(iii) Basic Road Statistics of India:** As per the Basic Roads Statistics of India 2019-20 report, the

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.





total road length is 63,60,004 km as on 31<sup>st</sup> March, 2020. The break-up of different categories of roads is as follow:

Sl. No.	Category	2020		
		Total	Surfaced	% share in Total Road
1	National Highway	1,32,995	1,32,995	2.1
2	State Highway	1,78,749	1,77,710	2.8
3	District Roads	6,16,964	5,92,587	9.7
4	Rural Roads (*)	44,95,948	26,16,982	70.7
5	Urban Roads	5,48,394	4,42,295	8.6
6	Project Roads	3,86,954	1,66,879	6.1
7	Total (including JRY Roads)	63,60,004	41,29,448	
Percentage Share to Total			64.9	

(\*) Includes 9 lakh km length of rural road constructed under Jawahar Rozgar Yojana (JRY) from 1990-1999.

As on 31<sup>st</sup> March, 2020, National Highways comprised of 2.1% of total road network in the country, State Highways 2.8% and the share of Rural Roads (including JRY) was the highest at 70.7% followed by District Roads (9.7%) and Urban Roads (8.6%). The percentage of surfaced roads to total road length was 64.9%. The total road length of the country increased significantly from 3.99 lakh km in 1951 to 63.6 lakh km in 2020, growing at a Compound Annual Growth Rate (CAGR) of 3.3% in 2020 over 2010. Category-wise break-up of total road length from 1951 to 2020 is at **Appendix - 13**.

(iv) **Review and Performance of State Road Transport Undertakings:** The publication of the report 'Review of the Performance of State Road Transport Undertaking for the years 2019-20, 2020-21 and 2021-22' is under approval stage.

As per the provisional data, 58 reporting SRTUs held a total of 1,47,032 buses out of which 1,06,293 buses were operated, implying an average fleet utilization of 72.29% during 2021-22. The consolidated net loss reported by 58 SRTUs in 2021-22 was of ₹ 30,19,193.16 lakh. The combined staff strength of the 58 reporting SRTUs was 6,45,954 and the staff to bus ratio was 4.39 in 2021-22. The combined physical performance of 58 reporting SRTUs during 2019-20, 2020-21 and 2021-22 is given at **Appendix -14**.

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

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 वहाँ 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



Latitude: 22.958939  
Longitude: 92.928138  
Elevation: 831.13±17 m  
Accuracy: 26.8 m  
Time: 16-12-2023 10:27  
Note: 3+570 to 3+770 geo composite work progress

Geo Composite Work Progress



Time: 07-20-2024 11:51  
Note: Bio-Engg at ch 106+850 to 950 RHS of PKG-5

Bio-engineering

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 - VIII

### RESEARCH AND TRAINING

**8.1** 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 and Highways are generally need based & '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.

#### **8.2 R&D Projects in the year 2024**

**8.2.1** Following research schemes have been sanctioned by MoRTH for development of Roads & Bridges:

- “Development of Bio binders from Agricultural Waste for Utilization in Bituminous Road Construction”, for amount of ₹ 3.21 crore by CSIR-CRRI, New Delhi and IIT, Dehradun.
- “Development and Assessment of High Polymer Modified Bitumen Binder and Mix for Heavy Traffic Road”, for amount of ₹ 2.52 crore by NIT, Rourkela.
- “Derivation of Design Parameters for Ultra-High-Performance Fiber Reinforced Concrete (UHPFRC) in Bridge Infrastructure Applications”, for amount of ₹ 3.38 crore by IIT, Roorkee.
- “Mix Design, Structural Performance & Construction Guidelines for UHPFRC Elements”, for amount of ₹ 7.82 crore by IIT, Tirupati.

Following research project has been sanctioned by MoRTH for development of Tunnels :

“Seismic Vulnerability of Tunnels in Himalayas” for an amount of ₹ 82.79 lakh by IIT Roorkee.





साइकिलों का आना मना है  
Cycle Prohibited

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



### 8.2.2 MoU with Academic Institutions and Government Organizations for Technological Collaboration on Tunnel Projects on National Highways

Tunnel projects play a crucial role in enhancing connectivity, reducing travel time, and ensuring safer and more reliable transportation on national highways, especially in challenging terrains. Ministry of Road Transport and Highways has prioritized the adoption of advanced technologies and innovative solutions to improve the planning, design, and execution of tunnel construction. In line with this commitment, during the Year 2024-25, the Ministry has signed Memorandum of Understanding (MoUs) with the following Academic Institutions and Government Organizations for technological collaboration on tunnel projects on National Highways.

- MIT World Peace University (WPU), Pune
- Delhi Technological University (DTU), Delhi
- Indian Institute of Technology (IIT), Kharagpur
- Indian Institute of Technology (IIT), Indore
- Indian Institute of Technology (IIT), Roorkee
- Geological Survey of India (GSI)
- National Institute of Rock Mechanics (NIRM)

### 8.3 Annual Research Plan Concept

The Ministry has initiated the concept of “Annual Research Plan” from the year 2022-23 onwards to identify the applied & need based as well as futuristic research projects in consultation with all the stakeholders.

### 8.4 New Materials and Technology

**8.4.1** It has been the endeavour of the Ministry to encourage use of new/alternative materials/technologies on National Highways. For this, Ministry has taken several proactive actions to enhance use of precast use advanced materials like UHPFRC for long span bridges.

**8.4.2** 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.

1. Geo-synthetics including Coir/Jute
2. Fly ash
3. Waste plastic

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.





4. Modified Bitumen (CRMB, PMB, NRMB)
5. Cement treated sub-base/base
6. Soil stabilization
7. Geo-composite
8. Ground Granulated Blast Furnace Slag
9. Slope stabilization using geo grid/soil nailing and other appropriate technology
10. Fibre(s) in PQC
11. Silica-fume
12. Dolacher (a residue of sponge iron) in embankment
13. Steel and Iron slag as aggregates
14. Alcofine/Microsilica
15. Reclaimed Asphalt pavement
16. Copper Slag
17. Zinc Slag
18. Recycled concrete aggregates
19. Ultra-High Performance Fiber Reinforced Concrete(UHPFRC)
20. Industrialised Pre-cast Concrete Elements
21. Glass fiber Reinforced Polymer Rebar (GFRP)
22. Short-Panelled Concrete Pavement
23. Bonded Concrete Pavement
24. Bio-Bitumen
25. Fiber reinforced Micro-Surfacing
26. Bamboo Crash Barrier
27. Pre-stressed Precast Concrete Pavement
28. Graphene Modified Asphalt (GIPAVE)
29. High Modulus Asphalt
30. Stone Matrix Asphalt
31. Hot in-place Recycling
32. Textile Reinforced Concrete
33. Futuristic Flexible Pavement

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में दाएं न मुड़े।  
This sign directs driver not to turn towards right side in any circumstance.



बाएं मुड़ना मना है  
Left Turn Prohibited

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



34. Perpetual Pavement
35. Roller Compacted Concrete Pavement
36. Geo-polymer Concrete with RAP
37. Graphene Enhanced Concrete
38. Solid Domestic Municipal Waste Paver Block
39. Bottom Pond Ash as a replacement of Natural Sand in Concrete
40. Warm Mix Asphalt(WMA)
41. Gap-graded Rubberised Bitumen(GGRB)
42. Cement Grouted Bituminous Macadam(CGBM)
43. Self-healing Concrete
44. Glowing road Marking
45. Stabilisation Technology
46. Prefabricated Modular Steel Bridge
47. Reuse of Phosphorus-Gypsum
48. White-Topping
49. Bio-Cement
50. Recycled Glass Aggregate
51. Automated & Intelligent Machine-aided National Highway Construction (AIMC)

**8.4.3** There has been consistent focus for “Quality First” mantra, rigorous implementation of quality assurance and quality control mechanism in National Highway 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.

## **8.5 Standardization**

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 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 published by the IRC during the year 2024.

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएं न मुड़े।  
This sign indicates that left turn is prohibited.

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## 2024-25



### Documents Published by IRC in 2024

S. No.	IRC Publication No.	Name of Document
1	Revision of IRC:5	Standard Specifications and Code of Practice for Road Bridges, Section-I General Features of Design (Ninth Revision)
2	Revision of IRC:40	Standard Specifications and Code of Practice for Road Bridges, Section-IV Brick, Stone and Cement Concrete Block Masonry (Third Revision)
3	Revision of IRC:78 (Part-1)	Standard Specifications and Code of Practice for Road Bridges Foundations and Substructure Part-1 General Features and Working Stress Design (Third Revision)
4	IRC:139	Guidelines for Multimodal Passenger Terminals
5	Revision of IRC:SP:35	Manual For Bridge Management, Inventory, Inspection and Maintenance (First Revision)
6	Revision of IRC:SP:104	Guidelines for Fabrication & Erection of Steel Bridges (First Revision)
7	IRC:SP:140	Guidelines for Design of Short Slab Concrete Pavements for Highways and Expressways
8	IRC:SP:142	Manual for Red Light Violation Detection System (RLVDS)
9	IRC:SP:143	Guidelines on Steel Concrete Composite Box Girder Superstructure for Road Bridges
10	IRC:SP:144	Guidelines for Detailing of Steel Bridges
11	Amendment to IRC:SP:59-2019	Guidelines for Use of Geosynthetics in Road Pavements and Associated Works (First Revision)
12	Amendment to IRC:SP:32-2023	Guidelines for Safer Commute to Schools (First Revision)
13	Amendment to IRC:24-2010	Standard Specifications and Code of Practice for Road Bridges, Section V – Steel Road Bridges (Limit State Method) (Third Revision)
14	Amendments to IRC:112-2020	Code of Practice for Concrete Road Bridges (First Revision)
15	Amendment to IRC:SP:114-2018	Guidelines for Seismic Design of Road Bridges

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



## 8.6 Guidelines/Circulars issued by the Ministry during 2024

- Appropriate repair of damaged rigid pavement on National Highways vide letter no. e-file No. RW/NH-33044/29/21-S&R (P&B) (Computer No. 194425) dated 27<sup>th</sup> December, 2024.
- Implementation of MoRTH Issued Policy Circulars in National Highways Projects vide letter no. e-file No. RW/NH-33044/29/2021-S&R(P&B) (Computer No. 194425) dated 13<sup>th</sup> December, 2024.
- Expert Committee Report on Cost Effective Long-term Remedial Measures for Landslide Prone Areas in Hilly Regions vide letter no. e-file No. RW/NH-33044/55/2021-S&R (P&B) pt. /Hill Slope Monitoring (Computer No. 219394) dated 28<sup>th</sup> November, 2024.
- Use of Waste Plastic in Bituminous Concrete Wearing Course Mix in National Highways Construction & Maintenance Works vide letter no. e-file No. RW/NH-35083/02/2024-S&R (Computer No. 238879) dated 26<sup>th</sup> November, 2024.
- Comprehensive Compendium of circulars/ guidelines in respect of National Highways Works vide letter no. File no DG (RD)&S5/02/2024(Part) [Computer No. 244075] dated 7<sup>th</sup> November, 2024.
- Use of Whitetopping Technology for Rehabilitation/ Strengthening of National Highways vide letter no. e-File No. RW/NH- 35083 /09/2024-S&R (P&B) (Computer No.241094) dated 3<sup>rd</sup> October, 2024.
- Policy Guidelines on use of Inert Material in construction of National Highways vide letter no. e-File No. RW/NH- 33044 /27/2024-S&R (P&B) (Computer No.243038) dated 23<sup>rd</sup> September, 2024.
- Use of New/ Alternative Material and Technology in Construction and Maintenance of National Highways Projects and adoption of Value Engineering Practices therein vide letter no. e-File No. RW/NH- 34049/01/2020-S&R (P&B) pt. (Computer No.207229) dated 20<sup>th</sup> September, 2024.
- Standard EPC Contract Agreement for National Highways and Centrally Sponsored Road Works–Amendment to test checks by the Authority's Engineer vide letter no. e-File No. RW/NH- 33044/02/2023-S&R (Computer No.218375) dated 12<sup>th</sup> September, 2024.
- Strict compliance of Circular No. RW/NH-34066/09/2017-S&R (B) dated 12<sup>th</sup> February, 2021 on reinforcing Steel Bars: Clause 100.9.3.1 of Ministry's Specifications for Road and Bridge Works and Circular No. RW/NH-34049/03/2020-S&R(B) dated 22<sup>nd</sup> January, 2021 on use of Stainless Steel in Bridges on National Highways and other centrally sponsored projects to be

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.





constructed in marine Environment Susceptible to Severe Corrosion vide letter no. e-file no. RW/NH-34066/09/2017-S&R (B) (Computer No. 185417) dated 3<sup>rd</sup> September, 2024.

- Acceptance of Single Bid for National Highways Works vide letter no. e-file RW/NH-33044/25/2024-S&R (P&B) (Computer No. 240989) dated 28<sup>th</sup> August, 2024.
- Delegation of Powers for Regional Officers of MoRTH in respect of National Highway projects executed through State PWDs, BRO and Ministry's PIUs vide letter no. e-file No. RW/NH-36098/05/2024-S&R (P&B) (Computer No. 235702) dated 29<sup>th</sup> July, 2024.
- Online permission for single unit ODC/OWC consignment on Modular Hydraulic Trailers (HT-1 to HT-13) on National Highways in the country vide letter no. RW/NH-35072/01/2010-S&R (B) dated 12<sup>th</sup> June, 2024.
- Width of Shoulder (Paved & Earthen) for National Highways vide letter no. e-file No. RW/NH-33044/22/2020-S&R (P&B) (Computer No. 186381) dated 4<sup>th</sup> June, 2024.
- Recommended Bitumen Type & Grade for Different Climate & Traffic Loading for National Highway and Expressway Works in India vide letter no. e-file no. RW/NH-35072/05/2018-S&R (P&B) (Computer No. 165688) dated 19<sup>th</sup> April, 2024.

### 8.7 Indian Academy of Highway Engineers (IAHE)

8.7.1 Indian Academy of Highway Engineers (IAHE) 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 Mid-Career Training and Refresher Courses for Senior and Middle level Engineers.
- Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.
- Training in specialized areas and new trends in highway sector.
- Development of training materials, training modules for domestic and foreign participants.
- To conduct short term courses/management development programme on PPP and EPC, etc. develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country.
- Mandatory training programme on Road Safety Audit, Detailed Project Report and Quality Control.
- Training of engineers of African/other foreign countries sponsored by Ministry of External Affairs.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएँ रहकर गाड़ी चलाएँ। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहाँ 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.



### 8.7.2 Training Programme Conducted during the Year 2024-25

During the year 2024-25 (upto December 2024), the Academy has organized 55 training programmes which include one 10 Months foundation training programme for AEEs of MoRTH, one 16 weeks foundation training programme for Deputy Managers of NHAI, one Corridor Management Training for Corridor Management Officers (CMOs) of NHAI, seven mandatory training programmes on Preparation of DPR for Highway Projects for the personnel of Consultants, one course for officers of National Highways Logistics Management Limited (NHLML) and eight 15 Days Certificate Courses for Road Safety Auditors.

Besides, four off-campus courses have been conducted out of which three programmes on “Design Construction and Maintenance of Culverts and Small/Minor Bridges” were conducted in Chhattisgarh (one each at Raipur, Bilaspur and Jagdalpur) and one on “Landslide Prevention Control and Mitigation Measures” at Neriamangalam in Kerala in which total 350 professionals participated. Three Mid-Career Training Programmes one each for Chief Engineers (CEs), Superintending Engineers (SEs) and Executive Engineers (EEs) of MoRTH were conducted in which 24 Engineers of the Ministry participated. Total 1,613 Engineers and Professionals have participated in in-campus/off-campus, international training programmes.

### 8.7.3 Establishment of Centre for Advanced Transportation Technology and Systems (CATTS) in IAHE

MoRTH sanctioned an estimate amounting to ₹ 48.71 crore during the year 2019-20 (revised cost ₹ 55.89 crore sanctioned during 2023-24) to undertake a project for capacity building, technology transfer and creation of an enabling environment for establishment of CATTS in IAHE in partnership with University of New South Wales, Sydney and two premier Indian Universities. The broad scope of the project is building India specific Macro-Model (Computable General Equilibrium Model) for National Highways, and India specific Urban Pervasive Data Model. These models will facilitate evidence-based decision making in prioritization of projects, evaluating wider economic benefits region-wise and on the country, analyzing impacts on economy, selection of most efficient solution for a problem at corridor/intersection level among different alternatives, devising efficient ITS solutions to increase traffic performance, evaluating safety standards etc. Stage-1 “Inception Report” has been submitted by UNSW, recommended by IIT Roorkee and approved by Project Monitoring & Inspection Committee for CATTS. Data under Stage-2 has been substantially collected including traffic and videography data for the city of Meerut and Nagpur and data analysis is underway.

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

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

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बाएं मुड़ना अनिवार्य  
(दाएं यदि संकेत विपरीत है)  
Compulsory Turn  
Left (Right if Symbol  
is Reversed)



83<sup>rd</sup> Session of Indian Roads Congress



Indian Academy of Highway Engineers

इस चिन्ह को देखने के बाद ड्राइवर को अपना वाहन बाएं मोड़ना होगा। मार्ग परिवर्तन (डायवर्जन) के कारण यह चिन्ह लगाया जाता है।  
One has to turn towards left after seeing this sign. This may have been installed due to diversion.





आगे चलना अनिवार्य  
(केवल आगे)  
Compulsory Ahead  
(Ahead Only)

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



Ambala-Kotputli Access Controlled Corridor NH-152D



Delhi-Mumbai Expressway (Madhya Pradesh Section)

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.





## CHAPTER - IX

### ADMINISTRATION AND FINANCE

#### (A) ADMINISTRATION

**9.1** The Ministry is entrusted with the service and administrative matters of 1,118 employees (Group A, B & C) of this Ministry, House-keeping jobs and the drawing and disbursing of salaries and other expenditure. Various Cadres are managed 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. To effectively manage the various aspects related to employee services, e-hrms has been implemented by the Ministry since 2019-20.

**9.2** 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 the Ministry. Information with regard to the total number of Government employees, and representation of SC/ST/OBC employees in the Ministry is given in **Appendix -4**.

**9.3** Pension Papers of the retirees are submitted to the Pay & Accounts Office well in time and the retirement benefits paid on the last working day of the retiring employees.

#### **9.4 Capacity Building Program**

Hon'ble Prime Minister launched Mission Karmayogi to help improve the competencies of each civil servant in India. Capacity Building Commission (CBC) and Karmayogi Bharat were set up to implement Mission Karmayogi.

To encourage this sustainable learning and development, DoPT, CBC and Karmayogi Bharat jointly organized a week-long learning campaign 'Karmayogi Saptah'. Hon'ble Prime Minister launched National Learning week on 19<sup>th</sup> October, 2024 at Dr. Ambedkar International Centre.

During the National Learning Week from 19<sup>th</sup> to 27<sup>th</sup> October, 2024, total 1,405 number of courses were enrolled by the employees of the Ministry. Further, three webinars by eminent personalities were telecast in the Media Centre of the Ministry which were attended by the employees.

Capacity Building Commission also curated a list of prominent thought leaders and experts for a webinar series i.e. 'Karmayogi Talks'. Under this Program, weekly sessions would be held on every Wednesday at 9:30 AM. Employees of the Ministry have been directed to attend the sessions on the IGoT Portal.



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



**9.5** A Welfare Cell also exists in the Ministry 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. Various welfare measures for women employees of the Ministry were undertaken.

**9.6 Departmental Record Room**

Due to adoption of e-office, creation of records of physical files have been significantly reduced in the Ministry. Due attention is being paid by the Ministry to records management. During Special Campaign 4.0 for disposal of pending matters and cleanliness from 2<sup>nd</sup> - 31<sup>st</sup> October, 2024, a total of 27,237 physical files were reviewed and out of these, 4,889 files were weeded out. Further, a total of 6,240 e-files were reviewed and out of these 3,483 e-files were closed. These files relate to NHAI, NHIDCL, IAHE, RT Wing, Roads Wing and Regional Offices.

**9.7 Grievance and Citizen's Charter Cell:** O&M unit in Ministry is concerned with the implementation of provisions of Manual of Office Procedure formulation/updation of Induction Material, Record Management, framing of Citizens' Charter and other allied activities. The unit also includes Grievance & Citizen Charter Cell, created for the speedy and prompt disposal of public grievances.

**9.8 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 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.

**9.9 e-office**

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

e-file, an integral part of e-office suite is a system designed for the Government departments, PSUs,

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

This sign directs the traffic to either move straight or take right turn. Turning towards left is prohibited.



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.

### 9.9.2 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 long back. At present more than 96% work is being done in e-office 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 become very easy. MoRTH is striving to achieve the goal of paperless organization.

### 9.9.3 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.

**Mission** - Project Development Cell (PDC) of the Ministry aims to attract private investment from both domestic and international investors across highways, allied highways and transport sector in India by creating a shelf of investible projects and enabling policies/ strategies.

#### Vision

- i. To create investor ecosystem by identifying potential investors, developing different investor classes for investment in the sector in emerging economies and finally quantifying the India advantage over other competitive destinations, including taxation and other incentives offered.
- ii. To develop optimal strategies and designing schemes for attracting private investment across highways, allied highways (such as rope-ways, wayside amenities, inter modal stations, etc.) and transport asset classes through various monetization mechanism.
- iii. To facilitate roll-out and successful implementation of Voluntary Vehicle Fleet Modernization Policy by attracting private investment for setting up a network of Automated Testing Stations (ATS) and Registered Vehicle Scrapping Facilities (RVSF) across India.

### 9.9.4 Data Lake

Data Lake is a centralized application which covers all pre-construction, construction and post construction activities in highway sector. Data Lake 2.0 was implemented in NHAI first. In order to bring all implementing agencies of MoRTH including Roads Wing & NHIDCL on same platform

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

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



लंबाई सीमा  
Length Limit

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



it was decided to implement Data Lake 2.0 in MoRTH with an aim to bring uniformity for better data consolidation, reporting and MIS.

This initiative is expected to enhance transparency, efficiency, and interoperability across MoRTH and its agencies. All development related to Data Lake 2.0 in MoRTH is complete and will be rolled out for all stages.

## (B) FINANCE

### 9.10 Accounts and Budget

**9.10.1** Secretary, Ministry of Road Transport & Highways 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 (Pr.CCA). The office of the Pr. CCA is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly & Annual Accounts and conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules. Pr. CCA office has been entrusted with the task of preparation of Budget, Statement of Central Transactions (SCT), Finance Accounts & Appropriation Accounts while rendering technical advice to the Ministry on financial and accounting matters and cash management. The office of the Pr. CCA also undertakes coordination with the Controller General of Accounts (CGA), Comptroller & Auditor General of India, Finance Ministry and other related agencies.

**9.10.2** There are 12 Regional/Pay and Account offices (RPAO/PAO) under the administrative control of Pr. CCA located at New Delhi (two), Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati, Raipur, Hyderabad and Patna.

### 9.10.3 Computerization of Accounts

(i) **E-Lekha:** It is a web-based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAOs/RPAOs have been fully integrated with 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.

(ii) **Public Finance Management System (PFMS):** PFMS was initially started for release of funds under plan schemes of Government of India. Now the scope of PFMS has been expanded to integrate various existing standalone systems being used by Drawing & Disbursing Officers (DDOs) and PAOs for online processing of sanctions, bills and payments of all types of expenditure such as works, grants, salaries, etc.

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.





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 RPAOs and all DDOs of Ministry of Road Transport & Highways.

- (iii) **Treasury Single Account (TSA):** TSA is a Bank Account or a set of linked accounts through which the Government transacts all its receipts and payments. The principle of unity follows from the fungibility of all cash irrespective of its end use. TSA system for Autonomous Bodies/Implementing Agencies (AB/IA) is intended to facilitate release of Government grants to AB/IA 'just in time' and avoiding parking of funds in PSBs or accumulation of unutilized grants with AB/IA. This prevents cash transfers to AB/IA in lump sum and facilitate draw-down from Government Account as and when required.

As per directions of Department of Expenditure, Ministry of Finance, TSA system has been implemented in MoRTH. NHAI and NHIDCL have been designated as Central Nodal Agency (CNA) under road works scheme. Assignment accounts in respect of NHAI (CNA) and NHIDCL (CNA) have been opened in Reserve Bank of India, New Delhi. Further, for Road Safety Scheme, CNA accounts are opened in scheduled commercial bank.

- (iv) **E-BILL:** An e-Bill system for end-to-end digital processing of claims and their online tracking was announced in the Union Budget 2021-22. This system was designed and developed by PFMS, O/o CGA, Department of Expenditure and was launched by Hon'ble Finance Minister on 2<sup>nd</sup> March, 2022. The e-Bill system provides convenience to vendors/suppliers/contractors in submitting their bills/claims without physically approaching the offices and enables them to track their claims online. Besides, it provides a faster, paperless end to end bill processing with audit trails at every stage. To support the initiative, the Ministry of Road Transport and Highways has conducted over five training sessions successfully familiarizing field officials with the e-bill system and enabling a smoother transition towards e-bill process. All the RPAO/PAOs and DDOs of the Ministry have been enabled to process the payments through e-bill mechanism.

#### 9.10.4 Internal Audit

The Internal Audit wing in the Pr. CCA organization of MoRTH has been established as an effective instrument for identifying the systematic errors & lapses in the functioning of various departments in the Ministry and consequently advising the concerned department for necessary action/rectification. Office of Pr.CCA undertakes Internal Audit/ Inspection of accounts of all Wings of the Ministry which includes Regional Offices of MoRTH and RPAOs under the office of Pr.CCA.

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.



गति सीमा  
Speed Limit

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



Internal Audit has proved to be an effective management tool to bring about objectivity and financial propriety in day-to-day functioning and greater sensitivity for financial prudence. It has also led to a significant improvement in maintenance of accounts/records almost in all offices of the Ministry.

At the beginning of the F.Y. 2024-25, 930 paras were pending. 54 paras were settled and further 84 new paras were raised. As on, 31<sup>st</sup> December, 2024, 960 paras are pending. Status of pending C&AG Paras is reflected in **Appendix-15**.

**9.10.5** Major Head-wise expenditure of the Ministry has been reflected in **Appendix-6**. Source of funds as per the Statement of Central Transactions (SCT) during last four years in respect of revenue receipts have been reflected in **Appendix-7**, Head-wise details of Revenue Receipts for the last four years in **Appendix-8** and highlights of accounts in **Appendix-9**.

#### **9.10.6 National Permit Fee Scheme**

- (i) In the year 2010-11, the Ministry of Road Transport & Highways adopted a new National Permit Scheme for transportation of goods vehicles in the country. Further, MoRTH had taken up the responsibility of coordinating the collection of the National Permit Fee from almost 1,200 RTO, State Transport Authorities etc. across the country while distributing the same to all the State Governments/UTs as per agreed formula every month.
- (ii) As per the National Permit Fee Scheme (launched in May, 2010), the transporter is required to pay ₹ 15,000 per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport & Highways, Govt. of India and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.
- (iii) 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 is being done by the PAO (Sectt.), MoRTH, New Delhi. Statement showing the state-wise disbursement of national permit fee up to December, 2024 may be seen at **Appendix-5**.

#### **9.10.7 All India Tourist Vehicle**

- (i) The Ministry, vide G.S.R 166(E) dated 10<sup>th</sup> March, 2021 has published All India Tourist

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.

# ANNUAL REPORT

## 2024-25



यातायात संकेतक  
Traffic Signal

Vehicles (Authorisation of Permit rules, 2021). The details of the scheme are as under:

### (a) Collection of fees.

Sl. No.	Category of tourist vehicle as per passengers' capacity excluding driver	Authorisation Fee (in ₹)	Air-Conditioned Permit Fee (in ₹)	Non-Air-Conditioned Permit Fee (in ₹)
1	2	3	4	5
1	Less than nine	500	25,000	15,000
2	Ten or more but less than twenty-three	750	75,000	50,000
3	Twenty-three or more	1,000	3,00,000	2,00,000

- (b) Formula for distribution of consolidated authorisation or permit fee among States and Union Territories. The fee paid towards authorisation or permit, as the case may be, shall be remitted on a monthly basis to the jurisdictional State.
- (ii) The permit fee collected is distributed among the States and Union Territories as per the formula given below:

SS = Actual revenue for the month for the country

SR<sub>n</sub> = Actual State Revenue for the month for nth State

SS<sub>n</sub> = State share of n<sup>th</sup> State

$$= \frac{\text{Total revenue for each State for preceding three financial years}}{\text{Total revenue of all the States/ Union Territories for preceding three financial years}}$$

Explanation - For this purpose, the expression "Total revenue" means the revenue collected by the State or Union territory from levy of Inter-state permit charges.

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



This fee is collected only through online mode. User/Transporter submits all the required documents on the website [www.vahan.nic.in](http://www.vahan.nic.in) and pays the required fee. This portal is integrated with Bharat-Kosh portal at back-end. The entire fee collected is deposited to accredited bank and from there will be deposited in Consolidated Fund of India on day-to-day basis. Statement showing the State-wise distribution of All India Tourist Permit (AITP) Fee from March to December, 2024 is placed at **Appendix -10**.

A specific Accounting Procedure for the collection, reporting and accounting of the New Consolidated Fee for National Permit and All-India Tourist Permit pertaining to the Ministry of Road Transport & Highways has been formulated by the Office of the Controller General of Accounts for use by various implementing agencies.

### (C) VIGILANCE

- 9.11.1** The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Joint Secretary & Chief Vigilance Officer. National Highways Authority of India (NHAI) has a separate full time Chief Vigilance Officer. National Highways and Infrastructure Development Corporation Limited (NHIDCL) also has a part-time CVO.
- 9.11.2** During the year 2024-25, a total of 63 complaints have been examined and out of them 48 complaints were disposed off. Sanction for Prosecution was accorded in one case and disciplinary proceedings are going on in three cases. Besides dealing with vigilance related complaints in consultation with the Central Vigilance Commission and CBI 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 to ensure the quality in constructions and to redress the problems causing delay in their timely completion. Access permission guidelines were reviewed and a software got developed to make the entire process of access permission online with provisions for a real-time MIS to leave little room for any complaint on this issue.
- 9.11.3** 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 anti-corruption efforts. During the Vigilance Awareness Week, 2024, the following activities were performed:
- NHAI, NHIDCL, IAHE, IRC and all Regional Offices of MoRTH were advised to observe Vigilance Awareness Week, 2024 from 28<sup>th</sup> October to 3<sup>rd</sup> November, 2024.

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

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





- b. Integrity Pledge was administered by DG (RD) & SS to all the officials of the Ministry on 28<sup>th</sup> October, 2024. Integrity Pledge was uploaded on the Ministry's Social Media platforms as well.
- c. Different quotes/tweets on “Vigilance” were displayed on the Ministry's website as well as Electronic Display Board at the Reception during the entire week. Shri Ajai Kumar Verma, Director, CVC sensitized the officials of MoRTH on 30<sup>th</sup> October, 2024 and all the officials took active participation in it.
- d. The social media handles of the Central Vigilance Commission were also tagged (twitter: @CVCIndia; Facebook: CVC of India. Graphics related to VAW-2024 and jingles provided by CVC were also uploaded on the Ministry's Social Media platforms.
- e. An essay writing competition on the topics “शिक्षा प्रणाली और सत्यनिष्ठा की भावना का विकास: सतत राष्ट्रीय विकास का मार्ग” in Hindi and “Education Systems and Development of a Sense of Integrity: A path to Sustainable National Development” in English was organized. Cash prize of ₹ 3,000, ₹ 2,500 and ₹ 2,000 were awarded in a function to officials whose articles were adjudged 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in English and Hindi respectively.

### (D) RIGHT TO INFORMATION ACT- IMPLEMENTATION

**9.12** 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. Information to the applicant is 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, National Highways & Infrastructure Development Corporation Limited and Indian Academy of Highway Engineers have also appointed their separate Public Information Officers (PIOs)/First Appellate Authorities (FAAs) for providing information to 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 the information timely and accurate replies to the applicants.

A total of 5,864 RTI applications have been received from 01.04.2024 to 31.12.2024 which includes brought forward as well as physical and online applications. During the same period, a total number of 499 appeals (including brought forward) have been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders/alerts to



उभार या ऊबड़-खाबड़  
सड़क  
Hump or Rough  
Road

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



concerned Public Information Officers (PIOs)/First Appellate Authorities (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.



Bengaluru - Mysuru Access Controlled Corridor

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.



## CHAPTER - X

### IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

- 10.1** Implementation of the Official Language Policy of the Government of India has always been a priority of the Ministry of Road Transport and Highways. Hindi Section in the Ministry implements the Official Language Policy.
- 10.2 Official Language Implementation Committee**  
The Official Language Implementation Committee (OLIC) has been constituted under the chairmanship of Joint Secretary (Administration and Official Language), Ministry of Road Transport and Highways. The Official Language Implementation Committee held three meetings in the year (April-December, 2024) to review the implementation of Official Language policy in the Ministry and its subordinate organizations. These meetings were held on 27<sup>th</sup> June, 2024, 12<sup>th</sup> September, 2024 and 30<sup>th</sup> December, 2024. The quarterly Hindi progress reports regarding the progressive use of Hindi in official work were reviewed in these meetings and ways were suggested to encourage the use of Hindi.
- 10.3 Compliance of Section 3 (3) of the Official Languages Act, 1963 (as amended in 1967) and Correspondence in Hindi**
- 10.3.1** In compliance with the provisions of Section 3(3) of the Official Languages Act, 1963 (as amended in 1967), all documents covered under this section are being issued bilingually.
- 10.3.2** As per Rule 5 of the Official Language Rules, 1976, all letters received in Hindi from the Offices of the Central Government, i.e., all letters written in Hindi or signed in Hindi, were replied in Hindi irrespective of the region from where they were received.
- 10.3.3** Continuous efforts are being made to increase correspondence in Hindi with the offices of the Central Government, State Governments, Union Territory Administrations and the general public in 'A' and 'B' regions.
- 10.4 Inspection of Regional Offices by the Parliamentary Committee on Official Language**  
Various regional offices of NHAI, namely Raipur, Chandigarh and Lucknow were inspected by the Parliamentary Committee on Official Language. During these inspection programmes, the Joint Secretary (Official Language) apprised the Committee about the progress achieved in the use of Hindi in the Ministry and assured compliance of the directions given by the Committee.

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

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



बायीं ओर पार्श्व सड़क  
Side Road Left

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



**10.5** As per the official language rules, team of the Ministry's Hindi Section inspected IRC, NHIDCL, Regional Offices of the Ministry and NHAI to take stock of the implementation of Official Language policy and suggest ways to increase the progressive use of Hindi in these offices.

## **10.6 Specific Measures to Increase the Use of Hindi**

### **10.6.1 Cash Rewards and Incentive Scheme**

Incentive schemes are being implemented in the Ministry to encourage the officials to do their work in Hindi. Under these schemes, cash awards are given to the officials for noting and drafting in Hindi. Officers who give substantial number of dictations in Hindi during the year are also rewarded.

### **10.6.2 Observance of Hindi Diwas and Hindi Pakhwada**

On the occasion of Hindi Diwas on 14<sup>th</sup> September, 2024, message of the Hon'ble Home Minister to increase the use of Hindi in official work was circulated among all the officers and employees of the Ministry. Hindi Pakhwada was celebrated in the Ministry from 14<sup>th</sup> to 28<sup>th</sup> September, 2024. During this period, competitions like Hindi Essay Writing, Hindi Noting and Drafting, Quiz, Hindi Calligraphy, Translation, General Official knowledge and Hindi Poetry Recitation were organized. Some of these competitions were organized separately for Hindi speaking and non-Hindi speaking personnel of the Ministry. 45 (Forty-five) participants were declared prize winners on the basis of competition results.

### **10.6.3 Hindi Pakhwada 2024 Prize Distribution Ceremony**

On the occasion of Hindi Pakhwada 2024 prize distribution ceremony, a Kavi Sammelan was organized by the Ministry at Transport Bhawan on 17<sup>th</sup> January, 2025 for promotion of Hindi in the official work. Some of the distinguished Hindi poets of the country participated in the Kavi Sammelan, who won the hearts of the large number of audience present. It has helped in creating favorable atmosphere for use of Hindi in the Ministry.

### **10.6.4 Hindi Workshops**

Hindi workshops have been organized for employees of the Ministry during the year on 20<sup>th</sup> March, 2024, 30<sup>th</sup> August, 2024 and 26<sup>th</sup> September, 2024. In these workshops, the participants were given innovative information related to the use of Hindi, while working on the computer. Its result has been reflected in increasing use of Hindi in Government work in the Ministry.

## **10.7 Hindi Advisory Committee**

After constitution of XVIII Lok Sabha, the reconstitution of Hindi Advisory Committee is under

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.





process. The work of this Committee is to review the implementation of the provisions regarding the Official Language in the Constitution of India, the Official Language Act and the rules made thereunder. The Committee also reviews implementation of the decisions of the Central Hindi Committee and instructions issued by the Department of Official Language. The Committee also gives advice for increasing the use of Hindi in the functioning of the Ministry and its subordinate offices.

### 10.8 Promotion of Information Technology

To carry out the work efficiently and quickly, latest Hindi Unicode supported software has been installed in the computers as per the recommendation of the Department of Official Language, Ministry of Home Affairs. Apart from this, short title comments have also been provided on the e-office of the Ministry, as a result of which the use of Hindi in official works is continuously increasing. A new feature i.e. Kanthasth-2.0 has also been incorporated in e-office to promote and facilitate the use of Official Language.

### 10.9 Notification of Subordinate Offices of the Ministry

During the year the Regional Offices of NHAI viz. RO, Chandigarh and RO, Raipur have been notified under the Sub Rule (4) of Rule 10 of the Official Language Rules, 1976.



Kavi Sammelan at Transport Bhawan

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

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



भोजन स्थान  
Eating Place

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



Madurai - Kanyakumari Highway Section of NH-44



Dwarka Expressway Cloverleaf Interchange on NH-48

यह चिन्ह इंगित करता है कि आसपास भोजन का एक स्थान है। आम तौर पर राजमार्गों और लंबे सफर की सड़कों पर यह चिन्ह देखा जा सकता है।

This sign indicates that there is an eating place in the vicinity. This sign is common on highways and long stretches of road.



## CHAPTER - XI

### IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

- 11.1** Ministry of Road Transport and Highways is making sincere efforts for effective implementation of Persons with Disabilities (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 instructions of DOP&T. The status as on 31<sup>st</sup> December, 2024 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as under:

Group	Sanctioned Strength	Number of Persons with Disabilities Appointed
A (Non-Technical)	88	1
A (Technical)*	425	8
B (Non-Technical)	224	3
B (Technical)	81	2
C (Technical, Non-Technical and MTS)	300	6
<b>Total</b>	<b>1,118</b>	<b>20</b>

\* The strength has been increased from 328 to 425. Vacancies at the entry level post will be filled up proportionately in the next 5 years.

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





रेलवे स्टेशन  
Railway Station

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



Meeting of Shri Nitin Gadkari, Hon'ble Minister (RT&H) with Shri Lyonpo Chandra Bahadur Gurung, Hon'ble Minister for Infrastructure and Transport, Royal Government of Bhutan



Meeting of Shri Nitin Gadkari, Hon'ble Minister (RT&H) with Mr. Ismael NABE, Minister of Planning and International Cooperation and Mr. Mahamadou Abdoulaye DIALLO, Minister of Infrastructure and Public Works the Republic of Guinea

यह चिन्ह रेलवे स्टेशन के स्थान को दर्शाता है।

This sign indicates location of Railway Station.





## CHAPTER - XII

### INTERNATIONAL COOPERATION

**12.1** The Ministry has been engaged in various bilateral and regional level activities for cooperation with neighboring and other countries during the year 2024. MoRTH already has Memorandum of Understanding (MOU)/ Framework of Cooperation (FOC)/Memorandum of Cooperation (MOC) with Japan, Korea, USA, Russia and 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 5 routes i.e. Kolkata-Dhaka, Agaratala- Dhaka, Kolkata-Agartala via Dhaka, Guwahati-Dhaka and Kolkata-Khulna routes.

#### **12.2 Major Initiatives Taken in 2024-25**

##### **12.2.1 Shanghai Cooperation Organization (SCO)**

The Shanghai Cooperation Organization is a permanent Intergovernmental International Organization established on 15<sup>th</sup> June, 2001 in Shanghai. Currently, the SCO countries includes 9 Member States - the Republic of India, the Islamic Republic of Iran, the Republic of Kazakhstan, the People's Republic of China, the Kyrgyz Republic, the Islamic Republic of Pakistan, the Russian Federation, the Republic of Tajikistan and the Republic of Uzbekistan.

11<sup>th</sup> meeting of the Ministers of Transport of the SCO member states was virtually held under the chairship of Kazakhstan in June 2024. Further, the expert meeting for the preparation was held virtually. The Indian Delegation was led by Shri Kamlesh Chaturvedi, Joint Secretary (International Cooperation).

##### **12.2.2 BBIN MVA**

Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicles Agreement (MVA), signed in Thimphu in June 2015, is aimed to facilitate passenger, personal and cargo vehicular traffic between the BBIN countries. Once fully implemented, it is envisaged to reduce costly and time-consuming trans-shipment of goods at border crossings, promote people to people connect and create greater opportunities for economic exchanges in key trade routes. As the BBIN MVA is a Framework Agreement, the protocols for the movement of passenger and cargo vehicles are being currently negotiated by the countries to implement the Agreement.



रुकिए  
Stop

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



The latest round of negotiations of the BBIN MVA was organised in March, 2024 at Dhaka, Bangladesh. The primary objective for this round of negotiation was to finalize the modalities for the Cargo trial runs and further advance discussions regarding the draft cargo vehicle protocol.

### 12.2.3 BRICS Transport Ministers' Meeting

The BRICS is a forum for cooperation among a group of leading emerging economies. Transport plays a crucial role in driving economies growth and offers opportunities, facilitating trade and investment as well as importance of keeping supply chains open, safe, secure, transparent and resilient for improving connectivity across BRICS area.

BRICS Transport Ministers' Meeting was held on 7<sup>th</sup> June, 2024 at St. Petersburg, Russia on the margins of the St. Petersburg International Economic Forum (the SPIEF). MoRTH delegation led by Secretary (RT&H) attended the meeting.

### 12.2.4 SASEC Program

The South Asia Subregional Economic Cooperation (SASEC) program brings together Bangladesh, Bhutan, India, Maldives, Myanmar, Nepal and Sri Lanka in a project-based partnership that aims to promote regional prosperity, improve economic opportunities and build a better quality of life for the people of the subregion.

Action Plan on SASEC Initiatives (APSI) is developed to generate momentum for the SASEC Program for the medium-term period.

The SASEC Transport Working Group meets annually to conduct focus discussions on all modes of transport for fast tracking of the SASEC Program.

SASEC Program's Transport Working Group meeting was held in Thimpu, Bhutan on 5<sup>th</sup>-6<sup>th</sup> November, 2024 to discuss the Trade Facilitation and Transport, and Tourism sections of the APSI, including projects and knowledge work for APSI 2024-26 and APSI 2025-27.

### 12.2.5 IMT MVA

The India-Myanmar-Thailand (IMT) MVA is considered a key framework to smoothening trade flows along the IMT Trilateral Highway, which is a link to Southeast Asian markets.

Once implemented, the IMT MVA will enhance opportunities for greater trade and economic exchanges along the corridor as well as people to people exchanges.

The IMT MVA is currently under discussion together with the operating protocols.

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.



### 12.2.6 India-Russia Joint Working Group

The Ministry of Road Transport and Highways of Republic of India and the Ministry of Transport of the Russian Federation signed a Memorandum of Understanding on Bilateral Cooperation in the Road Transport and Road Industry in September 2019 to establish a long-term and effective bilateral relationship of communication and cooperation in the road transportation, road industry, Intelligent Transport System (ITS) sectors.

In order to ensure implementation of objectives of this Memorandum, formulation of Joint Working Group (JWG) was agreed upon to identify specific cooperation activities and services. The first meeting of the India-Russia Working Group on Road Transport and Intelligent Transport Systems was held in March, 2023 in Delhi.

The second meeting of the Russian-Indian Working Group on Roads and Intelligent Transport Systems was held in Moscow, Russia on 24<sup>th</sup> September, 2024. The meeting was chaired jointly by Secretary, Ministry of Road Transport & Highways, Government of India, and State Secretary & Deputy Minister of Road Transport of the Russian Federation. Two sides discussed ways to facilitate the exchange and sharing of the information in the areas of improving technologies and materials in road and bridge construction and promote joint research in these fields. Opportunities to develop mutual investments in highways and transport infrastructure related programs/projects were also discussed.

### 12.2.7 India-Japan Joint Working Group

“Framework of Cooperation” (FoC) was signed in September 2014 between Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan and Ministry of Road Transport and Highways, Government of India in the Roads and Road Transportation sector. Japan-India Joint Working Group (JWG) was established to coordinate and frame the work plan for the implementation of the FoC. The co-operation between the two sides in the highways and transportation sector has been progressing satisfactorily through this mechanism.

The 10<sup>th</sup> meeting of Joint Working Group between India and Japan was held on 7<sup>th</sup> October, 2024 at Transport Bhawan, New Delhi. The Indian side hosted the delegation from the Japan and also conducted a site visit to Dwarka Expressway.

### 12.2.8 Meeting with Foreign Delegation

Hon'ble Minister (RT&H) held meetings with delegations from different countries during the year 2024 including meeting with delegations from Republic of Gambia, Republic of Guinea, Bhutan and Israel.

इस चिन्ह का प्रयोग गोलचक्कर पर किया जाता है जहाँ 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



Meeting of Shri Nitin Gadkari, Hon'ble Minister (RT&H) with  
Ms. Miri Regev, Hon'ble Minister for Transport and Road Safety of Israel



Meeting of India Russia Joint Working Group

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.





## CHAPTER - XIII

### OTHER ACTIVITIES AND CAMPAIGNS

#### 13.1 International Women's Day

The International Women's Day was celebrated for the social, economic, cultural and political achievements of women. A day out excursion to Mojo land, Sonipat, Haryana was organised on 7<sup>th</sup> March, 2024 for female employees of MoRTH including outsourced employees.

#### 13.2 Fire Drill and Evacuation Training

Fire Drill was conducted at Transport Bhawan on 20<sup>th</sup> June, 2024 in collaboration with CPWD to ensure that the employees working here are well-prepared in the event of an emergency. The drill focused on evacuation procedures and fire safety protocols and educating staff on how to handle such situations calmly and efficiently.

#### 13.3 Yoga Day Celebration (21<sup>st</sup> June, 2024)

The Ministry organized a special session for the employees of all the Ministries located in Transport Bhawan on the occasion of International Yoga Day. The session emphasized the health benefits of Yoga in daily life. Further, an essay writing competition was also organized on the topic on 24<sup>th</sup> July, 2024.

#### 13.4 Sports Day Celebration

The Ministry organized sports activities including Tug of War and Lemon Spoon Race for the employees on the occasion of Sports Day on 29<sup>th</sup> August, 2024 at Transport Bhawan. A Fit India Pledge was taken and employees participated enthusiastically in these activities.

#### 13.5 National Voluntary Blood Donation Day

To honour the millions of voluntary blood donors who have supported the health and well-being of countless individuals, National Voluntary Blood Donation Day was observed by taking Pledge on 1<sup>st</sup> October, 2024 to promote ongoing blood donation efforts.

#### 13.6 Swachhata Pakhwada and Special Campaign 4.0 for Disposal of Pending Matters and Cleanliness

The Ministry actively participated in the Special Campaign 4.0, which ran through October, 2024. Swachhata oath to maintain cleanliness in the surroundings and throughout the country on 2<sup>nd</sup> October i.e. Mahatma Gandhi's birth anniversary was taken by employees of the Ministry.

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



Housekeeping staff were honoured for their dedicated contributions in the cleanliness of Transport Bhawan. MoRTH achieved most of the targets under identified parameters of the Special Campaign 4.0.

### 13.7 Commemoration of 75<sup>th</sup> Constitution Day

On the occasion of the Constitution Day on 26<sup>th</sup> November, 2024, Preamble Reading led by Secretary (RT&H) was held at Transport Bhawan for observance of the 75<sup>th</sup> Constitution Day, the Ministry took several initiatives including printing of a special edition of the Constitution of India along with the tagline “Hamara Samvidhan, Hamara Swabhimani” on the envelopes used by the Ministry.

### 13.8 Voter Awareness Campaign

To promote active civic engagement, a Voter Awareness Campaign was conducted on 26<sup>th</sup> November, 2024 at Transport Bhawan. The campaign aimed at educating employees on the importance of voting, resolving issues related to voter cards and understanding constituencies. It encouraged Ministry officials to exercise their right to vote in upcoming elections.

### 13.9 Communal Harmony Week

The Ministry celebrated Communal Harmony Week from 19<sup>th</sup> to 25<sup>th</sup> November, 2024 and Flag Day on 25<sup>th</sup> November, 2024. A fund-raising activity was organized on the Flag Day. Amount collected from employees was donated to National Foundation for Communal Harmony, New Delhi.

### 13.10 Health Check-up Camps

A specialized Full Body Check-up Camp was organized on 27<sup>th</sup> September, 2024, for the housekeeping staff working in Transport Bhawan. The initiative was undertaken to take care of the health and safety of the housekeeping staff who contribute significantly to the daily operations of the Ministry.

A full day Dental and Eye Check-up Camp was organized at Transport Bhawan, New Delhi on 11<sup>th</sup> December, 2024, for all officials working in the building. More than 300 officials availed health checkup facility.

### 13.11 Sexual Harassment at Workplace Prevention Week

The Ministry observed Sexual Harassment at Workplace Prevention Week from 3<sup>rd</sup> - 9<sup>th</sup> December, 2024. A sensitization workshop was also conducted on 5<sup>th</sup> December, 2024. Topics discussed included gender balance, sexual harassment laws and internal resolution mechanisms, reinforcing MoRTH's pledge to foster a safe and inclusive workplace.

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.

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बैलगाड़ियों और  
हाथ-ढेलों का आना मना है  
Bullock & Hand  
Cart Prohibited



Swachhata Pakhwada, 2024



Constitution Day Pledge on 26<sup>th</sup> November, 2024

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



Celebration of International Yoga Day at Transport Bhawan

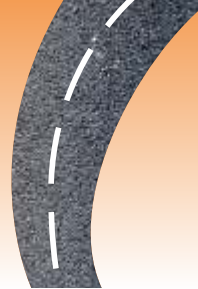


Swachhata Pledge

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.





### Appendix-1 (Vide Para 1.6)

#### 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 scrutinized 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 other than those in the North Eastern Region.
  10. Motor vehicles legislation.
  11. Promotion of Transport Co-operatives in the field of motor transport.
  12. Formulation of the privatization policy in the infrastructure areas of roads.
  13. Coordination, research, standards and policy matters in respect of ropeways and other innovative/ alternative mobility solutions.

*Contd...*

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 वहाँ 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



#### IV. AUTONOMOUS BODIES:

14. National Highways Authority of India.
15. Indian Academy of Highway Engineers.
16. Indian Road Congress

#### V. PUBLIC SECTOR UNDERTAKINGS:

17. National Highways and Infrastructure Development Corporation Ltd.

#### VI. ACTS:

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

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.

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हाथ ठेलों का आना मना है  
Hand Cart Prohibited

### Appendix-2 (Vide Para 3.3)

#### STATE/UT-WISE DETAILS OF NATIONAL HIGHWAYS

as on 31.12.2024				
Sl. No.	Name of State/UT	National Highway No.	No. of NHs	Length (in km)
1	Andhra Pradesh	16, 216, 216A, 716, 26, 326, 326A, 30, 40, 140, 340, 340C, 42, 44, 544D, 150A, 65, 165, 516D, 565, 765, 67, 167, 69, 71, 75, 167A, 516E, 167B, 365BB, 365BG, 544DD, 544E, 130CD, 716A, 716B, 516C, 167BG, 544F, 167K, 342, NE7, 440, 516B, 340B, 167AD, 167AG, 516F, 516W, 150C, 716G, 216E, 216H, 163G, 544G	55	8,683
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 315A, 415, 515, 913	14	4,367
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, 727B, 319B	56	6,132
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	12	157
8	Goa	748, 66, 366, 566, 748AA, 166S	6	299

यह चिन्ह दर्शाता है कि निर्धारित सड़क पर हाथ ठेले चलाने पर रोक है क्योंकि ये यातायात के तेज प्रवाह में बाधक बनते हैं।

This sign indicates that the Hand Cart is prohibited on the demarcated road as it would hinder the flow of fast moving traffic.



साइकिलों का आना मना है  
Cycle Prohibited

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



as on 31.12.2024				
Sl. No.	Name of State/UT	National Highway No.	No. of NHs	Length (in km)
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, 754A, NE1, NE4, 351K, 351G, 151K, 848K, 151AD, 927C, 927K, 168G, NE1A, NE8	45	8,111
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, 248BB, 152A, 907G, 352R, 352W, 709AD, 334D, 152D, 148NA, 344N, 344P, NE2, NE5, NE4, 152G, 344GM	39	3,347
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	1,935
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, 319B	32	3,633
14	Karnataka	42, 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, 748A, 375, 848R	49	8,191
15	Kerala	544, 744, 66, 766, 966, 966A, 966B, 183, 183A, 85, 185, 866	12	1,858
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, 716D	47	9,160

Contd...

साइकिल-सवारों की सुरक्षा सुनिश्चित करने के लिए कुछ सड़कों पर, जहाँ 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, जहाँ 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.



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as on 31.12.2024				
Sl. No.	Name of State/UT	National Highway No.	No. of NHs	Length (in km)
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, 753AB, 160C, 166H, 761, 753H, 166D, 652, 465, 647, 461B, 160H, 361F, 965DD, 166F, 166G, 548DD, NE4, 547E, 753BE, 548DG, 150C, 543K, 248S	102	18,462
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	1,499
22	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A, 202K	12	1,670
23	Odisha	16, 316, 516, 18, 20, 220, 520, 26, 326, 326A, 130C, 143, 49, 149, 53, 153B, 353, 55, 57, 157, 59, 63, 126, 130CD, 316A, 516A, 157A, 126A, 655, 720, 143H, 320D	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, 205AG	38	4,264
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, 754A, 911A, 148C, 968, 752D, NE4, NE4C, 125A, 703, 719D	53	10,733

Contd...

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में दाएं न मुड़े।  
This sign directs driver not to turn towards right side in any circumstance.



बाएं मुड़ना मना है  
Left Turn Prohibited

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



as on 31.12.2024				
Sl. No.	Name of State/UT	National Highway No.	No. of NHs	Length (in km)
27	Sikkim	10, 310, 310A, 310AG, 710, 510, 717A, 717B	8	709
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	7,000
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	889
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, 344GM, 148NA, 319B, 719D	90	12,123
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, 107B, 134A	26	3,664
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, 319B	35	3,910
34	Andaman & Nicobar Islands	4	1	331
35	Dadra & Nagar Haveli	848A, NE4	2	37
36	Daman & Diu	848B, 251	2	22
Total Length (km.)			670	1,46,195

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएं न मुड़े।  
This sign indicates that left turn is prohibited.



### Appendix-3 (Vide Para 3.11)

#### ALLOCATION AND RELEASE UNDER CRIF (STATE ROADS)

Amount in ₹ 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.	2014-15	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	6,926.58
23.	2022-23	7,974.31	7,551.98
24.	2023-24	8,835.80	8,646.23
25.	2024-25	9,030.00	5,845.34*

\* Release till 31.12.2024

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



## Appendix-4 (Vide Para 9.2)

### NUMBER OF GOVERNMENT EMPLOYEES INCLUDING SC/ST/OBC EMPLOYEES

Groups	Sanctioned Strength	Total No. of Employees in Position	SCs	% of SCs to Total Employees in Position	STs	% of STs to Total Employees in Position	OBC	% of OBCs to Total Employees in Position
TECHNICAL								
Group A	425	322	50	15.52	22	6.83	91	28.26
Group B	81	42	8	19.04	2	4.76	19	45.23
Group C (including MTS)	7	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>513</b>	<b>364</b>	<b>58</b>	<b>15.93</b>	<b>24</b>	<b>6.59</b>	<b>110</b>	<b>30.21</b>
NON TECHNICAL								
Group A	88	77	9	11.68	4	5.19	11	14.28
Group B	224	136	17	12.5	4	2.91	33	24.26
Group C (including MTS)	293	175	38	21.71	14	8	50	28.57
<b>TOTAL</b>	<b>605</b>	<b>388</b>	<b>64</b>	<b>16.45</b>	<b>22</b>	<b>5.65</b>	<b>94</b>	<b>24.22</b>

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.





### Appendix 5 (Vide Para 9.10.6)

#### STATEMENT SHOWING THE STATE-WISE DISBURSEMENT OF NATIONAL PERMIT FEE FROM MARCH 2024 TO DECEMBER 2024

State	₹ in Actuals
AG, Andhra Pradesh	69,68,28,096
AG, Arunachal Pradesh	12,09,771
AG, Assam	26,97,78,933
AG, Bihar	87,82,93,746
AG, Chandigarh	24,55,83,513
AG, Chhattisgarh	34,47,84,735
AG, Dadra & Nagar Haveli & Daman & Diu	17,78,36,337
AG, Delhi	80,69,17,257
AG, Goa	12,33,96,642
AG, Gujarat	1,21,82,39,397
AG, Haryana	95,81,38,632
AG, Himachal Pradesh	35,80,92,216
AG, Jammu & Kashmir	10,28,30,535
AG, Jharkhand	80,32,87,944
AG, Karnataka	1,55,69,75,277
AG, Kerala	48,39,08,400
AG, Madhya Pradesh	1,89,93,40,470
AG, Maharashtra	1,97,91,85,356
AG, Manipur	24,19,542
AG, Meghalaya	2,17,75,878
AG, Mizoram	36,29,313
AG, Nagaland	1,69,36,794
AG, Orissa	57,70,60,767
AG, Punjab	67,02,13,134
AG, Puducherry	18,50,94,963
AG, Rajasthan	1,47,22,91,307
AG, Sikkim	12,09,771
AG, Tamil Nadu	67,98,91,302
AG, Telangana	25,04,22,597
AG, Tripura	1,20,97,710
AG, Uttarakhand	48,39,08,400
AG, Uttar Pradesh	1,97,43,46,272
AG, West Bengal	70,52,96,493
<b>Total</b>	<b>19,96,12,21,500</b>

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएँ रहकर गाड़ी चलाएँ। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहाँ 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.



## Appendix-6 (Vide Para 9.10.5)

### MAJOR HEAD-WISE EXPENDITURE

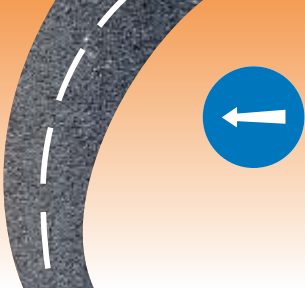
(Fig. in ₹ Crore)

Heads of Account	BE 2024-25	Expenditure up to 31.12.2024	% of BE
MH 3451 Secretariat	167.00	125.92	75.40
MH 3054 Roads and Bridges	5,358.00	4,402.64	82.17
MH 3055-Road Transport	525.80	353.53	67.24
MH3601-Grant in aid to State Gov.	10,986.42	8,208.77	74.72
MH3602-Grant in aid to UT Gov.	353.48	295.40	83.57
<b>Gross Revenue Section</b>	<b>17,390.70</b>	<b>13,386.26</b>	<b>76.97</b>
<b>Deduct Recoveries (Rev.)</b>	<b>-11,631.85</b>	<b>-7,498.95</b>	<b>64.47</b>
<b>NET (Revenue Section)</b>	<b>*5758.85</b>	<b>5,887.31</b>	<b>102.23</b>
MH 4552 Capital Outlay on North Eastern Areas (Expenditure against this head is being incurred through functional head 5054)	0	0	0
MH5054 Capital Outlay on Roads and Bridges (Voted)	3,39,589.39	2,77,427.01	81.69
MH5054 Bharatmala Pariyojana Financed from CRIF (Charged)	5.00	0	0
MH 5055- Capital Outlay on Road Transport	60.00	38.48	64.13
<b>MH -5475 Capital Outlay on Other General Economic Services (MH)</b>	<b>2.91</b>	<b>1.70</b>	<b>58.42</b>
<b>Gross Capital Section</b>	<b>3,39,657.30</b>	<b>2,77,467.19</b>	<b>81.69</b>
<b>Deduct Recoveries (Cap)</b>	<b>-67,416.15</b>	<b>-44,776.53</b>	<b>66.42</b>
<b>NET (Capital Section) (Voted)</b>	<b>2,72,236.15</b>	<b>2,32,690.66</b>	<b>85.47</b>
<b>NET (Capital Section) (Charged)</b>	<b>5.00</b>	<b>0</b>	<b>0</b>
<b>NET (Capital Section)</b>	<b>2,72,241.15</b>	<b>2,32,690.66</b>	<b>85.47</b>
<b>Gross Total (Revenue + Capital) (Voted)</b>	<b>3,57,043.00</b>	<b>2,90,853.45</b>	<b>81.46</b>
<b>Gross Total (Revenue + Capital)(Charged)</b>	<b>5.00</b>	<b>0</b>	<b>0</b>
<b>Deduct Recovery (Revenue+ Capital)</b>	<b>-79,048.00</b>	<b>-52,275.48</b>	<b>66.13</b>
<b>Total (NET)</b>	<b>2,78,000.00</b>	<b>2,38,577.97</b>	<b>85.82</b>
<b>Revenue(Voted)</b>	<b>17,390.70</b>	<b>13,386.26</b>	<b>76.97</b>
<b>Capital (Voted + Charged)</b>	<b>3,39,657.30</b>	<b>2,77,467.19</b>	<b>81.69</b>
<b>Total (Gross)</b>	<b>3,57,048.00</b>	<b>2,90,853.45</b>	<b>81.46</b>
<b>Deduct Recoveries</b>	<b>-79,048.00</b>	<b>-52,275.48</b>	<b>66.13</b>
<b>Total Grant No. 86 (Net)</b>	<b>2,78,000.00</b>	<b>2,38,577.97</b>	<b>85.82</b>

**Note:** \* Total net allocation for the demand in BE 2024-25 is ₹ 11,758.85 crore under Revenue (₹ 5758.85 crore plus ₹ 6000.00 crore). The additional ₹ 6000 crore in BE 2024-25 is to be met from the balances from Central Road and Infrastructure Fund for Financing the Road Works.

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

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



बाएं मुड़ना अनिवार्य  
(दाएं यदि संकेत विपरीत है)  
Compulsory Turn  
Left (Right if Symbol  
is Reversed)

Appendix-7  
(Vide Para 9.10.5)

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

REVENUE RECEIPTS

(Fig. in ₹ Crore)

ITEMS/YEAR	2021-22	2022-23	2023-24	2024-25 till 31.12.2024
TAX REVENUE	493.27	480.67	599.72	394.35
NON-TAX REVENUE	14,811.05	33,076.90	44,151.10	23,465.15
GROSS REVENUE RECEIPTS	15,304.32	33,557.57	44,750.82	23,859.50

इस चिन्ह को देखने के बाद ड्राइवर को अपना वाहन बाएं मोड़ना होगा। मार्ग परिवर्तन (डायवर्जन) के कारण यह चिन्ह लगाया जाता है।  
One has to turn towards left after seeing this sign. This may have been installed due to diversion.



आगे चलना अनिवार्य  
(केवल आगे)  
Compulsory Ahead  
(Ahead Only)

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



## Appendix-8 (Vide Para 9.10.5)

### HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST FOUR YEARS

(in ₹ Crore)

	MAJOR HEAD	2021-22	2022-23	2023-24	2024-25 till 31.12.2024
1	0021-Taxes on Income other than Corporation Tax	493.27	480.67	599.72	394.35
2	0049-Interest Receipts	451.48	365.75	213.90	209.23
3	0050-Dividend & Profit	26.00	33.99	67.46	54.59
4	0070-Other Administrative Services	0	0.02	0.04	0.07
5	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	2.39	2.37	3.68	1.74
6	0075-Miscellaneous General Services	1.15	0.96	0.78	0.50
7	0210-Medical and Public Health	0.51	0.60	0.50	0.43
8	0216-Housing	0.18	0.18	0.20	0.15
9	1054-Roads and Bridges	14,329.34	22,010.71	27,887.71	23,170.01
10	1055-Road Transport	0	0	7	28.15
11	1475-Other General Economic Services	0	0	0.02	0.10
12	4000-Misc.Capital Receipts	0	10,622.10	15,969.10	0
13	7610 Loans to Govt. Servant	0	0	0.24	0.18
	<b>TOTAL</b>	<b>15,304.32</b>	<b>33,557.57</b>	<b>44,750.82</b>	<b>23,859.50</b>

Source : e-lekha

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.



# ANNUAL REPORT

## 2024-25



### Appendix-9 (Vide Para 9.10.5)

#### HIGHLIGHTS OF ACCOUNTS

Receipts (2023-24)			Disbursements (2023-24)	
Amount (in thousands)			Amount (in thousands)	
<b>A.</b>	<b>Revenue Receipts</b>		<b>Revenue Expenditure</b>	
<b>1</b>	<b>Tax Revenue</b>	<b>59,97,217</b>	General Service	2,71,225
<b>2</b>	<b>Non-Tax Revenue</b>	<b>28,18,17,694</b>	Social Service	240
	Interest Receipts	21,39,027	Economic Service	3,05,35,997
	Dividends and Profits	6,74,650	Grants in Aid & Cont.	8,74,82,558
	Other Non-Tax Revenue	27,90,04,017		
	<b>Total Revenue Receipts</b>	<b>28,78,14,911</b>	<b>Total Revenue Expenditure</b>	<b>11,82,90,020</b>
<b>B.</b>	<b>Capital Receipts</b>		<b>Capital Expenditure</b>	
	Loans for other Transport Service		General Services	0
	Loans and Advances to State Governments		Economic Service	2,63,77,18,827
	Monetization of National Highways	15,96,91,000	Loans and Advances	50
	Total Loans and Advances	-16,078		
	<b>Total Capital Receipts</b>	<b>15,96,74,922</b>	<b>Total Capital Expenditure</b>	<b>2,63,77,18,877</b>
	<b>Total Consolidated Fund of India</b>	<b>44,74,89,833</b>	<b>Total Consolidated Fund of India</b>	<b>2,75,60,08,897</b>
	<b>Public Account</b>		<b>Public Account</b>	
	Small Savings Provident Fund A/c	2,18,315	Small Savings Provident Fund A/c	2,44,690
	Provident Fund	2,18,315	Provident Fund	2,44,690
	<b>Other Accounts</b>	<b>831</b>	<b>Other Accounts</b>	<b>2,272</b>
	CGEGIS	831	CGEGIS	2,272
	<b>Reserve Funds</b>	<b>57,80,82,500</b>	<b>Reserve Funds</b>	<b>57,19,34,126</b>
	Reserve Funds not bearing interest	57,80,82,500	Reserve Funds not bearing interest	57,19,34,126
	<b>Deposit and Advances</b>	<b>14,33,74,339</b>	<b>Deposit and Advances</b>	<b>14,14,99,693</b>
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	14,33,74,339	Deposit not bearing interest	14,14,99,693
	Advances	0	Advances	0
	<b>Suspense and Miscellaneous</b>	<b>2,77,35,08,201</b>	<b>Suspense and Miscellaneous</b>	<b>47,30,07,404</b>
	Suspense	20,08,115	Suspense	23,94,263
	Other Accounts	2,77,15,00,086	Other Accounts	47,06,13,141
	<b>Remittances</b>	<b>23,063</b>	<b>Remittances</b>	<b>0</b>
	<b>Total Public Accounts</b>	<b>3,49,52,07,249</b>	<b>Total Public Accounts</b>	<b>1,18,66,88,185</b>
	<b>Total Receipts</b>	<b>3,94,26,97,082</b>	<b>Total Expenditure</b>	<b>3,94,26,97,082</b>

Source: - Statement of Central Transactions for the F.Y. 2023-24

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



## Appendix-10 (Vide Para 9.10.7)

### STATEMENT SHOWING THE STATE-WISE DISTRIBUTION OF AITP FROM MARCH, 2024 TO DECEMBER, 2024

Sr No.	State/Union Territory	Rs.(in Actuals)
1	Andhra Pradesh	47,19,97,334
2	Arunachal Pradesh	11,96,810
3	Assam	65,70,334
4	Bihar	6,27,86,615
5	Chandigarh	6,72,778
6	Chhattisgarh	98,62,367
7	Dadra & Nagar Haveli & Daman & Diu	22,59,067
8	Delhi	13,62,70,394
9	Goa	34,14,689
10	Gujarat	45,08,34,593
11	Haryana	1,97,92,015
12	Himachal Pradesh	12,03,52,566
13	Jammu & Kashmir	5,04,355
14	Karnataka	19,30,52,351
15	Kerala	23,88,41,037
16	Ladakh	916
17	Madhya Pradesh	22,82,26,255
18	Maharashtra	74,27,93,468
19	Manipur	1,09,841
20	Meghalaya	1,09,80,916
21	Mizoram	15,73,477
22	Nagaland	15,36,405
23	Odissa	29,81,731
24	Puducherry	8,04,90,273
25	Punjab	14,87,97,324
26	Rajasthan	50,72,12,887
27	Sikkim	2,98,401
28	Tamil Nadu	45,10,04,845
29	Telangana	32,54,84,250
30	Tripura	1,14,418
31	Uttar Pradesh	25,94,03,771
32	Uttarakhand	8,40,25,789
33	West Bengal	1,32,75,228
	<b>AITP Disbursement from March 2024 to December 2024</b>	<b>4,57,67,17,500</b>

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

This sign directs the traffic to either move straight or take right turn. Turning towards left is prohibited.

# ANNUAL REPORT

## 2024-25



चौड़ाई सीमा  
Width Limit

### Appendix-11 (Vide Para 7.3.3)

#### TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA: 2003-2022

(in Thousands)

Year (As on 31st March)	All Vehicles	Two Wheelers*	Cars, Jeeps and Taxis	Buses@	Goods Vehicles	Others*
1	2	3	4	5	6	7
2003	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	1,05,353	75,336	13,950	1,427	5,601	9,039
2009	1,14,951	82,402	15,313	1,486	6,041	9,710
2010	1,27,746	91,598	17,109	1,527	6,432	11,080
2011	1,41,866	1,01,865	19,231	1,604	7,064	12,102
2012	1,59,491	1,15,419	21,568	1,677	7,658	13,169
2013	1,76,044	1,27,830	24,056	1,814	8,307	14,037
2014	1,90,704	1,39,410	25,998	1,887	8,698	14,712
2015	2,10,023	1,54,298	28,611	1,971	9,344	15,799
2016	2,30,031	1,68,975	30,242	1,757	10,516	18,541
2017	2,53,311	1,87,091	33,688	1,864	12,256	18,411
2018	2,72,587	2,02,755	36,453	1,943	12,773	18,663
2019	2,95,772	2,21,270	38,433	2,049	13,766	20,254
2020	3,26,299	2,43,682	43,650	2,196	14,288	22,483
2021 (P)	3,35,551	2,49,993	46,228	2,118	14,792	22,420
2022(P)	3,54,018	2,63,378	49,051	2,142	15,493	23,954
CAGR (2011 to 2021)	8.99	9.39	9.17	2.82	7.67	6.36
CAGR (2012 to 2022)	8.30	8.60	8.56	2.48	7.3	6.17

Source: Offices of State Transport Commissioners/UT Administrations.

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.

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

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



लंबाई सीमा  
Length Limit

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



## Appendix-12 (Vide Para 7.3.3)

### NUMBER OF ROAD ACCIDENTS AND PERSONS INVOLVED: 2005 TO 2022 (in Thousands)

Year	Number of Accidents	Number of Persons Killed	Number of Persons Injured
2005	4,39,255	94,968	4,65,282
2006	4,60,920	1,05,749	4,96,481
2007	4,79,216	1,14,444	5,13,340
2008	4,84,704	1,19,860	5,23,193
2009	4,86,384	1,25,660	5,15,458
2010	4,99,628	1,34,513	5,27,512
2011	4,97,686	1,42,485	5,11,394
2012	4,90,383	1,38,258	5,09,667
2013	4,86,476	1,37,572	4,94,893
2014	4,89,400	1,39,671	4,93,474
2015	5,05,770	1,46,555	5,03,608
2016	4,84,756	1,51,192	4,97,806
2017	4,69,242	1,50,003	4,67,389
2018	4,70,403	1,57,593	4,64,715
2019	4,56,959	1,58,984	4,49,360
2020	3,72,181	1,38,383	3,46,747
2021	4,12,432	1,53,972	3,84,448
2022	4,61,312	1,68,491	4,43,366

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

**Note:** Data have been reconciled for West Bengal for the calendar year 2015 to 2017, 2019 & 2020 and Tamil Nadu for the calendar year 2017 to 2020.

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-13 (Vide Para 7.3.3)

#### TOTAL ROAD LENGTH AND PERCENTAGE SHARE OF EACH CATEGORY OF ROAD 1951-2020

Year (as on 31st March)	National Highways	State Highways	District Roads	Rural Roads	Urban Roads	Project Roads	Total
1	2	3	4	5	6	7	8
1951	19,811	#	1,73,723	2,06,408	0	0	3,99,942
1961	23,798	#	2,57,125	1,97,194	46,361	0	5,24,478
1971	23,838	56,765	2,76,833	3,54,530	72,120	1,30,893	9,14,979
1981	31,671	94,359	4,21,895	6,28,865	1,23,120	1,85,511	14,85,421
1991	33,650	1,27,311	5,09,435	12,60,430	1,86,799	2,09,737	23,27,362
2001	57,737	1,32,100	7,36,001	19,72,016	2,52,001	2,23,665	33,73,520
2002	58,112	1,37,711	6,95,335	20,61,023	2,50,295	2,24,124	34,26,600
2003	58,112	1,34,807	6,96,960	20,82,188	2,97,259	2,59,328	35,28,654
2004	65,569	1,33,177	7,19,257	21,40,569	3,01,310	2,61,625	36,21,507
2005	65,569	1,44,396	7,86,230	22,66,439	2,86,707	2,59,815	38,09,156
2006	66,590	1,48,090	8,03,669	23,08,125	2,91,991	2,62,186	38,80,651
2007	66,590	1,52,235	8,35,003	23,93,488	3,00,580	2,68,505	40,16,401
2008	66,754	1,54,522	8,63,241	24,50,559	3,04,327	2,70,189	41,09,592
2009	70,548	1,58,497	9,62,880	26,29,165	3,73,802	2,76,617	44,71,510
2010	70,934	1,60,177	9,77,414	26,92,535	4,02,448	2,78,931	45,82,439
2011	70,934	1,63,898	9,98,895	27,49,804	4,11,679	2,81,628	46,76,838
2012	76,818	1,64,360	10,22,287	28,38,220	4,64,294	2,99,415	48,65,394
2013	79,116	1,69,227	10,66,747	31,59,639	4,46,238	3,10,955	52,31,922
2014	91,287	1,70,818	10,82,267	33,04,328	4,57,467	2,96,319	54,02,486
2015	97,991	1,67,109	11,01,178	33,37,255	4,67,106	3,01,505	54,72,144
2016	1,01,011	1,76,166	5,61,940	39,35,337	5,09,730	3,19,109	56,03,293
2017	1,14,158	1,75,036	5,86,181	41,66,916	5,26,483	3,28,897	58,97,671
2018	1,26,350	1,86,908	6,11,268	44,09,582	5,34,142	3,47,547	62,15,797
2019	1,32,499	1,79,535	6,12,778	45,22,228	5,41,554	3,43,163	63,31,757
2020	1,32,995	1,78,749	6,16,964	44,95,948	5,48,394	3,86,954	63,60,004

(#) Included in District Roads

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

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.



गति सीमा  
Speed Limit

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



## Appendix-14 (Vide Para 7.3.3)

### COMBINED PHYSICAL & FINANCIAL PERFORMANCE OF 58 STATE ROAD TRANSPORT UNDERTAKINGS FOR THE YEARS 2019-20, 2020-21 AND 2021-22

Sl. No.	Item	2019-20	2020-21	2021-22
<b>A</b>	<b>Physical Performance</b>			
1	Fleet Held (Number)	1,51,802	1,48,793	1,47,032
2	Fleet Operated (Number)	1,32,918	93,060	1,06,293
3	Fleet Utilization (percent)	87.56	62.54	72.29
4	Passenger/km Offered (in lakhs)	80,12,493.97	44,81,565.51	58,22,185.65
5	Passenger/km Performed (in Lakh)	59,31,326.88	26,67,423.44	39,87,806.90
6	Occupancy Ratio (Percent)	74.03	59.52	68.49
7	Staff Strength (Number)	6,81,992	6,63,450	6,45,954
8	Staff/Bus Ratio	4.49	4.46	4.39
9	Staff Productivity (Bus-kms/Staff/Day)	64.86	38.05	49.67
10	Vehicle Productivity (Bus-kms/Bus/Day)	291.38	169.67	218.2
<b>B</b>	<b>Financial Performance</b>			
1	Total Revenue (Rs. in Lakh)	64,51,154.86	42,47,846.80	52,77,993.39
	Of which Total Traffic Earnings (Rs. In Lakh)	49,62,698.88	24,83,769.56	34,92,387.42
2	Total Cost (Rs. in Lakh)	84,88,908.84	71,56,445.84	82,97,186.55
	Of which Staff Cost (Rs. in lakh)	37,31,805.07	35,97,277.55	36,10,959.65
3	Net Profit/Loss (-) (Rs. in Lakh)	-20,37,753.98	-29,08,599.04	-30,19,193.16

Source: State Road Transport Undertakings

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



### Appendix -15 (Vide Para 9.10.4)

#### STATUS OF PENDING C&AG AUDIT PARAS

##### Civil Paras - One (Detail given below)

Sl. No.	Paras	Present Status
1	<b>Report No. 19 of 2023</b> - Implementation of phase-I of Bharatmala Pariyojana. Further PAC had sought ATN on 19 points observations in 144 Report.	ATN of 144 Report has been sent to Lok Sabha Sectt. On 29.11.2024

##### Commercial paras - Details given below

#### Pending C&AG Audit Para (Commercial) of NHAI

Sl. No.	Subject of Audit Para	Present Position
1	<b>Para no. 12.1 of Report no. 9 of 2017 (Commercial)-</b> OMT Package M/s MEP Hyderabad Bangalore Toll Road. Non recovery of concession fee and damages accumulated to the tune of Rs. 209.20 crore. <i>NHAI extended undue benefit to the concessionaire as it failed to initiate timely steps to encash the Bank Guarantee received as Performance Security or to terminate the agreement which lead to accumulation of dues to the tune of Rs 209.20 crore.</i>	Reply sent to C&AG on 04.10.2024. In response, vide letter dated 23.10.2024, C&AG has inter-alia replied that C&AG has no further comments to offer as the matter is sub-judice and this Ministry may furnish the final outcome of the case to the CoPU directly. <b>Matter is sub-judice and pending.</b>
2	<b>Para 11.4 of Report No. 11 of 2018</b> - Excess payment of bonus to concessionaire for construction of two lane Shillong bypass in Meghalaya on BOT on annuity basis.	ATN pending
3	<b>Para 11.5 of Report No. 11 of 2018</b> - Loss of interest on toll revenue due to delay in delinking of road stretch from the project relating to six laning of Chilakaluripet-Vijayawada section in the State of Andhra Pradesh.	Reply sent to C&AG on 12.02.2024
4	<b>Para 8.3 (Report No. 13 of 2019)</b> - Undue financial benefit to concessionaire on account of payment of early completion bonus amounting to Rs. 14.08 crore by NHAI, Begusarai.	Reply sent to C&AG on 26.11.2024

Contd...

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

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



पशु  
Cattle

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



Sl. No.	Subject of Audit Para	Present Position
5	<b>Para 11.4 (Report No. 18 of 2020)</b> - Short remittance of additional concession fee: Authority incurred a loss of Rs. 4.37 crore due to short remittance of additional concession fee by concessionaire to Authority as the concessionaire did not collect fee from overloaded vehicles as per the amended fee Rules- six laning of existing road on Kishangarh-Ajmer-Beawar Section of NH-8.	ATN pending
6	<b>Para 10.2(Report No. 14 of 2021)</b> - Undue benefit to concessionaire by resorting to post contract modification of damage computation clause in the agreement in violation of CVC guidelines.	Reply sent to C&AG on 04.11.2024
7	<b>Para 3.1(Report No. 11 of 2022)</b> - Formulation of scheme by going beyond clauses of Concession Agreements despite remedy being available within these Concession Agreements.	Reply sent to C&AG on 03.12.2024
8	<b>Para 3.2 (Report No. 11 of 2022)</b> - Extension of undue benefit to concessionaires by resorting to post-tender amendments.	Reply sent to C&AG on 03.12.2024
9	<b>Para 3.3(Report No. 11 of 2022)</b> - Formulation of scheme on the basis of flawed presumptions.	Reply sent to C&AG on 03.12.2024
10	<b>Para 3.4(Report No. 11 of 2022)</b> - Non-consideration/non-approval of policy/scheme for rationalisation of premium by NHAI Board.	Reply sent to C&AG on 03.12.2024
11	<b>Para 3.5(Report No. 11 of 2022)</b> - Non-adherence to guidelines of Cabinet Secretariat for circulation/approval of Cabinet Notes.	Reply sent to C&AG on 03.12.2024
12	<b>Para 3.6(Report No. 11 of 2022)</b> - Non-providing of vital data to expert group for identifying a stressed project.	Reply sent to C&AG on 03.12.2024
13	<b>Para 4.1(Report No. 11 of 2022)</b> - Huge variation in revenue/traffic projections by Concessionaires.	Reply sent to C&AG on 03.12.2024
14	<b>Para 4.2(Report No. 11 of 2022)</b> - Huge variation in total project cost of NHAI vis-a-vis Concessionaire's total project cost resulting in high debt servicing.	Reply sent to C&AG on 03.12.2024
15	<b>Para 4.3(Report No. 11 of 2022)</b> - Non-levy of penalty of ₹51.01 crore resulting in undue favour to the Concessionaires.	Reply sent to C&AG on 03.12.2024
16	<b>Para 4.4(Report No. 11 of 2022)</b> - Undue favour to the Concessionaires by obtaining inadequate bank guarantees to the tune of ₹ 429.89 crore against the deferred premium of ₹ 7363.63 crore.	Reply sent to C&AG on 03.12.2024

Contd...

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

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



# ANNUAL REPORT

## 2024-25



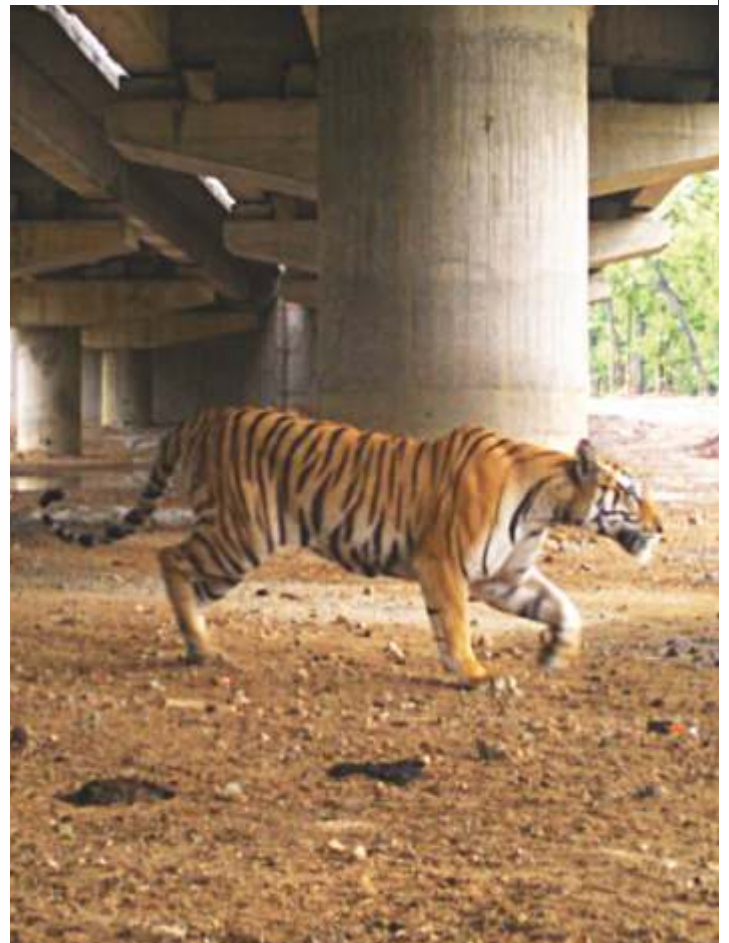
खतरनाक गहराई  
Dangerous Dip

Sl. No.	Subject of Audit Para	Present Position
17	<b>Para 4.5(Report No. 11 of 2022)</b> - Project specific deficiencies while granting approval for deferment of premium.	Reply sent to C&AG on 03.12.2024
18	<b>Para 5.1(Report No. 11 of 2022)</b> - Investment of funds amounting to ₹5303.73 crore from escrow account to mutual fund.	Reply sent to C&AG on 03.12.2024
19	<b>Para 5.2(Report No. 11 of 2022)</b> - Undue favour to the Concessionaires due to non-recovery of excess deferment granted of ₹252.97 crore.	Reply sent to C&AG on 03.12.2024
20	<b>Para 5.3(Report No. 11 of 2022)</b> - Deficiencies in monitoring of real time data transferred to NHAI.	Reply sent to C&AG on 03.12.2024
21	<b>Para 5.4(Report No. 11 of 2022)</b> - Non-withdrawal of claims against NHAI.	Reply sent to C&AG on 03.12.2024
22	<b>Para 5.5(Report No. 11 of 2022)</b> - Delay in signing of supplementary agreement between Concessionaire and NHAI.	Reply sent to C&AG on 03.12.2024
23	<b>Para 5.6(Report No. 11 of 2022)</b> - Project specific deficiencies in monitoring.	Reply sent to C&AG on 03.12.2024
24	<b>Para 7.1 (Report No. 33 of 2022)</b> -NHAI was unable to recover damages of ₹693.24 crore imposed on the Concessionaire for its failure to undertake repairs and maintenance of project highway, due to NHAI not entering into escrow agreement.	Reply sent to C&AG on 20.11.2023.
25	<b>Para 7.2 (Report No. 33 of 2022)</b> -Delay in processing proposal for fee notification for the toll plazas and inadequate synchronisation in ensuring timely completion of packages of highway stretches by NHAI resulted in loss of ₹39.92 crore to exchequer.	ATN pending
26	<b>Para 7.3 (Report No. 33 of 2022)</b> -NHAI/its Special Purpose Vehicle failed to enforce contractual provisions to effect recovery of outstanding dues including penalties. This resulted in doubtful recovery of ₹21.35 crore. The Authority also awarded User Fee Collection Agency contract to a Contractor who was already defaulting in making timely payments in other toll plazas.	ATN pending
27	<b>Report No. 7 of 2023</b> - Compliance Audit on Toll Operation of NHAI in southern India.	ATN sent to C&AG on 20.09.2024.

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.

## Wildlife friendly Corridor Pench National Park







Launch of Swachhata Hi Sewa Campaign 2024 by Hon'ble Minister (RT&H)



सत्यमेव जयते

**GOVERNMENT OF INDIA**  
**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**  
**NEW DELHI**