

Ministry of Road Transport and Highways-Annual Review (2004)

The government of India undertakes several initiatives to enhance and strengthen the National Highways network through flagship programs such as the Bharatmala Pariyojana.

The National Highway network has grown by 60%; rising from 91,287 km in 2014 to 146,195 km.

National High-Speed Corridors increased from 93 km in 2014 to 2,474 km.

Under Asset Monetisation following the TOT (Toll Operate and Transfer) model, NHAI monetizes four TOT bundles realizing Rs. 15,968 crores during FY 2023-24 totaling Rs. 42,334 crore.

MoRTH plans a network of 35 Multimodal Logistics Parks to be developed as part of Bharatmala Pariyojana.

To ensure adequate last-mile connectivity to all operational/under implementation ports in the country, MoRTH develops a comprehensive Port Connectivity Masterplan for the Promotion of Industry and Internal Trade identifying connectivity requirements; 59 critical infrastructure projects of length ~1,300 km selected for implementation.

All India Tourist Permit Module developed by NIC allows tourist vehicle operators to transport tourists and their luggage across India, simplifying interstate travel, enhancing mobility, and supporting the tourism sector by eliminating the need for multiple permits..

The government is formulating a scheme to provide cashless treatment to victims of road accidents caused by the use of motor vehicles.

Vehicle Scrapping (as of 16.12.2024), 80 Registered Vehicle Scrapping Facilities are operational across 19 States/UTs, and 66 additional centers are under construction.

High priority was accorded to the identification and rectification of blackspots (accident-prone spots) on National Highways, making concerted efforts towards improvement of road safety through engineering measures.

1. NATIONAL HIGHWAYS: CONSTRUCTION & ACHIEVEMENTS

1.1 Road Network in the Country: India has the second largest road network and its National Highways span a total length of 146,195 km, forming the primary arterial network of the country. The Government of India has undertaken several initiatives to enhance and strengthen the National Highways network through flagship programs such as the Bharatmala Pariyojana which includes the subsumed National Highway Development Project (NHDP), the Special Accelerated Road Development Programme for the North-East Region (SARDP-NE), the Special Programme for the development of roads in Left Wing Extremism-affected

Areas (LWE), including the development of the Vijayawada-Ranchi Road, and Externally Aided Projects (EAP).

1.2 National Highway Network

- The National Highway (NH) network has grown by 60%, from 91,287 km in 2014 to 146,195 km.
- The length of National High-Speed Corridors (HSC) has increased from 93 km in 2014 to 2,474 km.
- The length of 4-lane and above National Highways (excluding HSCs) has more than doubled, expanding from 18,278 km in 2014 to 45,947 km.

1.3 National Highways (Original)

The NHs works other than scheme projects are prioritized for development in a phased manner based on the traffic requirement under National Highway (Original) works. At present, works of about 12,500 km NH in length are under construction under NH(O).

This also includes Bharatmala Projects under which 26,425 km has been awarded and 18,926 km has been completed till 30th November 2024.

1.4 Total outstanding liabilities under all schemes of MoRTH is about Rs. 6.48 lakh crore.

1.5 Maintenance and Repair (M&R) of NH Network

- MoRTH focuses on both the development and maintenance of NHs to ensure their traffic worthiness.

- 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 the concerned Concessionaire till the end of the Concession Period. No separate maintenance expenditure is recorded in respect of these NHs stretches.
- For all remaining sections of NHs stretches, the Government has prioritised the maintenance and inter-alia evolved a mechanism to ensure M&R of all NHs sections through an accountable maintenance agency through a Performance Maintenance Contract (PBMC) or Short-Term Maintenance Contract (STMC). An average annual expenditure of Rs. 6,000 Crore has been incurred by MoRTH on M&R of such NHs stretches during the last three years.
- At present, out of the total 1,46,195 km length of the 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.

1.6 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 for Rs. 50,655 crores across the country. Implementation of these 8 projects will generate an estimated 4.42 crore man-days of direct and indirect employment. A brief of these projects as are 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.
 - 4-lane Ayodhya Ring Road.
 - 4-Lane Section between Pathalgaon-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

1.7 Asset Monetisation:

(i) TOT (Toll Operate and Transfer) Model - Under this model, the right of collection of user fee (toll) in respect of selected operational highways constructed through public funding is 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 Bundles 11,12,13, and 14 and realized Rs. 15,968 crores during the financial year 2023-24 totaling Rs. 42,334 crores, so far.

- ii. **InVIT Model** - NHAI has set up an InvIT under the SEBI InvIT Regulations, 2014, in which NHAI has having 16% stake apart from main investors (CPPIB, OTPP, etc.). InvIT is a pooled investment vehicle that issues units to investors while having three entities for the 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 finalized. Under this model, a concession fee of Rs. 15,700 crores in 2023-24 totalling Rs. 25,900 crore so far has been realized.
- iii. **Securitisation 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 road assets. NHAI will collect toll, maintain the road assets and periodically transfer payments to the SPV sufficient for servicing debt obligations at SPV level. About Rs. 8,646 crores in 2023-24 have been raised totalling Rs. 42,207 crore so far through this method (DME-Delhi Mumbai Expressway) by NHAI.

1.8 Relief for Contractors/Developers of the Road Sector

Relaxation in Schedule H of the MCA for EPC projects to ease the liquidity stress of the contractors

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 4th May 2023. It was felt desirable and imperative that the Schedule H/G may be amended by the Ministry for all future contracts on a standing basis. Accordingly, the Ministry vide letter number COVID19/RoadMap/JS(H)/2020 dated 11th 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.

Changes in the Model Concessionaire Agreement (MCA) of BOT (TOLL) mode of contract

In March 2024, the Ministry 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.

2. LOGISTICS & ALLIED HIGHWAY INFRASTRUCTURE

2.1. Multi Modal Logistics Parks (MMLPs)

The Ministry finalised the Model Concessionaire Agreement (MCA) for the Multi-Modal Logistics Parks (MMLPs) in October 2021 through an elaborate process of Inter-Ministerial consultations. In addition to the MCA, the Ministry, in November 2021, also finalized and approved the Model RFP document of selection of Concessionaires for the 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 Rs. 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 Rs. 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.

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

2.1.2 Status of Awarded MMLPs

S. No.	MMLP	State	Location	Investment (Rs. Cr.)	Mode
1	Jogighopa	Assam	Jogighopa	694	EPC
2	Chennai	Tamil Nadu	Mappedu	1,423	PPP

3	Indore	Madhya Pradesh	Pithampur	1,111	PPP
4	Bangalore	Karnataka	Dabbaspete	1,770	PPP
5	Nagpur	Maharashtra	Sindi	673	PPP
6	Jalna	Maharashtra	Jalna	66	EPC

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

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 & Hyderabad.

2.2 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 the 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 were 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 the 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 has been completed, 26 projects having about 1754 km length are under implementation, and Bidding process/DPR is in progress for remaining 72 projects (1631 km).

2.3 Way Side 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 km 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 like Dhaba's, dormitories, drone landing facilities / helipad, etc.

A total of 700+ WSAs were planned to be awarded along the National Highways by FY 2025-26. 322 WSAs have already been awarded of which 162 WSAs were awarded in FY 2023-24. Out of 322 WSAs, 83 sites are operational. These WSAs offer huge opportunities for investors, developers, operators and retailers. All upcoming Greenfield Access-controlled Highway projects are provisioned to have Wayside Amenities. This 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.

2.4. Ropeways

The Ministry has a development programme – Parvatmala Pariyojana across the country to improve connectivity & convenience for commuters in hilly regions and to decongest urban areas where conventional mode of transport is saturated or not feasible. Under this programme, 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 2023-24. Out of these, a ropeway at Varanasi (Uttar Pradesh) of 3.85 km is under construction. Additionally, 05 ropeway projects of 8.23 km length are awarded, viz., Bijli Mahadev (Himachal Pradesh), Dhosi Hill (Haryana), Mahakaleshwar Temple (Madhya

Pradesh), Sangam (Uttar Pradesh) and Shankaracharya Temple (Jammu and Kashmir). Bids for 10 projects of 53.35 km length have been invited viz. Sangam (Uttar Pradesh), Shankaracharya Temple (Jammu and Kashmir), Sonprayag – Kedarnath (Uttarakhand), Govindghat – Hemkund Sahib (Uttarakhand), Kamakhya Temple (Assam), Tawang Monastery – P T Tso Lake (Arunachal Pradesh), Kathgodam – Hanuman Garhi Temple, Nainital (Uttarakhand), Tikitoriya Mata Temple (Madhya Pradesh), Ramtek Gad Temple (Maharashtra) and Brahmagiri to Anjaneri (Maharashtra). Detailed Feasibility Study is in progress for additional 12 projects of 52 km length for further assessment. In addition, Memorandum of Understanding (MoU) have 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.

3. ROAD TRANSPORT

The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from neighbouring countries. The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC), are being administered by 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

3.1 Strengthening ITS in Public Transport System

- i. 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 the cost of capital expenditure of ITS hardware, software, application development, operation, planning, management, administrative work, and appointment of Project Management Unit (PMU).
- ii. 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.
- iii. 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 15th Finance Commission Cycle). The total outlay of the Scheme is estimated to be Rs.175 Crore from the Ministry. The previous Scheme had a fund of 50% by the Ministry but the revamped scheme has a fund share of 70% by the Ministry and the remaining 30% will be contributed by respective Transport Bodies.
- iv. 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.

3.2 e-Transport

One of the key IT initiatives by the MoRTH to modernize transport sector management and operations is the e-Transport 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, Aadhaar Authentication, eKYC, 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. E-Transport 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.

3.3 Citizen-centric Measures

3.3.1 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 the Ministry of Road Transport & Highways. NIC has incorporated the needful changes in the Dealer point module and facility has been provided to 27 States for Central issuance of BH series number from the portal.

3.3.2 All India Tourist Permit Module (AITP)

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, authorising 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.

3.3.3 Faceless, Contactless, Aadhar - eKYC Based Services

In the e-Transport 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.

3.3.4 NextGen mParivahan Mobile App

NextGen mParivahan serves as the mobile extension of Vahan, Sarathi, and other e-Transport 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, e-Challan, and other repositories, it facilitates seamless data exchange. With over 11.55 crore app downloads, it's one of the most popular government apps. Following are the services and utilities incorporated in the app.

3.3.5 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:

- i. Victims are entitled to cashless treatment up to a maximum of Rs. 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).
- ii. Applicable to all road accidents caused by use of motor vehicle on any category of road.

- iii. 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.
- iv. The Ministry of Road Transport and Highways along with National Health Authority (NHA) has implemented pilot programmes 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.

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

Ministry of Road Transport and Highways has approved a scheme (on 15th 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 Rs. 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 the State Emergency Response Support System (SERSS) for responding to distress calls. MoRTH had earlier issued a notification dated

28th 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 devices and emergency buttons lies with the vehicle owner, and this scheme shall finance only the setting up of a Monitoring Centre in each State/UT for the tracking of PSVs.

MoRTH has received proposals from thirty-five 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 Rs. 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 centres. More States/UTs are in the advanced stages of commissioning the Monitoring Centres.

4. VOLUNTARY VEHICLE-FLEET MODERNIZATION PROGRAM (VVMP/VEHICLE SCRAPPING POLICY)

4.1. The Voluntary Vehicle-Fleet Modernization Program (V-VMP) or “Vehicle Scrapping Policy” was launched on 13th 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 (ATs) is required for improved transparency and objectivity in fitness testing of vehicles. The policy targets voluntary scrapping of unfit commercial and private vehicles.

4.2 Registered Vehicle Scrapping Facility (RVSF)

RVSF was developed by the National Informatics Centre (NIC) under MoRTH Gazette notification GSR 653(E). 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. Total States that have implemented AFMS till date are 36.

4.3 Citizen Centric Initiatives:

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

- 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.
- Waiver of Registration fees for all vehicles across the country which are purchased against a Certificate of Deposit.
- 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 Rs.20,000 and Mercedes Benz (12th OEM) has announced Rs. 25,000 discount.

4.3.2 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

4.3.3 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) Fully integrated portals with Vahan database enabling dynamic updation of records like vehicle scrapping status and fitness test results in real-time in respective national databases, eliminating additional manual interventions for citizens.

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. A citizen awareness campaign has also been launched for vehicle owners to be informed of policy benefits.

4.4 Investment promotion and ease of doing business:

- The policy promoted private investment across RVSFs and ATs where relaxed criteria were defined in MoRTH guidelines to obtain a

registration certificate (RC) for setting up RVSFs and ATs from the respective State Transport Departments.

- 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 ATs.
- 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.
- **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.
- **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.
- **Digitization of operations at RVSFs and ATs:** Leveraging Vahan modules under VVMP, 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:

- **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 certificates 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 the 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 the 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 vehicles, generate a Certificate of Deposit (CD) as a proof of receipt of a vehicle for scrapping and generate a Certificate of Vehicle Scrapping (CVS) as a proof of vehicle scrapping.

- **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.

4.5 Digital dashboards and data for compliance tracking:

- 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.
- 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.

4.6 Financial incentives to State Governments to expedite policy implementation:

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

- Scheme for special assistance to states extended for 2023-24 for Rs. 3,000 crore and released by DoE on 2nd May 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.
- Rs. 1,291 crore approved for disbursement by DoE across 19 State Governments on achievement of defined milestones under V-VMP.
- Rs. 351 crore for January-March 2023 performance
- Rs. 940 crore for April 23-March 2024 performance
- Scheme for special assistance to states extended for 2024-25 for Rs. 3,000 crore
- Increased incentives for scrapping of Government and non-government vehicles
- Higher incentives for awarding and operationalisation of ATS

4.7 Current Policy Implementation Status:

4.7.1 Vehicle Scrapping (As on 16.12.2024):

- i. 80 RVSFs are operational across 19 States/UTs, 66 additional centers are under construction.
- ii. As per projections, around 90 scrapping centers are required in India to cater to End of Life Vehicles (ELVs). However, to ensure geographical coverage, 145 RVSFs are required.
- iii. ~156,700 vehicles scrapped in total of which ~85,000 are Government owned and ~71,400 are non-Government owned.
- iv. Priority category Government vehicles scrapped – 12,086 police vehicles, 8,209 buses, 358 fire tenders, 1,766 ambulances.

- v. Government vehicles contribute more than 50% of scrapped vehicles till date since we provided an initial impetus to the established RVSF infrastructure (supply-side ecosystem) by mandatory scrapping of Government vehicles older than 15 years.
- vi. Monthly volume of Government owned vehicles scrapped is ~5,000 for FY24-25 YTD which is 155% more than last year (3,177 monthly avg. scrapping volume in FY23-24).
- vii. For non-Government owned vehicles, while more initiatives to boost scrapping volume (demand-side initiatives) needs to be done, there has been a significant growth in scrapping volume.
- viii. Monthly volume of non-Government owned vehicles scrapped is ~5,500 for FY24-25 YTD which is 270% more than last year (2,077 monthly avg. scrapping volume in FY23-24).

4.7.2 Vehicle Fitness Testing (As on 16.12.2024):

- i. 92 Automated Testing Stations are operational across 13 States / UTs, 238 facilities are under construction, of which 145 are expected to come up by Mar '25.
- ii. A total of around 500 automated testing stations are required in India.
- iii. Monthly volume of ATS fitness testing is ~30,000 for FY24-25 YTD, which is 540% more than last year (~5,600 monthly avg. fitness tests at ATS in FY23-24).

5. ROAD SAFETY

5.1 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 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 of the identified blackspots is in progress. Besides, rectification measures are also taken on the accident spots reported on eDAR portal on priority.

The Knowledge and Learning Enterprise

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.

5.2 Preventive Measures

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 motorcycle. 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 ATs. The rules have been further amended on 31st October, 2022 and 14th March, 2024.
 - 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 make 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 1st 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. 1st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS145-2018.

6. E-INITIATIVES

6.1 Bhoomi Rashi Portal: The Ministry of Road Transport and Highways has launched Bhoomi Rashi 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. 1st April, 2018. The Portal has made the land acquisition process faster and error-free. It has greatly reduced the time period for publication

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

6.2. 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 Bhoomi Rashi 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 with the latest updates in Bhoomi Rashi Portal and new development in the LA process.

A total of 16,622 notifications under section 3 of National Highways Act, 1956 have been published and around 1,47,320.11 hectare of land has been acquired under section 3-D of the Act through BhoomiRashi Portal from 1st April, 2018 to 30th November, 2024.

6.3 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 has been implemented on a 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 1st January 2021. Category 'M' stands for a motor vehicle with at least four wheels used for carrying passengers. Category 'N' stands for a motor vehicle with at least four wheels used for carrying goods, which may also carry persons in addition to goods. In order to further promote fee payment through digital mode, reduce waiting time and fuel consumption, and provide for seamless passage through fee plazas, Government has declared all lanes of the fee plazas on National Highways to be "FASTag lane of the fee plaza" w.e.f. the midnight of 15th/16th February 2021.
- More than 10.1 Crore FASTags have been issued till 01.12.2024. The toll collection via FASTag has grown significantly after declaration of all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza w.e.f. midnight of 15th/16th February 2021. Average Daily collection via FASTag on NH fee plaza is around Rs. 193 Crores and Number of average daily ETC transaction on NH fee plaza is Rs.118.82 Lakhs in F.Y. 24-25 (Till Nov 2024). The constant growth and adoption of FASTag by highway users is very encouraging and has helped increase efficiency in toll operations.

7. GREEN INITIATIVES

7.1. 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 1st day of 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).

7.2. Renewal of certificate of fitness in respect of transport vehicles:

The Ministry has issued GSR 709(E) dated the 14th 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 01st April 2025.

Reference

Press Information Bureau: [Road Transport, 2024](#)

Want to stay informed and inspired? Subscribe to our blog for insightful updates delivered straight to your inbox. Explore our [website](#) for a curated collection of reference books, resources, and more – designed to fuel your curiosity and keep you ahead.