

## दिल्ली, हरियाणा और उत्तराखंड राज्यों में भूमि की आवश्यकता

दिल्ली, हरियाणा और उत्तराखंड राज्यों में रिटेल आउटलेट स्थापित करने के लिए हिंदुस्तान पेट्रोलियम कॉर्पोरेशन (पेट्रोल पम्प) लिमिटेड भूखंड या भूमि के पूर्णतः बिक्री या पट्टे (महीने 11 वर्ष 19 न्यूनतम) के द्वारा हस्तांतरण के लिए, भूमि के पूर्ण स्वामी अथवा सह-स्वामियों-वामी जिनके पास अन्य सह-स द्वारा प्रदत्त पावर ऑफ अटॉर्नी है अथवा भूमि में आशय रखने वाले ऐसे पक्षकार जिन्होंने इस विज्ञापन के जारी होने की तिथि से पहले ही भूमि पर कब्जा रखने वाले मालिकों के साथ बिक्री के लिए पंजीकृत करारनामा कर लिया है, से दो बोली प्रणाली यानी वित्तीय बोली (बी) तकनीकी बोली (ए) के तहत सीलबंद प्रस्ताव आमंत्रित करता है। यह ज्ञात होना अनिवार्य है कि यह विज्ञापन रिटेल आउटलेट (पेट्रोल पम्प) डीलरशिप के आवंटन/नियुक्ति के लिए नहीं है।

क्रम सं.	राज्य	स्थान का विवरण	ज़िला	न्यूनतम आवश्यक लंबाई-चौड़ाई अग्रभाग (मीटर) x चौड़ाई (मीटर)	न्यूनतम आवश्यक क्षेत्रफल (वर्ग मीटर)
1	उत्तराखंड	मॉल ऑफ देहरादून से नेपाली फार्म तक राष्ट्रीय राजमार्ग (एनएच 7) पर, नेपाली फार्म की ओर जाते समय बाएँ तरफ	देहरादून	60x68	4080
2	उत्तराखंड	ईसी रोड और राजपुर रोड की क्रॉसिंग से राजपुर रोड पर स्वामी विवेकानंद प्रतिमा सर्कल तक	देहरादून	25x25	625
3	उत्तराखंड	महाराणा प्रताप चौक से 5 किमी तक, रायपुर से थानो की ओर	देहरादून	35x35	1225
4	उत्तराखंड	महाराणा प्रताप चौक से 5 किमी तक, रायपुर से मालदेवता की ओर	देहरादून	35x35	1225
5	उत्तराखंड	महाराणा प्रताप चौक से 5 किमी तक, रायपुर से डोभाल चौक की ओर	देहरादून	25x25	625
6	उत्तराखंड	बुद्धा चौक से 5 किमी तक, आईटी पार्क की ओर या कैनाल रोड/राजपुर रोड की ओर	देहरादून	25x25	625
7	उत्तराखंड	आईएसबीटी चौक से 5 किमी तक, सहारनपुर की ओर	देहरादून	35x35	1225
8	उत्तराखंड	ओल्ड मसूरी रोड पर स्वामी विवेकानंद प्रतिमा से 6 किमी तक	देहरादून	25x25	625
9	उत्तराखंड	चकराता रोड पर ग्राफिक एरा अस्पताल से 5 किमी तक	देहरादून	60x68	4080
10	उत्तराखंड	एनएच 334 पर किमी स्टोन 161 से यूपी बॉर्डर के मध्य, मंगलौर से दिल्ली की ओर जाते समय दाईं तरफ	हरिद्वार	60x68	4080
11	उत्तराखंड	बीएचईएल मध्य मार्ग पर, शहीद भगत सिंह चौक और शिवालिक नगर चौक के बीच	हरिद्वार	35x35	1225
12	उत्तराखंड	एनएच 344 पर एपीजे अब्दुल कलाम चौक और भगवानपुर टोल प्लाजा के बीच, दोनों तरफ 1 किमी छोड़कर	हरिद्वार	60x68	4080
13	उत्तराखंड	रुडकी बाईपास रोड, एनएच 334 पर, सीओईआर कॉलेज और एपीजे अब्दुल कलाम चौक के मध्य	हरिद्वार	60x68	4080
14	उत्तराखंड	भीम गोडा और हरिद्वार मोतीचूर रोड के NH334 के क्रॉसिंग के बीच, हरिद्वार मोतीचूर रोड पर ऋषिकेश की ओर (पुराना ऋषिकेश मुख्य मार्ग)	हरिद्वार	20x20	400
15	उत्तराखंड	एनएच 734 पर कि.मी. स्टोन संख्या 105 और कि.मी. स्टोन 125 के बीच जसपुर से रुद्रपुर की ओर बाईं तरफ में, उत्तराखंड राज्य के अंदर फ्लाईओवर से सटा हुआ नहीं	उधम सिंह नगर	60x68	4080

16	उत्तराखंड	पुराने एनएच 74 पर कि.मी. स्टोन संख्या 175 और कि.मी. स्टोन संख्या 200 के बीच जसपुर से रुद्रपुर की ओर बाईं तरफ में, उत्तराखंड राज्य के अंदर फ्लाईओवर से सटा हुआ नहीं	उधम सिंह नगर	60x68	4080
17	उत्तराखंड	पुराने एनएच 74 पर कि.मी. स्टोन संख्या 225 और कि.मी. स्टोन संख्या 245 के बीच, किच्छा से खातिमा की ओर दाईं तरफ, उत्तराखंड राज्य के अंदर, फ्लाईओवर से सटा हुआ नहीं	उधम सिंह नगर	60x68	4080
18	उत्तराखंड	रुद्रपुर नगरपालिका सीमा के अंदर, एनएच पर नहीं	उधम सिंह नगर	25x25	625
19	उत्तराखंड	उत्तराखंड राज्य के अंदर रुद्रपुर रिंग रोड पर, फ्लाईओवर से सटा हुआ नहीं	उधम सिंह नगर	40x40	1600
20	उत्तराखंड	SH41 के दोनों ओर, SH41 और रामनगर रोड (जिम कॉर्बेट संग्रहालय के पास) के जंक्शन से 5 कि.मी. के अंदर, कालाडुंगी की ओर या नैनीताल की ओर	नैनीताल	30x30	900
21	उत्तराखंड	एनएच9 के दोनों ओर, एनएच9 और एनएच109डी के जंक्शन (बनबसा में) और एनएच9 और पूर्णागिरी रोड के जंक्शन के बीच।	चम्पावत	40x45	1800
22	उत्तराखंड	हल्द्वानी से रुद्रपुर की ओर यात्रा करते समय, हल्द्वानी-रुद्रपुर/रामपुर रोड पर सुशीला तिवारी कैंसर अस्पताल और बेल बाबा मंदिर के बीच।	नैनीताल	40x40	1600
23	उत्तराखंड	SH10 के दोनों ओर, NH109 और SH10 के जंक्शन के बीच (रानीबाग के पास) और SH10 और भवाली-कुठानी रोड के जंक्शन के बीच (भीमताल झील के बाद)।	नैनीताल	30x30	900
24	उत्तराखंड	एनएच 309 के दोनों ओर, रामनगर रेलवे स्टेशन रोड के जंक्शन से काशीपुर की ओर 15 कि.मी. तक	नैनीताल	40x40	1600
25	उत्तराखंड	एनएच 309 और रामनगर रेलवे स्टेशन रोड के जंक्शन से 6 कि.मी. के अंदर, रानीखेत की ओर या मुख्य सड़क पर कालाडुंगी की ओर	नैनीताल	35x35	1225
26	उत्तराखंड	मुख्य देहरादून हरिद्वार रोड पर मॉल ऑफ देहरादून और आराधर चौक के बीच	देहरादून	25x30	750
27	दिल्ली	दिल्ली राष्ट्रीय राजधानी क्षेत्र में कहीं भी न्यूनतम 30 मीटर चौड़ी सड़क पर	राष्ट्रीय राजधानी क्षेत्र दिल्ली का कोई भी जिला	30x30 (फ्रंट या चौड़ाई 36 मीटर होनी चाहिए)	1080
28	हरियाणा	नारनौल नगरपालिका सीमा के अंदर, एनएच पर नहीं	महेंद्रगढ़	20x20	400
29	हरियाणा	रेवाड़ी नगरपालिका सीमा के अंदर, एनएच पर नहीं	रेवाड़ी	20x20	400
30	हरियाणा	एनएच 48 पर, कि.मी. स्टोन 100 से राजस्थान सीमा के बीच, दिल्ली से जयपुर की ओर दाहिनी तरफ	रेवाड़ी	60x68	4080
31	हरियाणा	एनएच 48 पर, कि.मी. स्टोन 89 से राजस्थान सीमा के बीच, दिल्ली से जयपुर की ओर बाईं तरफ	रेवाड़ी	60x68	4080
32	हरियाणा	NH148B पर, सिरोही बहाली टोल प्लाजा से राजस्थान सीमा के बीच, नारनौल से पनियाला मोड़ तक बाईं ओर	महेंद्रगढ़	60x68	4080
33	हरियाणा	सेक्टर 58, फरीदाबाद	फरीदाबाद	35x35	1225
34	हरियाणा	फरीदाबाद, बल्लभगढ़ क्षेत्र की नगर निगम सीमा के अंदर	फरीदाबाद	20x20	400
35	हरियाणा	फरीदाबाद नगर निगम सीमा के अंदर सेक्टर 66,75,80,81,86,87,12 में किसी भी मुख्य सड़क पर	फरीदाबाद	20x20	400
36	हरियाणा	चंदीला चौक भटौला के 2 कि.मी. के दायरे में	फरीदाबाद	20x20	400
37	हरियाणा	फरीदाबाद की नगर निगम सीमा के अंदर	फरीदाबाद	20x20	400
38	हरियाणा	पलवल की नगर निगम सीमा के अंदर	पलवल	30x30	900
39	हरियाणा	गुरुग्राम नगर निगम सीमा के अंदर	गुडगाँव	20x20	400

40	हरियाणा	फारुखनगर की नगर निगम सीमा के अंदर	गुडगाँव	20x20	400
41	हरियाणा	मानेसर नगर निगम सीमा के अंदर	गुडगाँव	20x20	400
42	हरियाणा	द्वारका एक्सप्रेसवे पर दोनों तरफ, नजफगढ़-बजघेड़ा रोड और द्वारका एक्सप्रेसवे की क्रॉसिंग से लेकर सेक्टर 86 और सीपीआर रोड को जोड़ने वाले रोड की द्वारका एक्सप्रेसवे से क्रॉसिंग तक	गुडगाँव	60x68	4080
43	हरियाणा	सेक्टर-78, सेक्टर-78 और सेक्टर-79 को विभाजित करने वाली सड़क पर	गुडगाँव	20x20	400
44	हरियाणा	सेक्टर 57, गुडगाँव में किसी भी मुख्य सड़क पर	गुडगाँव	20x20	400
45	हरियाणा	सेक्टर 75 और सेक्टर 70 को विभाजित करने वाली सड़क पर	गुडगाँव	20x20	400
46	हरियाणा	एनएच-48 (दिल्ली-जयपुर राजमार्ग) पर कि.मी. स्टोन 29 और 45 के बीच, दिल्ली से जयपुर की ओर जाते हुए बाईं ओर,	गुडगाँव	35x35	1225
47	हरियाणा	रोहतक नगरपालिका सीमा के अंदर, एनएच पर नहीं	रोहतक	20x20	400
48	हरियाणा	बहादुरगढ़ नगरपालिका सीमा के अंदर, एनएच पर नहीं	रोहतक	20x20	400
49	हरियाणा	झज्जर नगरपालिका सीमा के अंदर, एनएच पर नहीं	झज्जर	20x20	400
50	हरियाणा	कि.मी. स्टोन 82 से रोहतक जिले के अंत तक, रोहतक से हिसार की ओर बाईं तरफ, एनएच 09 पर	रोहतक	60x68	4080
51	हरियाणा	एनएच पर, रेवाड़ी की नगरपालिका सीमा के अंदर	रेवाड़ी	30x30	900
52	हरियाणा	भिवानी चरखी दादरी रोड पर, चरखी दादरी की ओर तारु देवी लाल चौक के 3 किमी के अंदर, एनएच 148बी पर	भिवानी	35x35	1225
53	हरियाणा	अग्रसेन भवन के मुख्य द्वार के 2 कि.मी. के अंदर, भिवानी रोहतक रोड, एनएच 709ई पर	भिवानी	35x35	1225
54	हरियाणा	भिवानी की नगरपालिका सीमा के अंदर	भिवानी	30x30	900
55	हरियाणा	एनएच-52 पर कि.मी. स्टोन संख्या 116 से 124 के अंदर	हिसार	60x68	4080
56	हरियाणा	हिसार की नगरपालिका सीमा के अंदर	हिसार	20x20	400
57	हरियाणा	सिरसा से हिसार जाते समय हिसार की ओर, एनएच-09 पर कि.मी. स्टोन 97 से 5 कि.मी. तक	सिरसा	35x35	1225
58	हरियाणा	सिरसा की नगरपालिका सीमा के अंदर	सिरसा	20x20	400
59	हरियाणा	भुना की नगरपालिका सीमा के अंदर	फतेहाबाद	20x20	400
60	हरियाणा	नरवाना से रोहतक जाते समय NH-352 पर कि.मी. स्टोन 290 और 303 के बीच दाईं ओर	जींद	60x68	4080
61	हरियाणा	हनुमानगढ़-डबवाली रोड पर गांव-चौटाला, बाईं ओर	सिरसा	60x68	4080
62	हरियाणा	एनएच 352 पर कि.मी. स्टोन 325 से जींद जिला की सीमा तक रोहतक की ओर	जींद	35x35	1225
63	हरियाणा	करनाल शहर की नगरपालिका सीमा के अंदर, एनएच-44 को छोड़कर किसी भी मुख्य सड़क पर	करनाल	30x30	900
64	हरियाणा	दिल्ली से अंबाला जाते समय एनएच-44 के दाईं ओर सोनीपत जिले में, फ्लाईओवर के हिस्से में नहीं	सोनीपत	60x35	4050
65	हरियाणा	थानेसर नगरपालिका सीमा के अंदर, किसी भी मुख्य सड़क पर	कुरुक्षेत्र	30x30	900
66	हरियाणा	कैथल शहर नगरपालिका सीमा में किसी भी मुख्य सड़क पर पेहोवा चौक से 3 कि.मी. तक	कैथल	30x30	900

67	हरियाणा	अंबाला शहर की नगरपालिका सीमा के अंदर - किसी भी मुख्य सड़क पर	अंबाला	30x30	900
68	हरियाणा	यमुनानगर नगर निगम सीमा के अंदर, किसी भी मुख्य सड़क पर	यमुनानगर	30x30	900
69	हरियाणा	एनएच 7- पंचकुला जिले के अंदर, शहजादपुर से पंचकुला जाते समय बाईं ओर मुड़ने पर	पंचकुला	60x60	4050
70	हरियाणा	एनएच 344- यमुनानगर जिले के भीतर, सहारनपुर से अंबाला जाते समय बाईं ओर मुड़ने पर	यमुनानगर	60x60	4050
71	हरियाणा	पानीपत शहर की नगरपालिका सीमा के अंदर	पानीपत	35x30	1050
72	हरियाणा	दिल्ली से अंबाला की ओर जाते समय, एनएच-44 के दाईं ओर, करनाल जिले के अंतर्गत	करनाल	60x60	4050
73	हरियाणा	अंबाला से कैथल जाते समय बाईं ओर एनएच 152 पर, जिला कुरुक्षेत्र के अंतर्गत	कुरुक्षेत्र	60x60	4050
74	हरियाणा	अंबाला न्यू रिंग रोड पर	अंबाला	60x60	4050

कृपया निम्नलिखित पर ध्यान दें :

- 1) यह विज्ञापन रिटेल आउटलेट डीलरशिप के आवंटन / नियुक्ति के लिए नहीं है। भू-स्वामियों को रिटेल आउटलेट चलाने में साझेदारी, रोजगार या कमीशन आदि जैसे किसी भी प्रकार के हित का दावा करने का कोई अधिकार नहीं होगा।
- 2) दलाल और संपत्ति डीलरों को आवेदन करने की आवश्यकता नहीं है।
- 3) नाबालिगों के स्वामित्व वाली भूमि के लिए अभिभावक से प्राप्त प्रस्ताव/बोली पर तब तक विचार नहीं किया जाएगा जब तक कि ऐसे प्रस्ताव/बोली के साथ लागू कानून के तहत सक्षम प्राधिकारी द्वारा दी गई लिखित अनुमति न हो।
- 4) राष्ट्रीय राजमार्ग पर प्रस्तावित भूमि के संबंध में, भारत सरकार के सड़क परिवहन और राजमार्ग मंत्रालय के पत्र संख्या आरडब्ल्यू/एनएच-33022/01/2017-एसएंडआर (आर) दिनांक 26.06.2020 और यदि उसमें कोई संशोधन हुआ हो तो, वह भूमि राष्ट्रीय राजमार्ग में उल्लिखित गाइडलाइंस के अनुरूप होनी चाहिए।
- 5) यह विज्ञापन उपयुक्त भूमि जो सड़क से सटे हुए हो और सड़क से पहुँच पथ तक फ्री हो, के लिए है। भूमि के भूखंड का सम्पूर्ण अग्रभाग (राज्य राजमार्ग) एसएच / (राष्ट्रीय राजमार्ग) एनएच / अन्य सड़कों, जो भी लागू हो, से सटा होना चाहिए।
- 6) एनएच पर भूमि की प्रस्तावना प्रस्तुत करने की स्थिति में, भूमि का MORTH एवं NHAI के दिशा-निर्देशों के अनुरूप होना चाहिए।
- 7) अन्य सड़कों पर प्रस्तावित भूमि संबंधित राज्य/संघ राज्य क्षेत्र के लिए लागू अधिसूचित आईआरसी मानदंडों/पीडब्ल्यूडी मानदंडों और इसके आगे के संशोधनों, यदि कोई हो, के अनुरूप होनी चाहिए।
- 8) मास्टर प्लान में सड़क चौड़ीकरण के लिए सेटबैक के रूप में निर्दिष्ट क्षेत्र के बाद, ऊपर दर्शाए गए बिन्दुवार स्थान के सामने भूखंड के क्षेत्रफल के अनुरूप होना चाहिए।
- 9) प्लॉट का अग्रभाग राजमार्ग/मुख्य सड़क/सर्विस रोड से सटा होना चाहिए।
- 10) एचपीसीएल उन स्थानों को "समूह ए" के रूप में वर्गीकृत करेगा जो वांछित न्यूनतम आयाम से अधिक या बराबर हैं और वांछित न्यूनतम आयाम से कम हैं उन्हें "समूह बी" के रूप में वर्गीकृत करेगा। यदि "ग्रुप ए" में कोई तकनीकी रूप से योग्य आवेदन प्राप्त नहीं होता है जो भूमि के वांछित न्यूनतम आयामों को पूरा करता हो, केवल ऐसी स्थिति में ही एचपीसीएल उन स्थानों पर विचार करेगा जो वांछित न्यूनतम आयाम से कम हैं, बशर्ते कि प्रस्तावित भूमि रिटेल आउटलेट की स्थापना के लिए सभी वैधानिक मानदंडों को पूरा करती हो अन्यथा ग्रुप बी के तहत आवेदनों पर तकनीकी/वाणिज्यिक मूल्यांकन के लिए विचार नहीं किया जाएगा।
- 11) संपत्ति का स्पष्ट और विपणन योग्य स्वामित्व होना चाहिए और भूमि मोटर योग्य सड़क पर होनी चाहिए, जिसके अग्रभाग से स्पष्ट पहुँच हो।
- 12) भूमि स्वामी को स्पष्ट, अखंडित और विक्रय योग्य स्वामित्व स्थापित करने के लिए पिछले 30 वर्षों के सभी भूमि स्वामित्व खोज दस्तावेज़ प्रस्तुत/प्रदान करने होंगे। तकनीकी बोली के रूप में संलग्न किए जाने वाले न्यूनतम आवश्यक दस्तावेज़ों की सूची, लिफाफा 1: तकनीकी बोली (ए) के खंड 22 में दी गई है।
- 13) बोलीदाताओं को सभी वैधानिक मंजूरी जैसे शहरी भूमि सीमा, गैर-कृषि अनुमति, आयकर मंजूरी, शून्य-भार प्रमाण पत्र आदि की व्यवस्था करनी होगी।
- 14) संयुक्त बोलीदाताओं या यदि पूरी भूमि बोलीदाता की नहीं है, की स्थिति में, व्यक्तियों का समूह जिनके पास एक दूसरे से सटे हुए भूखंड हैं, जो हमारी आवश्यकता को पूरा करते हैं, उनमें से एक के माध्यम से बोली

लगा सकते हैं, जो दूसरों के लिए पंजीकृत पावर ऑफ अटॉर्नी रखता है।

- 15) कृषि/आवासीय भूमि की पेशकश करने वालों को सेल डीड/लीज डीड के पंजीकरण से पहले अपने स्वयं के खर्च पर इसे गैर-कृषि, विशेष रूप से पेट्रोल पंप और अन्य संबद्ध उद्देश्यों के लिए वाणिज्यिक रूपांतरण में परिवर्तित करना होगा।
- 16) बिक्री के लिए प्रस्तावित भूमि स्पष्ट रूप से विभाजित होनी चाहिए और स्वामित्व दस्तावेज खतौनी/खसरा या राजस्व अधिकारी से प्राप्त कोई समतुल्य दस्तावेज या प्रमाण पत्र में इसका स्पष्ट उल्लेख और पुष्टि होनी चाहिए।
- 17) पंजीकृत mortgaged deed के माध्यम से वित्तीय संस्थान और किसी निजी पक्ष को बंधक रखी गई भूमि को लीज डीड के निष्पादन से पहले मुक्त कराना आवश्यक है। बोलीदाताओं को भूमि पट्टे पर देने के लिए बंधककर्ता से अनापत्ति प्रमाण पत्र (एनओसी) प्रस्तुत करना आवश्यक है।
- 18) प्रस्तावित स्थल को सड़क स्तर पर लाने के लिए रिटेनिंग वॉल/छूम पाइप आदि की लागत सहित भूमि भराई/कटाई की लागत, जैसा कि एचपीसीएल द्वारा अनुमानित है, बोलियों के वाणिज्यिक मूल्यांकन के लिए ध्यान में रखी जाएगी। एचपीसीएल द्वारा अनुमानित बिजली/टेलीफोन कनेक्शन और बिजली/टेलीफोन लाइनों के स्थानांतरण की लागत, बोलियों के वाणिज्यिक मूल्यांकन के लिए ध्यान में रखी जाएगी।
- 19) हरित पट्टी/वन के अंतर्गत आने वाली भूमि पर विचार नहीं किया जाएगा।
- 20) जिला प्राधिकरण और अन्य सरकारी संस्थाएँ भी इस विज्ञापन के लिए आवेदन कर सकती हैं। उपयुक्त पाए जाने पर सरकारी ग्राहकों को प्राथमिकता दी जाएगी।
- 21) कंपनी या सहकारी समिति के स्वामित्व वाली भूमि भी स्वीकार्य है, बशर्ते कि आवेदन प्राधिकृत अधिकारियों द्वारा आवश्यक बोर्ड प्रस्ताव/संकल्प के साथ किया गया हो। स्पष्ट विपणन योग्य स्वामित्व वाली निजी कंपनियाँ, साझेदारी फर्म, एकल स्वामित्व और शैक्षिक ट्रस्ट जैसी संस्थाएँ भी आवेदन कर सकती हैं।
- 22) प्लॉट ओवरहेड विद्युत ट्रांसमिशन या टेलीफोन लाइनों, उत्पाद/पानी की पाइपलाइनों/नहरों/जल निकासी/नालों/सार्वजनिक सड़क/रेलवे लाइनों आदि से मुक्त होना चाहिए। 11 केवी से अधिक की ओवरहेड विद्युत एचटी लाइन वाले प्लॉट को सीधे तौर पर अस्वीकार कर दिया जाएगा।
- 23) एचपीसीएल डाक/कूरियर द्वारा भेजे गए दस्तावेजों के विलंब, गुम होने या न मिलने की कोई जिम्मेदारी नहीं लेता है। प्राप्त कोटेशन केवल प्रस्ताव हैं और एचपीसीएल को किसी भी तरह से बाध्य नहीं करते हैं।
- 24) रिटेल आउटलेट की स्थापना के लिए एनएच/एसएच/पीडब्ल्यूडी/टाउन प्लानिंग मानदंडों को पूरा न करने वाली भूमि को अस्वीकार किया जा सकता है।
- 25) साइट/साइट की वाणिज्यिक व्यवहार्यता/संभावना के अधीन, नगरपालिका सीमा (डब्ल्यूएमएल)/निगमों/शहरी सीमा के भीतर विज्ञापित स्थानों के लिए एक से अधिक साइटें भी ली जा सकती हैं। सभी स्वीकृत बोलियों का मूल्यांकन कंपनी द्वारा किया जाएगा और संबंधित बोलीदाताओं को तदनुसार सूचित किया जाएगा।
- 26) किसी भी विवाद की स्थिति में, इस विज्ञापन का अंग्रेजी संस्करण ही अंतिम माना जाएगा।
- 27) प्रस्ताव दो बोली प्रणाली पर दो अलग-अलग सीलबंद लिफाफों में निम्नानुसार प्रस्तुत किए जाने चाहिए:

## लिफाफ़ा 1 : तकनीकी बोली (ए):

प्रस्तावित भूमि के विवरण के साथ-साथ यदि कोई दस्तावेज हों तो उन पर हस्ताक्षर करके उन्हें एक सीलबंद लिफाफे में रखना होगा, जिस पर स्पष्ट रूप से "तकनीकी बोली" लिखा होना चाहिए।

**तकनीकी बोली में भूमि की प्रस्तावित कीमत/लागत का कोई संदर्भ नहीं होना चाहिए।**

बोलीदाता को "तकनीकी बोली" में निम्नलिखित विवरण प्रस्तुत करना होगा

- i) आवेदक का नाम, पूरा पता, संपर्क नंबर, वैकल्पिक संपर्क नंबर और ईमेल आईडी।
- ii) भूमि के मालिक का नाम।
- iii) मुख्य योजना जिसमें निकटतम मुख्य स्थल के संदर्भ में संपत्ति का विवरण दर्शाया गया हो।
- iv) प्लॉट के आयामों के साथ बिक्री/पट्टे के लिए प्रस्तावित क्षेत्र।
- v) 7/12 उद्धरण या इसके समतुल्य अर्थात्, खतौनी, जमाबंदी, खसरा, गिरदावरी, चिट्ठा, अदंगल आदि और टाइटल डीड अर्थात्, सेल डीड, लिंक दस्तावेजों के साथ पट्टा आदि, जो भूमि के स्वामित्व को स्थापित करता हो।
- vi) गैर-कृषि सी.एल.यू./रूपान्तरण/डायवर्सन आदेश, जो यह दर्शाता हो कि भूमि को वाणिज्यिक प्रयोजनों के लिए डायवर्ट किया गया है (यदि उपलब्ध हो)।
- vii) भूमि से संबंधित सभी म्यूटेशन प्रविष्टियाँ 30 वर्ष की अवधि के लिए Right of Record में दर्ज की गई हो।
- viii) टाइटल डीड जैसे सेल डीड / रजिस्टर्ड लीज़ डीड / फैमिली पार्टिशन डीड / उपहार या वसीयत द्वारा पंजीकृत निपटान विलेख / पट्टे / पट्टा के माध्यम से सरकारी अनुदान, रिटेल आउटलेट या किसी अन्य प्रकार के स्वामित्व / हस्तांतरण दस्तावेज स्थापित करने के लिए कोई शर्त लगाए बिना।
- ix) किसी वकील से स्वामित्व की अट्रट श्रृंखला स्थापित करने के लिए प्रस्तावित भूमि की पिछले 30 वर्षों की टाइटल सर्च रिपोर्ट।
- x) राजस्व प्राधिकारियों से भूमि का शून्य भार प्रमाण पत्र।
- xi) प्रश्रुगत भूमि पर सार्वजनिक मार्ग अधिकार और सुखाधिकार के अस्तित्व का पता लगाने के लिए गांव के मानचित्र और सिजरा मानचित्र के साथ मानचित्र/साइट प्लान की प्रति।
- xii) पावर ऑफ अटॉर्नी धारकों को पंजीकृत पावर ऑफ अटॉर्नी की एक प्रति प्रस्तुत करनी होगी।

## टिप्पणी:

1. मद (ए) में निर्धारित दस्तावेजों के बिना प्राप्त तकनीकी बोली प्रस्ताव को अस्वीकार कर दिया जाएगा।
2. यदि कॉर्पोरेशन को उपरोक्त मद 'ए' के अंतर्गत सूचीबद्ध दस्तावेजों के अतिरिक्त किसी अतिरिक्त दस्तावेज की आवश्यकता होगी तो आवेदक को लिखित रूप में इसकी सूचना दी जाएगी। आवेदक को विषयगत सूचना प्राप्त होने की तिथि से 21 दिनों के भीतर अनुरोधित दस्तावेज प्रस्तुत करने होंगे। यदि आवेदक 21 दिनों की निर्धारित अवधि के भीतर दस्तावेज प्रस्तुत करने में विफल रहता है, तो संबंधित तकनीकी बोली बिना किसी पूर्व सूचना के अस्वीकार कर दी जाएगी।

## लिफाफा 2: वित्तीय बोली (बी):

वित्तीय बोली को एक अलग सीलबंद लिफाफे में रखा जाना चाहिए और उसके ऊपर "वित्तीय बोली" लिखा जाना चाहिए।

वित्तीय बोली में सादे कागज पर निम्नलिखित जानकारी प्रस्तुत की जानी चाहिए:

- i) अपेक्षित बिक्री प्रतिफल रु ..... प्रति वर्ग मीटर. (बिक्री के मामले में)।
- ii) अपेक्षित मूल मासिक किराया रुपये..... प्रति वर्ग मीटर में (यदि कोई वृद्धि हो तो) (पट्टे के मामले में)।

(कृपया स्पष्ट करें कि प्रस्ताव बिक्री या पट्टे या दोनों के लिए है)।

यदि वित्तीय बोली खुली स्थिति में प्रस्तुत की जाती है तो आवेदन को सीधे अस्वीकार कर दिया जाएगा

28) तकनीकी और वित्तीय बोली के दोनों सीलबंद लिफाफों को एक तीसरे लिफाफे (लिफाफा 3) में रखा जाना चाहिए, जिस पर सील लगाकर "भूमि के लिए प्रस्ताव" लिखा होना चाहिए।

29) प्रस्तुत प्रस्ताव नियत तिथि से 180 दिनों की अवधि या पारस्परिक रूप से स्वीकृत विस्तारित अवधि के लिए वैध होना चाहिए।

30) प्रत्येक स्थान के लिए अलग-अलग प्रस्ताव दिए जाने चाहिए। इच्छुक पक्ष नीचे दी गई तिथि/समय तक संबंधित कार्यालय के पते पर आवेदन कर सकते हैं: प्रस्ताव प्राप्त करने की अंतिम तिथि और समय 27.10.2025 को शाम 5 बजे नीचे दिए गए संबंधित कार्यालयों में होगा, जैसा कि नीचे उल्लिखित है। निर्धारित तिथि और समय के बाद प्राप्त प्रस्तावों पर विचार नहीं किया जाएगा। तकनीकी बोली 03.11.2025 को अपराह्न 3:00 बजे नीचे दिए गए पते पर खोली जाएगी। इच्छुक बोलीदाता तकनीकी बोली खोलने के समय उपस्थित रह सकते हैं।

31) एचपीसीएल बिना कोई कारण बताए संपूर्ण विज्ञापन या किसी विज्ञापित स्थान/स्थानों या किसी प्रस्ताव या किसी स्थान के सभी प्रस्तावों को रद्द करने का अधिकार सुरक्षित रखता है।

32) विज्ञापित स्थानों के लिए, संबंधित क्षेत्रीय कार्यालयों में प्राप्त सभी तकनीकी बोलियाँ विज्ञापन द्वारा निर्धारित समय-सीमा के अनुसार खोली जाएँगी। इसके बाद, इन्हें वांछित न्यूनतम आयामों (खंड 9 देखें) को पूरा करने के अधीन, "समूह क" और "समूह ख" स्थानों में वर्गीकृत किया जाएगा। कार्पोरेशन द्वारा प्रस्तावित भूमि के स्पष्ट और विपणन योग्य स्वामित्व की उपलब्धता के लिए समूह-ए के अंतर्गत सभी स्थानों की जाँच की जाएगी। समूह-ए के अंतर्गत स्पष्ट स्वामित्व वाली तकनीकी बोलियाँ ही वित्तीय बोली खोलने के लिए पात्र होंगी। प्राप्त वित्तीय बोलियों के आधार पर, कार्पोरेशन पट्टा प्रस्तावों के मामले में पट्टे की अवधि के लिए न्यूनतम उद्धृत औसत मासिक किराये के आधार पर तथा बिक्री प्रस्तावों के मामले में न्यूनतम उद्धृत बिक्री प्रस्ताव के आधार पर L1 रैंकिंग घोषित करेगा। दो योग्य प्रस्तावों के मामले में: A) पट्टे के माध्यम से और B) बिक्री के माध्यम से है, तो बिक्री के प्रस्तावित मूल्य को 19 वर्ष और 11 महीने की अवधि में आनुपातिक रूप से विभाजित किया जाएगा, जिससे अनुमानित किराया मूल्य प्राप्त होगा, जिसकी तुलना A) द्वारा प्रस्तावित किराये से की जाएगी। दोनों में से कम वाले को L1 घोषित किया जाएगा। प्रस्तावित भूमि का तकनीकी मूल्यांकन यह सुनिश्चित करने के लिए किया गया है कि वह विज्ञापित क्षेत्र में है और रिटेल आउटलेट के विकास के लिए उपयुक्त है एवं मानदंडों को पूरा करती है। भूमि मूल्यांकन समिति द्वारा प्रस्तावित भूमि की उपयुक्तता के लिए मूल्यांकन निम्नलिखित मानदंडों के आधार

पर किया जाएगा: -

- विज्ञापन की तिथि के अनुसार भूमि विज्ञापित क्षेत्र/खंड के अंतर्गत आती है।
- सड़क की मार्गाधिकार रेखा (ROW) छोड़ने के बाद भूमि का आयाम आवश्यकता को पूरा करता है।
- भूमि एनएचएआई के मानदंडों को पूरा करती है (राष्ट्रीय राजमार्ग पर स्थित स्थलों के लिए)।
- भूमि पर कोई एचटी लाइन (>11 केवी) क्रॉसिंग नहीं है।

उपरोक्त किसी भी मानदंड को पूरा न करने वाली भूमि पर विचार नहीं किया जाएगा तथा उसे अस्वीकार कर दिया जाएगा।

टिप्पणी:

प्रस्तावित भूमि निम्नलिखित सभी शर्तों को पूरा करती होनी चाहिए: -

- विज्ञापन में निर्दिष्ट वांछित न्यूनतम अग्रभाग।
- विज्ञापन में निर्दिष्ट वांछित न्यूनतम क्षेत्र।
- वांछित न्यूनतम गहराई (जैसा कि विज्ञापन में निर्दिष्ट है) ROW लाइन छोड़ने के बाद कम से कम एक स्थान पर अग्रभाग के लंबवत।

यदि प्रस्तावित भूमि उपयुक्त पाई जाती है, तो एलईसी टीम संबंधित आवेदक के साथ आगे की वाणिज्यिक चर्चा करने के लिए क्षेत्रीय प्रमुख को सिफारिश प्रस्तुत करेगी।

ग्रुप-ए के प्रस्तावों के लिए, यदि भूमि वांछित न्यूनतम आयामों को पूरा नहीं करती है, तो संबंधित आवेदन को ग्रुप-बी में स्थानांतरित कर दिया जाएगा। यदि भूमि किसी अन्य मानदंड (भूमि मूल्यांकन समिति के मानदंड ए, सी और डी के रूप में सूचीबद्ध) के कारण उपयुक्त नहीं पाई जाती है, तो संबंधित आवेदक को उसकी अयोग्यता और उसकी उम्मीदवारी की अस्वीकृति के बारे में सूचित किया जाएगा। शेष आवेदकों के साथ मूल्यांकन प्रक्रिया जारी रहेगी। इसी प्रकार, यदि अनंतिम रूप से चयनित आवेदक के साथ वाणिज्यिक चर्चा विफल हो जाती है, तो शेष आवेदकों के साथ भी मूल्यांकन प्रक्रिया जारी रहेगी।

**क्षेत्रीय कार्यालयों का पता जहां बीड्स को प्रस्तुत करना है।**

स्थल क्रमांक (दोनों सम्मिलित)	क्षेत्रीय कार्यालय पता
1 से 26	एचपीसीएल देहरादून रिटेल क्षेत्रीय कार्यालय, 1, नेशविला रोड, देहरादून, उत्तराखंड-248001 मोबाइल नंबर: +91-9098008264
27	एचपीसीएल दिल्ली रिटेल क्षेत्रीय कार्यालय, 6 <sup>वीं</sup> मंजिल, कोर II, स्कोप मीनार, लक्ष्मी नगर, दिल्ली-110092 मोबाइल नंबर: +91- 9099939355
28 से 51	एचपीसीएल गुडगांव रिटेल क्षेत्रीय कार्यालय, 104, प्रथम तल, सिल्वरटन टॉवर, गोल्फ कोर्स एक्सटेंशन रोड, सेक्टर 50, गुडगांव, हरियाणा- 122018 मोबाइल नंबर: +91- 7045757552
52 से 62	एचपीसीएल हिसार रिटेल क्षेत्रीय कार्यालय, द्वितीय तल, एसजे टावर, सेक्टर 13, हिसार तोशाम रोड, हिसार, हरियाणा- 125001 मोबाइल नंबर: +91-7588116300
63 से 74	एचपीसीएल पानीपत रिटेल क्षेत्रीय कार्यालय, ई22, औद्योगिक क्षेत्र, ओल्ड कोर्ट रोड, पानीपत, हरियाणा- 132103 मोबाइल नंबर: +91- 8826059155

## वित्तीय बीड (बी) (सादे पेपर पर प्रस्तुत किया जाना चाहिए)

मैं, .....पत्नी/पुत्री, .....उम्र  
.....वर्ष....., मैं रहता/रहती हूँ एवं  
निम्नलिखित वित्तीय विवरण के अनुसार नीचे दिए गए स्थान के लिए अपनी भूमि की पेशकश करना  
चाहती हूँ:-

स्थान का नाम: .....

स्थान क्रमांक: .....

मैं, खसरा संख्या ..... में ..... वर्ग मीटर क्षेत्रफल ..... मीटर फ्रंट  
वाली और ..... मीटर गहराई वाली भूमि, गाँव....., तहसील .....  
जिला..... राज्य ..... भूमि पट्टे के रूप में देने को तैयार हूँ। मेरा  
अपेक्षित मूल मासिक किराया ₹..... प्रति वर्ग मीटर है, जिसमें किराये में वृद्धि होगी।  
(यदि कोई हो तो % और आवृत्ति का उल्लेख करें)।

**\*\*और/या**

मैं खसरा संख्या ..... में ..... वर्ग मीटर क्षेत्रफल ..... मीटर  
फ्रंट वाली और ..... मीटर गहराई वाली भूमि, गाँव ..... , तहसील .....  
जिला....., राज्य ..... भूमि को बिक्री के लिए देने को तैयार हूँ। मेरी  
अपेक्षित बिक्री राशि ₹. ....प्रति वर्ग मीटर है।

**\*\*जो लागू नहीं हो उसे हटा दिया जाए।**

यह प्रस्ताव मेरे द्वारा स्वेच्छा से तथा कॉर्पोरेशन द्वारा जारी विज्ञापन की शर्तों एवं नियमों को पूर्णतः  
समझते हुए दिया गया है।

भू-स्वामी का नाम

भू-स्वामी का हस्ताक्षर

1. ....

1.....

2. ....

2.....

3. ....

3.....

No. RW-NH-33032/01/2017-S&R(R)  
Government of India  
Ministry of Road Transport & Highways  
(S&R (P&B) Section)  
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 26<sup>th</sup> June, 2020

To

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001.
7. All CE-ROs, ROs and ELOs of the Ministry.

**Subject: Guidelines/ Norms for Grant of permissions for construction of access to Fuel Stations, Wayside amenities, connecting roads, Other Properties, Rest Area Complexes & such other facilities;**

Sir,

The Ministry had issued guidelines regarding Grant of permissions for construction of access to various establishments situated along the National Highways e.g. Fuel Stations, Private Properties, Rest Area Complexes and such other facilities vide circular No. RW/NH-33023/19/99/-DO-III dated 24.07.2013 and its subsequent amendments from time to time with focus on enabling smooth flow of traffic, minimum interference from vehicles entering the Right of Way of a National Highway, safety of road users etc.

2. Considering the difficulties faced and the experience gained over the years, the above mentioned Guidelines/ Norms have been revised, the details of which are separately enclosed under (Grant of permissions for construction of access to Fuel Stations, Wayside amenities, Private Properties, Rest Area Complexes, connecting roads & such other facilities).
3. These guidelines shall be followed without any deviations.
4. The contents of this letter may be brought to the notice of all concerned for necessary compliance.


1

  
26.6.2020

5. This Circular issues with the approval of Competent Authority.

Yours faithfully,

Enclosure: As above

  
(MD Shadab Imam)  
Executive Engineer to the Government of India  
011-23718560

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. The Secretary General, Indian Roads Congress
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's new"

Copy for information and necessary action to:

1. Sr. PPS to Secretary (RT&H)
2. PPS to DG (RD) & SS
3. PPS to Addl. Secretary (RT&H)
4. PPS to AS&FA
5. PS to ADG-I/II/III/IV/V
6. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)

**Grant of permissions for construction of access to Fuel Stations, Wayside amenities, Private Properties, Rest Area Complexes, connecting roads & such other facilities/ establishments**

**1. Reasons necessitating revision of the existing guidelines: -**

- i. Unlike developed countries, India has witnessed development of various kinds of establishments just abutting the ROW of a National Highway, most often gaining access to the Highways even before a National Highway is formally commissioned and opened to traffic.
- ii. Broadly speaking, there are two categories of establishments:-
  - a. Which already exist at such location at the time a road is notified as a National Highway;
  - b. Those which come up subsequent to the notification of such road as a National Highway and its development and commissioning/ its opening to the traffic.

Hence, the Ministry is constrained to treat the two sets of cases in different ways.

- iii. The Ministry of Road Transport & Highways has decided to take up development of all new National Highways of the configuration of divided 4-lane carriageways and above as access-controlled highways, wherever feasible, and all the green-field 4-Lane NH projects, with facility of closed tolling where access to and exit from a National Highway is allowed only at pre-determined points so as to ensure seamless movement of traffic, road safety and that a road user pays toll only for the stretch used. Hence, it is important that the State Governments/ other Infrastructure development agencies make provisions for Service Roads connecting the two points at their own expense outside the Right Of Way (RoW) of any such access controlled facility.
- iv. There are certain Highways passing through built-up/ inhabited areas where it may or may not be feasible to make provision for Service Roads along the NHs passing through inhabited areas or open stretches depending upon the availability of RoW.
- v. While it is the duty of the NH development authority to ensure that it duly provides for features/ structures to seamlessly assimilate and decelerate the traffic of all connect points at the time of development of the highway, the authority would find it difficult to keep meeting such incremental requirements of any future growth unless any such access to the highway is effectively regulated and controlled.
- vi. Once the Highway is opened to traffic, it largely witnesses unrestricted ribbon development, including instances of encroachments over the Right of Way. As a result, these places emerge as accident spots, also known as Black spots, compromising road safety. Typically, the establishments coming up along the NHs can be broadly listed in the following categories:



Sr. No.	Nature/ Type of Establishment seeking access to National Highways	Remarks on the Impact of any such establishment on the Road Safety
a.	A new urban or rural road/ connectivity to the Highway	Any new road, be it a rural road or an urban connectivity, accounts for huge traffic both ways and necessitates provisions for merging or diverging of such traffic with the highway traffic, failing which it is bound to emerge as a Black Spot. Quite often, it may require provision for a service road or an overpass or underpass or a flyover or a junction or inter-change for smooth movement and merger or demerger of the traffic generated from such connecting artery. Since this is a development after the development of the Highway, the agency (for which such a connectivity is required to be provided) is obliged to make provision for the same at its own cost.
b.	Urban Townships/ Colonies/ Industrial Townships/ Parks/ Estates	Account for generation of High Volume of traffic emanating from and to such townships and covered under (a) above.
c.	Educational Institutions/ Hospitals/ Shopping Malls/ Commercial Establishments set-up by the Public Or Private Sector	The nature of these establishments, with huge footfalls, is bound to generate a lot of traffic, especially of vulnerable groups (e.g. young students/ patients) gaining access to and from the National Highway creating situations identical to the one mentioned under Sr. No. (a) above
d.	Way-side amenities, Fuel Retail Outlets - Petrol/ Diesel/ Gas/ Charging Stations for EVs/ Hotels/ Restaurants etc.	Involves generation of High traffic Volumes for entry and exit.
e.	Individual/ Stand-alone Industrial Establishments	Generate moderate traffic depending upon the nature of Industry
f.	Small Retail shops/ Individual Houses/ Residences/ Agri-farms etc.	Generally generate very moderate to low traffic.



## 2. Revised Guidelines:

2.1 Given the above background and context, it became necessary to review the existing guidelines on the subject and issue revised guidelines. Accordingly, in exercise of the powers vested in the Central Government under Sections 28 and 29 of *The Control of National Highways (Land and Traffic) Act, 2002* and the Highway Administration Rules, 2004 and its amendments notified thereunder from time to time, the Central Government hereby notifies the revised guidelines on the subject in supersession of the guidelines in force herein before.

2.2 The power to **Grant of permissions for construction of access** to the National Highways rest with the Highway Administration as per *The Control of National Highways (Land and Traffic) Act, 2002*. The establishment of Highway Administration is being notified separately. The same, as amended from time to time, shall be followed for the purpose of these guidelines. All such access permissions to the National Highways are to be granted under sections 28 and 29 (Chapter IV) and section 38 (Chapter VI) of *The Control of National Highways (Land & Traffic) Act, 2002* by the concerned Highways Administration/ Administrators notified by the Central Government as per the Guidelines and instructions issued by the Central Government under sub-section (2) of Section 28 of *The Control of National Highways (Land & Traffic) Act, 2002*.

2.3 The persons or entities requiring and applying for access to a National Highway, shall submit a self-certified proposal for obtaining access permission to the concerned Authority, to whom such Highway is entrusted, (i.e. The project Director of the National Highways Authority of India/General manager or Deputy General Manager of the National Highway Infrastructural Development Corporation Limited / Executive Engineer of the National Highway Wing of the State Public Work Departments) and shall be responsible for preparation of drawings/ layouts of the proposed locations/ nearby details and other features of the establishment (i.e. Fuel Stations/ Private Properties Rest Area Complexes and such other facilities) in conformity with the norms prescribed under these guidelines. The term "Fuel Station" shall include Petroleum & Diesel Retail Outlets, CNG/ Gas Retail Outlets, Electrical Vehicle (EV) Charging Stations, bio fuel pumps etc. The Oil/ Gas Companies/ Applicants/ Property Owners may, if so required by them, engage any consultant/ architect for preparation of layout drawings. The authorized representative of the Oil/ Gas company/ applicant/ owner of the property shall remain responsible at all times for correctness of the documents submitted with the proposal and execution of the work as per the approved drawings, including its video recordings (before & after completion of the construction work). In case the execution of the access is not carried out as per the prescribed norms, the fuel station shall be de-energized and access of fuel station/ property shall also be disconnected.

2.4 On breach of any of the conditions imposed by the Highway Administration, the officer authorized by such Administration on its behalf may terminate the lease or license, as the case may be. However, before any such action is taken, a notice shall be issued to the concerned person describing the specific violation/ non-compliance of such condition(s), giving him an opportunity to rectify the same within a reasonable time, not exceeding 60 days from the date of issue of such notice. In cases where the rectification entails a longer time, permission for the period exceeding 60 days may be granted by the next higher authority. However, the access shall remain suspended during the

period exceeding 60 days. In cases where the person/ entity concerned does not respond to the notice issued by or on behalf of the Highway Administration, the access permission may be withdrawn on completion of 60 days without any further notice and the access disconnected by whatever means deemed appropriate by the concerned Highway Administrator. Further the district authority shall also be requested to withdraw the permission granted by them for operation of such retail outlets. Re-grant of access permission in such cases shall entail payment of the applicable License fee and the processing fee.

2.5.1 After payment of the fee prescribed for processing the application and the fee for Provisional permission, the application will be processed in the 'online' system only, subject to submission of complete set of documents to the proposing Authority, to whom such Highway is entrusted (i.e. The project Director of the National Highways Authority of India/General manager or Deputy General Manager of the National Highway Infrastructural Development Corporation Limited/ Executive Engineer of the National Highway Wing of the State Public Work Departments). List of documents to be submitted for getting approval for installation of new Fuel Station/ Way-side Amenity/ Establishment along National Highways is at Annex-I to Appendix-I & List of documents to be submitted for permission for new access to property along National Highways is at Annex-II to Appendix-II. On receipt of application in the on-line mode, the proposing authority examine/check the application/proposal thoroughly and if at first hand any further documents/clarification is required same shall be sought from the applicant within 30 days time after receiving the application.

2.5.2 The officer concerned of the proposing Authority, shall examine the documents either inspect the site himself or cause the same to be inspected by any of his subordinate officers, assess the suitability of the proposal, take the photographs, prepare his recommendations and forward the same on-line to the Highway Administration (i.e. Regional Officer of the Ministry of Road Transport & Highways and the Regional Officer of the National Highways Authority of India and Executive Director of the National Highway Infrastructural Development Corporation Limited) within a maximum period of 30 days. The Highway Administration may seek comments of Proposing Authority within 15 days of receipt of proposal / recommendation of the online application and the time-line for submission of comments by Proposing Authority shall be 15 days from the date of receipt of the communication from the Highway Administration. The Highway Administration shall issue provisional permission or reject the application within 15 days after the receipt of comments of the Field Officers. The entire process shall be 'Online' only and it shall be completed excluding timeline for submission of clarification in response to the Authority's comments, within 45 days in any case. This provisional permission for access should not be used for any other purpose including for changing the land use pattern. The Fuel Station shall not be energized during this intervening period of provisional permission and the grant of regular access permission. For the purpose of Access permission the proposing authority and Competent Authority shall be as under:



Section of the Act	Functions and Responsibilities	Project Director of the NHAI/ General Manager or Deputy GM of the NHIDCL/ Executive Engineer of the National Highway Wing of the State PWD in respect of their respective territorial jurisdictions	Regional Officer of the Ministry/ NHAI/ Executive Director of NHIDCL, as per their respective territorial jurisdictions
28	Grant of Right to Access to the Highway	Proposing Authority	Competent Authority

2.5.3 For defense infrastructure etc. or other important critical and strategic infrastructure, their permission shall be granted by DG (RD) &SS/MD (NHIDCL)/Chairman (NHAI) as the case may be.

2.6 The Oil/ Gas Company/ Owner of the property may construct or develop the Fuel Station/ Private Property along with its access as per approved drawings at their own cost within 12 months from the date of issue of Provisional **permission for access**. After construction/ development of the retail outlet/ private establishment as per approved drawings, the applicant may apply on-line for issue of the final **permission for access**. The Highway Administration may within 7 days of receipt of the application, seek the comments of Proposing Authority about the completion/ construction of the retail outlet/ private property as per approved drawings and the Field Officers shall forward their comments to Highway Administration within 30 days from the date of receipt of such communication. The final approval shall be granted by the authorised Highway Administration within 15 days of the receipt of comments from the Proposing Authority confirming the satisfactory completion of construction of the retail outlet/ private property as per approved drawings and License Deed may be signed by the Competent Authority (i.e. Highway Administration). Regional Officer of the Ministry/ NHAI/ NHIDCL may grant 1 Year time extension to the validity of provisional **permission for access** based on justifications for delay submitted by applicant.

2.7 The Highway Administration reserves the right to carry out inspection at all times for checking any deviations from the prescribed/approved norms after signing of the License Deed. Wherever any default/ deviation is observed during inspection of the Highway or otherwise by the field level, such officer shall point out such default/ deviation to the concerned party, advising/ instructing him to rectify such deviation/ default within a period of 60 days. Failure to rectify the identified deficiencies within the prescribed time would lead to de-energization of the fuel station by the concerned Oil Company and access of such fuel station/ property to the Highway shall be cut-off. The access would be restored only upon complete rectification at the cost of the defaulting party and on the authorization by the authorised Highway Administration. In such cases, appropriate action shall also be taken against the Proposing Authority who certified the completion of access as per approved drawings.

2.8 The Highway Administration will maintain a register of Fuel Stations, Private Properties, Rest Area Complexes and such other facilities, for which access permissions have been granted. This will also be regularly updated on the website by the Highway Administrator concerned.

2.9 In the case of existing fuel stations/ private properties, for which approval was earlier obtained from the District administration/ State Government and the retail outlet/ private property

was constructed on the road before its declaration as NH, renewal of the access permission may be obtained from the concerned Highway Administrator by simply depositing the processing fee only, subject to the condition that to ensure road safety for the users, applicant will construct acceleration lane and Deacceleration lane (only in rural area) for getting access to the proposed outlet depending on the availability of ROW.

2.10 In case there is a proposal under consideration/ implementation for capacity augmentation (i.e. widening to 4 or more lanes etc.) of a newly declared National Highway, the applicant shall be required to submit a fresh proposal meeting the requirements keeping in view the proposed improvement.

### 2.11 License Fee, Processing Fee and Penalties

The details of the license fee/ processing fee/ penalty for unauthorized access or abuse of the permission granted for different types/ categories of access permissions shall be as under:

Sr. No.	Subject	Amount	Remarks/ Conditions
A.	Way-side amenities, Fuel Retail Outlets - Petrol/ Diesel/ Gas/ Charging Stations for EVs/Biofuel Pumps etc.		
i.	Non-refundable Processing Fee per Application (to be deposited along with the Application)	Rs. 10,000/-	
ii.	Grant of provisional approval/ permission subject to the application being found in order/ conforming to the prescribed specifications. (non refundable)	Rs. 20,000/-	The provisional approval shall be valid for a period of one year, which may further be extendable by one more year. However, the owner/ promoter of such facility shall not put it to commercial operations and release traffic on the NH until the provisional approval is converted into final access permission.
iii.	Bank Guarantee towards successful completion of access as per the prescribed norms/ specifications before final approval is obtained.	Rs. 2,50,000/-	Valid for a period of three years. The BG shall be released by the Highway Administrator within 30 days of the grant of regular access permission. In case the access construction is not completed even within the extended period, the Highway Administration may encash the Bank Guarantee.
iv.	One-time License fee for Access permission for a Fuel Station/ Way-side Amenity (with or without Rest areas)	Rs. 2,50,000/-	Access permission would be renewable after 15 years on payment of processing fee only.
v.	Penalty for operating energized fuel stations/ commercial operations of a Way-side amenity, which fulfil the prescribed norms, without obtaining prior permission for grant of access from the Highway Administrator.	Rs. 2,50,000/-	The access permission shall be granted only upon payment of the License Fee, Processing Fee and the Penalty Amount.

vi.	In case the Fuel Station/ Way-side amenity is existing on a road developed earlier but which has been newly notified as a National Highway and approval for access to such road was earlier obtained from the competent Authority in the State/ UT	Rs. 10,000/- Processing Fee	<p>i. Requisite permission documents shall be submitted and only the processing fee of Rs. 10,000/- shall be charged subject to the condition that it fulfils the prescribed access conditions;</p> <p>ii. However, if the existing access facility is found deficient, the owner will have to modify/ make the access facility conform to the prescribed Standards within 12 months subject to availability of land.</p>
vii.	In case the Fuel Station/ Way-side amenity/ property is existing on a road developed earlier but which has been newly notified as a National Highway without any access permission from the competent authority of the State/ UT concerned.	Rs. 10,000/- towards processing fee and Rs 20,000/- for provisional approval and Rs. 2,50,000/- as License fee +Rs. 2,50,000/- as penalty.	The owner of the facility shall have to apply for access permission as if it is a fresh case and conform to the access standards as prescribed. Further, the owner shall have to take the requisite action (i.e. apply for access permission) within a period of one year of the Notification of such road as a NH, failing which the access shall be disconnected.
viii.	Renewal of Access Permission for a Retail Outlet/ Way-side Amenity	Rs. 10,000/-	Only the Processing fees will be paid. However, any violations made during the intervening period since grant of access earlier granted will have to be necessarily rectified.
B.	<b>Private Properties/Other Establishments (other than Fuel Station)</b>		
i.	Individual Residential properties/ small individual shops/ agricultural farms in Open Stretches in Rural or the Urban areas	-Nil-	Subject to the condition that any such establishment shall access any divided carriageway of 4-lane or higher configuration only through a service/ slip road. In case of two lane, access would be through acceleration and de - acceleration lane. Wherever such access is without a service road, acceleration / de-acceleration lane, the same will be disconnected.
ii.	Bank Guarantee towards successful completion of access as per the prescribed norms/ specifications before final approval is obtained.	Rs. 2,50,000/-	Valid for a period of three years. The BG shall be released by the Highway Administrator within 30 days of the grant of regular access permission. In case the access construction is not completed even within the extended period, the Highway Administration may encash the Bank Guarantee.

iii.	A residential Colony/ Sector/ Multi-storeyed Apartments developed by Government/ Society/ Private developers.	Rs. 10,000/- towards processing fee and	<p>i. The Access to a National Highway of divided carriageway of 4-lane or higher configuration shall be only through a Service/ Slip Road. In case of two lane, access would be through acceleration and de-acceleration lane. In case the available RoW is available for construction of the Service Road, the Project executing agency shall construct the service road for the purpose as a deposit work (including any variation and revision of cost till the completion of work) . In case the RoW is not available for provision/ development of a Service Road, the applicant shall have to make provision for such service road from out of its own land and construct such service road for safe connectivity to the Highway as per the prescribed standards.</p> <p>ii. In cases where Highway stands developed and the establishments requiring access to the Highway come up after the CoD of such Highway, and the traffic generated from these establishments necessitates provision for a vehicular underpass/ Flyover/ Junction/ interchange/ in the interest of road safety, the applicant will have to bear the cost of development of such facility including the cost of land required/ acquired for the purpose.</p> <p>iii. Wherever such a facility (VUP/ Flyover/ Junction/ Interchange/) is liable to be used by more than one establishments, present or in future, the applicant seeking access to the NH shall have to bear the expenditure equally incurred in development of such a facility.</p>
iv.	Institutions/ establishments such as Hospitals, Educational Institutions, Hotels, Restaurants etc. developed by any Society/ Private developers or promoters/ government or government agency.	Rs 20,000/- for provisional approval and	
v.	Individual Industrial Units/ Establishments	Rs. 2,50,000/- as License fee	
vi.	Industrial Parks/ Estates/ Logistics Centres/ Marketing Yards developed by the State/ para-statal agencies or private promoters, which necessitates provision of a facility of VUP/ Flyover/ Junction/ Interchange on the National Highway.	Rs. 10,000/- towards processing fee and Rs 20,000/- for provisional approval and	The Applicant will have to bear 100% of the cost of development of the facility of a VUP/ Flyover/ Junction/ Inter-change/ on the Highway. The decision as to the kind/ nature of facility required at such connecting point shall rest with the Highway Project Authority.



		Rs. 2,50,000/- as License fee	
vii.	A new road connecting to the Highway which necessitates provision of a facility of Interchange/ VUP or flyover on the NH whether developed by the State/ UT or a private entity	Rs. 10,000/- towards processing fee and Rs 20,000/- for provisional approval and Rs. 2,50,000/- as License fee	The Authority, government or private, developing such a connecting road will have to bear 100% of the cost of development of facility of a VUP / flyover / junction / interchanges. The decision as to the kind/ nature of facility required at such connecting point shall rest with the Highway Project Authority.
Notes	<p>i. The License fee and penalties as mentioned above shall be applicable for the Calendar Year 2020 as the Base Year. The same shall be increased @ 5% every subsequent Calendar year.</p> <p>ii. Construction of a Service Road, wherever required to be developed by the applicant within the ROW of a NH, can be either done as a Deposit work through the Project Development Authority or by the applicant agency in accordance with the design and standards prescribed by the Authority in this behalf. No Departmental charges will be levied by the Project Authority for the purpose however the supervision charge as applicable shall be levied.</p> <p>iii. Similarly, development of a facility of VUP/ Flyover/ Junction/ Interchange, wherever required, can be taken up by the Applicant himself as per the prescribed standards and drawings or got done through the Project Development Authority as a Deposit work. No Departmental charges will be levied by the Project Authority for the purpose however the supervision charge as applicable shall be levied.</p>		

2.12. The owner/management of fuel stations/ other properties is not bound to get the acceleration/ deceleration lanes, including other ancillary appurtenances, constructed through the Highway Authority (viz. NHAI, NHIDCL, concerned State PWD/ RCD as the case may be) or the contractor/ concessionaire for the project in the particular stretch of National Highways. It shall be the prerogative of the owner/ management of fuel stations/ other properties to construct the acceleration/ deceleration lanes, including other ancillary appurtenances, either through the Highway Authority/ concerned concessionaire/ contractor in the project section at the cost of the owner/management of fuel stations/ other properties or by himself/ by themselves through any other agency, subject to the same conforming to the standards prescribed by the Authority.

2.13. The access roads including acceleration/ deceleration lanes shall be constructed within available ROW of the National Highways. However, in case of non-availability of adequate ROW for construction of these facilities, owner/management of fuel stations/ other properties shall acquire the required additional land at their cost for construction of such facilities. Similarly, access for/ egress to the facility (primarily for cluster, etc.) may be provided from the Service road which has been developed already; however, service road of required length shall have to be constructed by the

owner/ management of fuel stations/ other properties at their cost in case the same has not been constructed but is required for providing access to such properties; additional land acquisition required for construction of service road beyond available ROW of NH in such cases shall have to be done by the owner/ management of fuel stations/ other properties at their cost.

2.14. Proposals in stretches under BOT/ HAM/ TOT Concessions: -

- (i) In case of access permissions/ approvals on stretches of National Highway, which are under any BOT/ HAM/ OMT/ TOT concession agreement, the concerned proposal Processing Authority (i.e. Proposing Authority) shall invariably consult the concerned Concessionaire before recommending the proposal to the Competent Authority.
- (ii). On receipt of online application from the highway administration, the proposal Processing officer shall forward copies of such application (preferably the soft copies) to the concerned Concessionaire and the IE to submit their comments within 15 days of receipt of such applications.

2.15 In case of Expressway and access controlled Highways above guidelines of access permission will not be applicable. In such cases no access permission shall be given and access shall only be given at pre decided location as provided in the design of Expressway and access controlled Highways with proper access/service road.

2.16. Norms as stipulated in Appendix-I shall be applicable for retail outlets and those stipulated in Appendix-II shall be applicable for all other private properties/ establishments.



### Norms for Location, Layout and Access to Fuel Stations along National Highways

1.1 The term "Fuel Station" shall include Petroleum Retail Outlets, CNG/ Gas Retail Outlets, Electrical Vehicle (EV) Charging Stations, bio fuel pumps, wayside amenities etc.

1.2 When the cross slope of the country is more than 25%, the terrain shall be classified as hilly or mountainous terrain. Where National Highway passes through a town of population of 20,000 and more (census 2011 will apply), the stretch shall be categorized as urban stretches.

#### 2.1 Norms on Existing Service Road/ Slip road

Irrespective of the terrain, no norm shall be applicable if the retail outlet is proposed on the existing service roads/ slip road. However, permission for retail outlet proposed on the existing service roads/ slip roads needs to be obtained from Highway Administration to regulate other requirements such as drainage facilities, plot size, drinking water, toilet facilities, signs, markings etc.

However, no access permission shall be granted for establishment of a retail outlet on the entry/ exit ramp of service/ slip road.

#### 2.2 Location Norms on Rural stretches of National Highways

Sr. No.	Items	Norms applicable
1.	Acceleration/ Deceleration lane	Need to construct 100m acceleration lane and 70m deceleration lane
2.	Distance of any Intersection with any category of road and median gap	300 m
3.	Any barrier including that of Toll Plaza and Railway Level Crossing	1000 m
4.	Distance from the Start of approach road of Road Over Bridge (ROB)	200 m
5.	Start of approach road of Grade Separator/ flyover	300 m
6.	Distance between two fuel stations	<p>Undivided carriage way- 300m *</p> <p>Divided Carriageway- 1000m *</p> <p>*including deceleration and acceleration lanes</p> <p>However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 7.0m width and not directly to NH.</p> <p>Further, access for fuel stations at closer proximity than above distance may be allowed provided entry/ exit for both the Fuel Stations are provided through service road of 7.0m width having sufficient length; further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.</p>

### 2.3 Location Norms for Urban/ Mountainous stretches of National Highways

Sr. No.	Items	Norms applicable
1.	Acceleration/ Deceleration lane	The deceleration and acceleration lanes may be dispensed with for the fuel station located along urban roads and roads in hilly and mountainous terrain.
2.	Intersection with any category of road and median Gap	100 m
3.	Any barrier including that of Toll Plaza and Railway Level Crossing	1000 m
4.	Start of approach road of Road Over bridge (ROB)	200 m
5.	Start of approach road of Grade Separator/ flyover	300 m
6.	Distance between two fuel stations	300 m* - For both divided and undivided carriageway *(including deceleration and acceleration lanes). However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 7.0m width and not directly to NH. Further, access for fuel stations at closer proximity than 300m may be allowed provided entry/ exit for both the Fuel Stations are provided through service road of 7.0m width having sufficient length; further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.
Notes:	<p>a. All the dimensions are to be measured from the boundary of the Fuel Station</p> <p>b. In case of distance from intersection with any category of road, the roads means paved carriageway (Bituminous/ concrete/ Interlocking Concrete block) of 3.0m width and having length of Minimum 300m and above irrespective of the category of road.</p> <p>c. The minimum distance between two fuel stations on both sides of the highway is applicable for undivided carriageway. In case of divided carriageway, with no gap in medians, the distance restriction is for same side and is not applicable on the opposite side of the fuel Station. However, access for fuel stations at closer proximity may be allowed provided entry/ exit for both the Fuel Stations are provided through service road of sufficient length; further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.</p> <p>d. Distance between the Fuel Station and the structural barrier (i.e. toll plaza, railway level crossing, check barrier etc.) shall not apply if such barriers are located on service road only and are separated from the main carriageway.</p> <p>e. The gap in the Central Median shall be treated as Intersection.</p>	

### 3.0 General Conditions of Siting

- Rest areas should have various amenities for users e.g. fuel stations, places for parking, toilets, restaurants, rest room, kiosks for selling sundry items, bathing facilities, repair facilities, crèche etc. These aspects should be incorporated while planning for improvement

- and up-gradation of highways and/or planning for new fuel stations along the highways. The rest area complex may be planned subject to their commercial viability.
- ii. It should be ensured that the location of the proposed fuel station does not interfere with future improvements of the highway and the nearby intersections/ junctions.
  - iii. The fuel stations would be located where the highway alignment and profile are favourable, i.e. where the grounds are practically level, there are no sharp curves not less than those specified for minimum design speed or steep grades (more than 5%) and where sight distances would be adequate for safe traffic operations. The location should not interfere with the placement and proper functioning of highways signs, signals, lighting or other devices that may affect traffic operation.
  - iv. If two or more fuel stations are to be sited in close proximity for some reasons these would be grouped together to have a common access through a service road of 7.0m width and connected to the highway through acceleration, deceleration lanes. Any objection from the existing fuel station owner against granting of access permission from NH for the proposed new fuel station are to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists, which may itself act as deceleration/ acceleration lane, no separate deceleration/ acceleration lane is required. New entrant would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control device. Wherever available ROW is inadequate to accommodate such service roads, deceleration/ acceleration lanes etc., the additional land by the side of ROW to accommodate such service roads shall be acquired by the new entrant Oil Company.

#### 4.0 Plot size for Fuel Station:

- i. The minimum size and shape of the plot for fuel station should primarily be laid down by the Company/ Establishment concerned, for which they would need to consider suitable accommodation of all the facilities e.g. fuel pumps, offices, stores, compressor room, air pump and kiosks etc. The Highway Administration steps in primarily keeping in view that no hindrance is caused to the movement of vehicles of expected maximum dimensions, within the fuel station and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill over to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting the fuel station.
- ii. Keeping the above considerations in view, the minimum size of the plot for a fuel station along National Highways shall be as follows:-

Sr. No.		Frontage (In Metre)	Depth (In Metre)
(i)	On Rural stretches in plain and rolling terrain	35	35
(ii)	On Urban stretches in plain and rolling terrain	30	30
(iii)	In hilly and mountainous terrain	20	20
Note:	The proposed plot of new fuel stations should be such that the minimum frontage is achieved within the minimum total area as stipulated above.		

- iii. For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities, shops etc. would be extra but there would be a single access/ egress.

#### 5.0 Access for new fuel station along divided/ undivided carriageway sections

- i. The access to fuel station along divided/un-divided carriageway for rural stretch of National Highways shall be through acceleration and deceleration lane. The acceleration and deceleration lane may be dispensed with for urban/ hilly and mountainous roads.
- ii. The deceleration lane would take-off from the edge of the paved shoulder taken up to the edge of the Right of Way (ROW) of National Highway, beyond which, the boundary of fuel station shall start. Its minimum length would be 70 m measured along the travel direction of highway. Its width would be minimum 5.5m. The shoulder of 2.25 m would be provided towards the outer side of the access/ egress (i.e. on the side farthest from the carriageway) for this deceleration lane.
- iii. The acceleration lane would take-off from the edge of the fuel station on exit side having minimum length of 100 m. Its width would be minimum 5.5m. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650m and the remaining 30m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner. Wherever, available ROW is inadequate to accommodate the service roads and/ or deceleration / acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration/ acceleration lanes shall be acquired by the owner of the fuel station. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case-to-case basis.
- iv. A separator island would be provided in front of the fuel station. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron marking, as indicated in Figures 1 and 2 for undivided carriageway and Figure 3 and 4 for divided carriageway, of these norms. Its shape for isolated fuel station would be as shown in Figure 1/ Figure 3 and that for the cluster of fuel stations with common service roads, as shown in Figure 2/ Figure 4. It would have minimum width of 3m. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5m.
- v. There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12 m. In Urban/ hilly or mountainous areas, minimum length of buffer strip may be reduced to 5m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole, would be permitted inside the buffer strip. The buffer strip as well as the separator island should be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitably shaped or cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.
- vi. The radius for turning curves would be 13 m and that for non-turning curves should be from 1.5 to 3 m, so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of fuel station to provide prescribed turning radius.



- vii. The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient design strength for the expected service lane traffic. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM) (other than WBM-Grading No. 1), each of 75 mm thickness, topped by 50 mm thick Bituminous Macadam (BM) and 30 mm thick Bituminous Carpet (BC). Interlocking Concrete Blocks as per IRC:SP:63 can also be considered.
- viii. The typical access layout for the new fuel station with relevant details for deceleration/ acceleration lanes connecting approaches, separator Island buffer strip, drainage, signs and marking on carriageway sections of National Highways would be as shown in Figure 1/ Figure 3 of these norms.
- ix. The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in Figure 2/ Figure 4 of these Norms.
- x. The typical layout for fuel stations and signs and markings along National Highways in Hilly/Mountainous/Urban stretches is given in Figure 5.

## 6.0 Drainage

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the highway or any water logging takes place. For this purpose, the fuel station and access area would be at least 300 mm below the level at the edge of the shoulder on the highway. The surface water from fuel station/ facility and access road would need to be collected in a suitable underground drainage system (e.g. slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Highway Administration so as to ensure that surface water from fuel station/ facility does not flow on the highway) and led away to a natural course/ outfall sewer through culvert or led away to a water-recharging system specifically constructed by the owner/ management of the fuel station/ facility in case lined drains of sufficient length upto a natural course/ outfall sewer are not available. The applicant has to prepare separate detailed drawings indicating the drainage arrangements and to be submitted along with the application for permission.

## 7.0 Enforcement of Right of Way and Building Line

While planning the layout for various facilities inside the fuel stations/ establishments, it has to be ensured that fuel pumps are located beyond the building lines as prescribed in IRC:73, 'Geometric Design Standard for Rural (Non-Urban) Highways' or (as notified by the State Government concerned) or 10m away from ROW boundary whichever is less. The fuel station office building etc. shall be located at a safe distance as prescribed by the Fire Department or other authorities. The buffer strip would extend minimum 3m inside the fuel station plot, beyond the available ROW. The future widening of the Highway shall also be kept in view while setting up and preparing the layout plan of the proposed fuel station. The owner of the fuel station shall acquire additional land, if required, to accommodate access/ egress roads for fuel station, service roads, acceleration/ deceleration lanes, etc.

## 8.0 System for Signages and Markings

- i. An adequate system for signs and marking would be provided at the locations of fuel stations for the guidance of the highway users. The pavement markings would be in the form of chevron at entry and exit locations, give way for the exit from the fuel station. Information signs for fuel station would be provided at 1km ahead, 500m ahead and at the entry point within the NH ROW.
- ii. On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at a location of about 200 m ahead of the opposite side fuel station within the NH ROW.
- iii. The pavement markings shall conform to IRC:35, 'Code of Practice for Road Markings' and the Road Sign to IRC:67, 'Code of Practice for Road Sign's and IRC:SP:55, 'Guidelines on Safety in Road Construction Zones'.
- iv. These should be as per Section 801 and 803 of Ministry's Specifications for Road and Bridge Works, as updated from time to time.
- v. The system for signs and markings with their type and locations would be as shown in Figure 1,2,3,4 & 5 for the chosen access layout.

## 9.0 License Deed

- i. A License Deed would be required to be signed between the Oil Company wanting to install the Fuel Station (Licensee) and Government of India through their designated officers (Highway Administration). The specimen copy of the license deed is enclosed at **Annexure-III to Appendix-I**.
- ii. The license deed would be drawn on a non-judicial stamp paper and all expenses in this regard be borne by the licensee.
- iii. **The validity of the license for the use of National Highway land for access to fuel station would be for a period of fifteen years** and on the expiry of lease after which the same would be required to be renewed which could be for a similar period. During this validity period, the owner shall maintain in good condition the deceleration / acceleration lanes, service roads (free from any potholes/patches), toilet & drinking water facilities, drainage arrangement (clean conditions to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).

## 10.0 Payment

The payment of fee etc. would be payable by the licensee to the Highway Administration in consideration of this Agreement for the access for which the license is issued. There would be no need to register the license deed. This fee would be paid on-line in favor of the concerned **Pay & Accounts Officer** of the Ministry of Road Transport and Highways and would be credited to the **Major Head 1054 (Revenue Receipt Head)**. The license deed shall be executed only after the online payment has been remitted in the concerned P&AO office and successfully realized in the Consolidated Fund of India.

## 11.0 Responsibilities of Oil Companies/Owners

- i. The Ministry of Petroleum and Natural Gas/ Oil/ Gas companies, while entertaining any application for the installation of a Fuel Station, would supply a copy of these norms to the applicant so that he may assess his position to fulfil the requirements of these Norms. Ministry of Petroleum and Natural Gas/ Oil & Gas Companies would ensure that the plot identified by the applicant conforms to the requirements of these norms in terms of its location, access layout and signs and markings. It shall also be the responsibility of the applicant/ owner of Fuel Station to provide the prescribed layout for access as given in Fig.1/2/3/4/5, as the case may be, while preparing the layout.
- ii. After obtaining provisional **permission for access**, Oil Companies/ Owners shall be responsible for the construction and maintenance of deceleration/ acceleration lanes, service roads, channelizers, drainage arrangement, drinking water and toilet facilities, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the fuel station. On completion of the construction in accordance with checklist and conforming to the approvals, a Completion Certificate would be issued by the field unit of NHAI/ PWD/ BRO/ NHIDCL or any other agency (as the case may be) for getting approval of Highway Administration. **The concerned Oil Company would be allowed to energize the fuel station only after the final approval i.e License Deed signed by the Highway Administration.**
- iii. Inspections for determining the deviations from prescribed Norms shall be done at any time, even after signing of the License Deed, by the Highway Administration. In cases of defaults/ deviations found during inspections by Highway Administration, each deficiency shall be immediately rectified, which in no case should exceed 60 days from the date of inspection and notification of such deficiencies to the owner. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by Highway Administration. The action against the oil companies shall also be taken if the rectification of the identified deficiencies has not been done within the prescribed timeline even after reminders to the oil companies.
- iv. Access permission allowed to owner/ management of fuel stations may in some cases lead to substantial vehicular/pedestrian traffic movements on the highway/ access so constructed/allowed. In such cases there may arise a need to construct a cross-over facility such as Underpass/ Overpass/ FOB/ Service lane etc. for ensuring road safety. The cost of such cross-over facility etc. shall be borne by the owner/ management of fuel stations.
- v. The owner/ management of fuel stations is not bound to get the acceleration/ deceleration lanes including other ancillary appurtenances constructed through the highway authority or the contractor/ concessionaire for the project in the particular stretch of National highways. It shall be the prerogative of the owner/management of fuel stations to construct the acceleration/ deceleration lanes including other ancillary appurtenances wither through the concerned concessionaire/ contractor in the project section at the cost of the owner/management of fuel stations or by themselves through any other agency.



- vi. The access roads including acceleration/ deceleration lanes shall be constructed within the available ROW of the National Highways. However, in case of non-availability of adequate ROW for construction of these facilities, the owner/ management of fuel stations shall acquire the required additional land at their cost for construction of such facilities.
- vii. The toilet facility is to be provided as per the standard layout at figure 6 demarking separately gents and ladies and duly equipped with lighting, water and requisite cleaning accessories etc. The necessary alterations in the case of existing retail outlets may be done as felt necessary in accordance with the standard layout. A separate access to all road users of the National Highways with traffic signages of the availability of toilet facility along National Highways may be provided and the toilets are kept open round the clock.

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**List of documents to be submitted for getting approval for installation of new Fuel Station/  
Way-side Amenity/ Establishment along National Highways**

1. Signed copy of license deed. The draft is at Annex III.
2. Certified copy of location plan of the Fuel Station along the National Highway showing details of Right of Way (ROW) of National Highway, existing intersections and the intersecting roads, including existing public roads and other developments, falling within a reach of 1.1 km in each side of the Fuel Station and carriageway.
3. Certified copy of plan of the proposed Fuel Station showing details of deceleration, acceleration lanes, service road (if provided), buffer strip, fuel pump, office, kiosk, lubritorium, air and water supply, toilet & drinking water facilities, drainage details, signages and markings conforming to applicable figures enclosed with these norms.
4. Certified copy of sectional view showing elevation of Fuel Station with respect to National Highway and slopes to be provided for adequate drainage and preventing water logging on the National Highway.
5. Drainage plan of the Fuel Station.
6. Detail of the material for pavement composition for deceleration lane, service road and acceleration lane.
7. Undertaking from the oil company that the oil company would pay necessary fee for the use of the National Highway land whenever the fee is demanded by the Highway Authorities in future.
8. Undertaking from Oil Company that necessary alteration including complete removal/ shifting of the approach roads at its own cost if so required by Ministry, for the development of National Highway or in the interest of safety in this section.
9. Undertaking from Oil Company that they shall take all the action as prescribed in Appendix - I to ensure conformity of these Norms.
10. Undertaking from the Oil Company that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced.
11. Documentary evidence of additional Land Acquisition details (if required) beyond the available ROW (to accommodate service roads, deceleration / acceleration lanes, turning radius etc.) done by the owner of the fuel station. [NOTE--- It needs to be specifically mentioned if the same is not applicable /required.]



**CHECKLIST**

**Check list for getting approval for installation of new Fuel Stations along National Highways**

**General Information:**

i.	National Highway Number	
ii.	District and State	
iii.	Location	
iv.	(Chainage in Km)	
v.	Side of NH (Left or right side of NH towards: Increasing Chainage/ km/ direction)	
vi.	Name of Highway Authority (NHAI/ State PWD/ NHIDCL)	
vii.	Highway Administration address	
viii.	Name of the Oil Company (as applicable)	
ix.	Whether the Fuel Station is part of a Rest-area complex	



# Stipulated Norms for Fuel Stations on National Highways

## A. For Retail Outlet on existing service road/slip road

Sr. No.	Item	MORTH Norms	Measurement at site	Whether complying with MORTH Norms**
1	Whether the retail outlet is on service road/ slip road (and not on entry/ exit ramp of service road/ slip road)	YES		Yes/No
2	Size of plot			
	Rural stretch	35m x 35m		Yes/No
	Urban area stretch	30m x 30m		
	Hilly/ Mountainous	20m x 20m		Yes/No
3	Whether the retail outlet satisfy the general condition of sitting, access condition, drainage, building line, sign boards etc. depending upon the availability of land.	YES		Yes/No

## B. Retail Outlet in Rural Stretches

Sr. No.	Item	Measurement at site	MORTH Norms	Whether conforming to MORTH Norms**
1	Acceleration lane		Minimum 100m	Yes/No
2	Deceleration Lane		Minimum 70m	Yes/No
3	Distance from intersection:			
	Intersection with any category of road/ Median Gap		Minimum 300 m	Yes/No
4	Distance from Check barrier/Toll Plaza/Railway level crossing		Minimum 1000m	Yes/No
5	Distance from start of approach road of Road Over Bridge		Minimum 200m	Yes/No
6	Distance from start of Grade Separator/ Flyover		Minimum 300m	Yes/No
7	Distance from nearest Fuel Station Undivided carriageway (for both side of carriageway), or Divided carriageway (with no gap in median at this location)		300 m- Undivided carriage way 1000m-Divided carriage way However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 7.0m width and not directly to NH. Further,	Yes/No

			access for fuel stations at closer proximity than 300m/1000m may be allowed provided entry/ exit for both the Fuel Stations are provided through service road of 7.0m width having sufficient length; further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.	
8	Provision of service/ connecting road		Necessary at clustering of retail outlet/ intersection with any category of road less than 300m/1000m	Yes/No
	i. Length of the service road including deceleration and acceleration lanes		[Mention the lengths in m]	
	ii. Whether additional Land acquisition is required (for service road/ turning radius)			Yes/No
	iii. If Yes, mention the extent of additional L.A. required		[Mention Area (sq.m.)]	
	iv. Whether additional Land Acquisition as above has been done by oil company			Yes/No/ Not Applicable
	v. If Yes, whether the documentary evidence of the L.A. details are attached			Yes/No/ Not Applicable
9	Gradient of Highway section		Maximum 5%	Yes/No
10	Slope of Fuel Station Premises/Service Area for drainage purpose		Minimum 2%	Yes/No
11	Width of Frontage of Plot		Minimum 35m	Yes/No
12	Depth of Plot		Minimum 35m	Yes/No
13	Length of Buffer Strip		Minimum 12m	Yes/No

14	Width of Buffer Strip extending inside ROW		Minimum 3m	Yes/No
15	Height of kerb for buffer strip		Minimum 275mm	Yes/No
16	Radius of Turning Curve		Minimum 13 m	Yes/No
17	Radius of Non-turning curve		Minimum 1.5m Maximum 3m	Yes/No
	i. Whether additional Land acquisition is required by the side of ROW (to provide prescribed turning radius) by the owner of the fuel station.			Yes/No
	ii. If Yes, mention the additional L.A. required to be done by the owner of the fuel station.		[Mention Area (sq.m.)]	
	iii. Whether additional Land Acquisition as above is required by the side of ROW (to provide prescribed turning radius) has been done by the owner of the fuel station.			Yes/No/ Not Applicable
	iv. If Yes, whether the documentary evidence of the L.A. details are attached			Yes/No/ Not Applicable
18	Minimum downward slope of access roads towards the fuel station.		Minimum 2%	Yes/No
19	Difference in level between the highway and the fuel station and access area measured at the edge of the shoulder on the highway.		Minimum 300 mm	Yes/No
20	Provision of Culvert, designed for drainage according to IRC:SP-13		Slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Highway Administration so as to ensure that surface water from fuel station/ facility does not flow on the highway and led away to a natural course/ outfall sewer through culvert or	Yes/No



			led away to a water-recharging system specifically constructed by the owner/ management of the fuel station/ facility in case lined drains of sufficient length upto a natural course/ outfall sewer are not available.	
21	i. Provision of drinking water and toilet facilities ii. Provision of proper drainage arrangement for fuel station premises		Drawing showing these arrangements as per satisfaction of highway authorities to be submitted	Yes/No
22	Provision of adequate signs, display board and markings as per the drawings		Minimum requirement as shown in the Drawing	Yes/No
23	Whether the oil company has certified that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced.		—	Yes/No

**C. Retail Outlet on Urban/ Hilly/ Mountainous Stretches**

Sr. No.	Item	Measurement at site	MORTH Norms	Whether complying with MORTH Norms**
1	Distance from intersection: Intersection with any category of road/ Median Gap		100 m	Yes/No
2	Distance from Check barrier/ Toll Plaza/ Railway level crossing		Minimum 1000m	Yes/No
3	Distance from start of approach road of Road Over Bridge		Minimum 200m	Yes/No
4	Distance from start of Grade Separator/ Flyover		Minimum 300m	Yes/No
5	Distance from nearest Fuel Station Undivided carriageway (for both side of carriageway) and Divided carriageway (with no gap in median at this location)		300 m. However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 7.0m width and not directly to NH. Further, access for fuel stations at closer proximity than 300m may be allowed provided entry/ exit for both the Fuel Stations are provided	Yes/No

			through service road of 7.0m width having sufficient length; further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.	
6	Provision of service /connecting road		Necessary at clustering of retail outlet/ intersection with any category of road less than 300 mtr	Yes/No
	i. Length of the service road including deceleration and acceleration lanes		[Mention the lengths in m]	
	ii. Whether additional Land acquisition is required (for service road/ turning radius)			Yes/No
	iii. If Yes, mention the extent of additional L.A. required		[Mention Area (sq. m.)]	
	iv. Whether additional Land Acquisition as above has been done by oil company			Yes/No/ Not Applicable
	v. If Yes, whether the documentary evidence of the L.A. details are attached			Yes/No/ Not Applicable
7	Gradient of Highway section		Maximum 5%	Yes/No
8	Slope of Fuel Station Premises/Service Area for drainage purpose		Minimum 2%	Yes/No
9	Width of Frontage of Plot		Minimum 30 m for Urban area, 20m for Hilly/ Mountainous area	Yes/No
10	Depth of Plot		Minimum 30m for Urban area, 20m for Hilly/ Mountainous area	Yes/No
11	Length of Buffer Strip		Minimum 5m	Yes/No
12	Width of Buffer Strip extending inside ROW		Minimum 3m	Yes/No



13	Height of kerb for buffer strip		Minimum 275mm	Yes/No
14	Radius of Turning Curve		Minimum 13 m	Yes/No
15	Radius of Non-turning curve		Minimum 1.5m Maximum 3m	Yes/No
	i. Whether additional Land acquisition is required by the side of ROW (to provide prescribed turning radius) by the owner of the fuel station.			Yes/No
	ii. If Yes, mention the additional L.A. required to be done by the owner of the fuel station.		[Mention Area (sq.m.)]	
	iii. Whether additional Land Acquisition as above is required by the side of ROW (to provide prescribed turning radius) has been done by the owner of the fuel station.			Yes/No/ Not Applicable
	iv. If Yes, whether the documentary evidence of the L.A. details are attached			Yes/No/ Not Applicable
16	Minimum downward slope of access roads towards the fuel station.		Minimum 2%	Yes/No
17	Difference in level between the highway and the fuel station and access area measured at the edge of the shoulder on the highway.		Minimum 300 mm	Yes/No
18	Provision of Culvert, designed for drainage according to IRC:SP-13		Slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Highway Administration so as to ensure that surface water from fuel station/ facility does not flow on the highway and led away to a natural course/ outfall	Yes/No

			sewer through culvert or led away to a water-recharging system specifically constructed by the owner/ management of the fuel station/ facility in case lined drains of sufficient length upto a natural course/ outfall sewer are not available.	
19	i. Provision of drinking water and toilet facilities ii. Provision of proper drainage arrangement for fuel station premises		Drawing showing these arrangement as per satisfaction of highway authorities to be submitted	Yes/No
20	Provision of adequate signs, display board and markings as per the drawings		Minimum requirement as shown in the Drawing	Yes/No
21	Whether the oil company has certified that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced.		—	Yes/No

It is certified that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced. Further, we bear full responsibility for genuineness of the site particulars mentioned above and for adherence to the stipulated norms.

**[Name, Designation and Signature  
Of the authorized representative of the  
Concerned Oil Company]**

**Note:** - If norms are not satisfied, detailed explanation needs to be given, otherwise the application will not be considered. In all cases supporting documents as per Annex-I have to be submitted, otherwise the case will be summarily rejected.

The Right Of Way (ROW) of the National Highway available at the proposed location from the centre line of the nearest carriageway is [ ] m.

The above particulars along with the drawings and documents have been verified and are certified as correct as per the prevailing site conditions.

**[Name, Designation and Signature  
of the concerned field authority of  
NHAI/State PWD/BRO]**

**LICENSE FOR THE USE OF NATIONAL HIGHWAY LAND**

AGREEMENT TO construct an approach/access road with necessary provisions for drainage, signage and markings, to \_\_\_\_\_ located on plot no. \_\_\_\_\_, Survey No. \_\_\_\_\_ of the village/town \_\_\_\_\_ in the Taluka of \_\_\_\_\_ in the District \_\_\_\_\_ abutting on NH \_\_\_\_\_ in kilometer \_\_\_\_\_.

AN AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_ Year Two thousand \_\_\_\_\_ between the President of India (hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns) of the **First** part and (name and address of Oil Company) hereinafter called "the Licensee"/"the Licensees" (which expression shall, unless excluded by or repugnant to the context, include the said licensee's successor/Licensees successors, heirs, executors, administrators and assigns) of the **Second** part.

2. WHEREAS THE Licensee has/licensees have applied to the Government for permission to construct on the Government land an approach road with necessary provisions for drainage, signs and markings to his/their **Retail Outlet** located in plot no. \_\_\_\_\_, Survey No. \_\_\_\_\_ in the village \_\_\_\_\_, Taluka \_\_\_\_\_ and District \_\_\_\_\_ abutting on the boundary of NH \_\_\_\_\_ in Kilometer \_\_\_\_\_, more particularly described in the Schedule annexed hereto and shown in the drawing attached hereto (herein after referred to as "the **Retail Outlet**").

3. AND WHEREAS THE GOVERNMENT has agreed to grant such permission on the terms and conditions hereinafter mentioned.

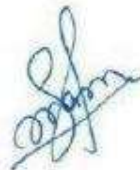
4. Now, this Agreement witness that, in consideration of the terms and conditions hereinafter contained and on the part of the licensee/licensees to be observed and performed, the Government hereby grants to the licensee/licensees permission to construct an access/approach road with necessary provisions for drinking water and toilet facilities, drainage works, signs and markings to the said **Retail Outlet** as per approved drawings attached, subject to the following terms and conditions, namely:-

- i. That the licensee/ licensees shall within **twelve months** from date of receipt of the provisional **permission for access**, but without interfering in any way with the highway traffic, complete the construction of the approach road (including deceleration/ acceleration lanes) and shall make provisions for drinking water, toilet facilities, drainage, signs, markings etc. at his own cost and to the full satisfaction of the Highway Administration according to the approved drawings and specifications. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these facilities, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. The



said approach road shall not be brought into use after its completion until the field officers of NHAI/ NHIDCL/ State PWDs gives a completion certificate after satisfying himself that it has been completed as per the sanctioned drawings and specifications. The Fuel Station would be energized by the concerned oil company only after issue of the completion certificate by the Highway Administration.

- ii. That on the completion of the said work, that part of the approach road, which lies within the limits of Government land together with any culvert or drain therein constructed shall become the absolute property of the government, subject to the rights of the licensee/licensees to use the same for ingress and egress.
- iii. The licensee/ licensees shall at his/ their own cost keep the said approach road, and any culvert or drain therein, in proper repair and condition to the satisfaction of the Highway Administration. The approach roads would be considered in proper conditions when they are free from potholes and patches. The culverts and drains would be kept in clean conditions to allow full discharge of the storm water, signs and markings to be kept at their respective locations and in clean condition for visibility at all times.
- iv. That within six months of a notice duly given to the licensee/ licensees in this behalf, the licensee/ licensees shall at his/ their own cost remove the said approach road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorized on its behalf. The licensee/ licensees shall not be entitled to any compensation on account of such removal and restoration.
- v. That the approach road shall not be used for any purpose other than that of access to any egress from the Retail Outlet of the licensee/ licensees on to the Government road.
- vi. That the licensee/ licensees shall not, without the prior permission in writing of the Government/ NHAI/ NHIDCL, in any way extend or alter the said approach road or any culvert or drainage therein.
- vii. That the licensee/ licensees shall at all times permit any duly authorized officer of the Government/ NHAI/ NHIDCL to inspect the said approach road including any culvert or drainage therein. He shall keep the said approach road clear from all obstruction and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.
- viii. That the licensee/ licensees shall be liable for any loss or damage caused to the Government by obstruction of drain or any other similar causes due to the said approach road or the drainage work.
- ix. That the permission granted by this license shall not in any way be deemed to convey to the licensee/ licensees any right into or over, or any interest in Government land other than that herein expressly granted.
- x. That in case the said approach road is destroyed, this license shall automatically become redundant and the licensee/ licensees shall not be entitled to claim any right to construct another approach road in lieu of that so destroyed.
- xi. That during the subsistence of this license, the said approach road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the licensee/licensees to use the same shall not become absolute and indefeasible by lapse of time.
- xii. In cases of defaults/ deviations found during inspection by Highway Administration, each deficiency shall be immediately rectified, which in no case should exceed 60 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil



- Company. The re-energizing would be done only on complete rectification and on the authorization by Highway Administration.
- xiii. That the licensee/ licensees shall not sell, transfer or otherwise dispose of the license without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions therein before.
- xiv. The Oil Company shall have to enter into an Agreement for signing the license deed for **fifteen years** with the Highway Administration (as per Highway Administration Rules 2004), for the use of NH land. The license shall be issued to the Oil Company on payment of Rs. <\_\_\_\_\_ (Rupees (In words)\_\_\_\_\_ only)> as per the applicable policy only as one-time license fee for the calendar year in which this Circular is issued, alongwith the processing fee, with license fee and penalty to be increased by 5% on every subsequent year. A non-refundable processing fee of Rs. 10,000/- (Rupees Ten Thousand) only per application shall also be deposited alongwith the application. A Bank Guarantee of Rs. 2,50,000/- (Rupee two lakh and fifty thousand only) valid for a period of 3 years for successful completion of access before final approval is obtained. In case the access construction is not completed even in the extended period, the BG shall be encashed by the Highway Administration.
- xv. The owner/ management of fuel stations is not bound to get the acceleration/ deceleration lanes including other ancillary appurtenances constructed through the Highway Authority (viz. NHAI, NHIDCL, concerned State PWD/ RCD as the case may be) or the contractor/ concessionaire for the project in the particular stretch of National Highways. It shall be the prerogative of the owner/management of fuel stations to construct the acceleration/ deceleration lanes including other ancillary appurtenances wither through the Highway Authority/ concerned concessionaire/ contractor in the project section at the cost of the owner/management of fuel stations or by themselves through any other agency.
- xvi. The access roads including acceleration / deceleration lanes shall be constructed within available Right of Way (ROW) of the National Highways. However, in case of non-availability of adequate ROW for construction of these facilities, owner/management of fuel stations shall acquire required additional land at their cost for construction of such facilities. Similarly, access for/ egress to the facility (primarily for cluster, etc.) may be provided from the Service road which has been developed already; however, service road of required length shall have to be constructed by the owner/management of fuel stations at their cost in case the same has not been constructed but is required for providing access to such properties; additional land acquisition required for construction of service road beyond available ROW of NH in such cases shall have to be done by the owner/management of fuel stations at their cost.

5. On the expiry of lease, the access permission may be renewed by the Highway Administration on payment of Rs. \_\_\_\_\_/- (Rupees \_\_\_\_\_) only as renewal fee, if it conforms to the stipulated norms of the Ministry. In case of existing fuel stations constructed as per Ministry's norms but for which prior approval have not been obtained from the Ministry, a penalty of Rs. \_\_\_\_\_/- (Rupees \_\_\_\_\_) shall be imposed on the Oil Company to regularize such fuel stations along with payment of the License Fee and Processing Fee. In case of fuel stations already existing on newly declared National Highways for which approval for access to such road was earlier obtained from the Competent Authority in the State/ UT, such Oil Company shall have to pay the processing fee of Rs. \_\_\_\_\_/- (Rupees \_\_\_\_\_) only to the Highway Administration and will be granted 12 months



time to comply with the Ministry's norms; however, in case of fuel stations already existing on newly declared National Highways for which approval for access to such road was not obtained earlier from the Competent Authority in the State/ UT, the proposal shall be processed as if it was a fresh case for which the owner/ company shall have to take requisite action to apply for access permission within a period of one year of the notifications of such road as a National Highways along with payment of processing fee and license fee & penalty fee.

- i. That if and when parallel service roads are constructed, the access to fuel station shall be from the service road alone and no claim/ compensation shall be entertained on that account.
  - ii. That this Agreement shall remain in force for fifteen years from the date of execution in the first instance and be terminable by a notice of 6 month and the permission may be renewed after expiry of the said period.
  - iii. That the license hereby granted shall not be transferable.
  - iv. That the licensee/licensees shall bear the cost of Stamp and attestation of this Agreement.
6. Situations given below would be treated as violations of the license deed agreement and the Government would be within its right to ask the concerned Oil Company to de-energize the Fuel Station;
- i. Non-maintenance of deceleration lane, acceleration lane, service road, drinking water and toilet facilities, drainage system, channelisers, markings, signs and other traffic control devices in good operating conditions (as specified in Para 4(iii) ), during the period of license deed and not rectifying the short comings within the specified period.
  - ii. Non-compliance for revising the layout of access as directed by the Highway Administration in writing within specified period.
7. Notwithstanding anything contained in clause 4, this license can be cancelled at any time by the Highway Administration for breach of any of the terms and conditions of license and the licensee/licensees shall not be entitled to any compensation for loss caused to him/them by such cancellation nor shall be absolved from any liability already incurred by him/them under this Agreement. The licensee/licensees shall at his/their own cost remove approach road lying within the boundary of the Government land and restore the Government land to its original condition in the event of licensee/licensees refusing to do so, the restoration of the Government land to its Original condition shall be done by the In charge Executive Engineer/Divisional Engineer, at the cost of licensee/licensees and the expenditure incurred shall be recoverable from the licensee/licensees as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.



8. This Agreement may be executed in two counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

IN WITNESS WHEREOF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by Shri (Name in full) the licensee/  
licensees

Signed by Shri (Name in full) for and  
on behalf of the President of India

In the presence of

1. Name in full (signature) with designation

1. Name in full (signature) with designation

2. Name in full (signature) with designation

2. Name in full (signature) with designation

N.B wherever alternative such as his/their Licensee/Licensees has/have etc. are given, only applicable portions should be typed in the fair license deed.



(Here type the schedule referred to in clause 2)

**Fig:1**

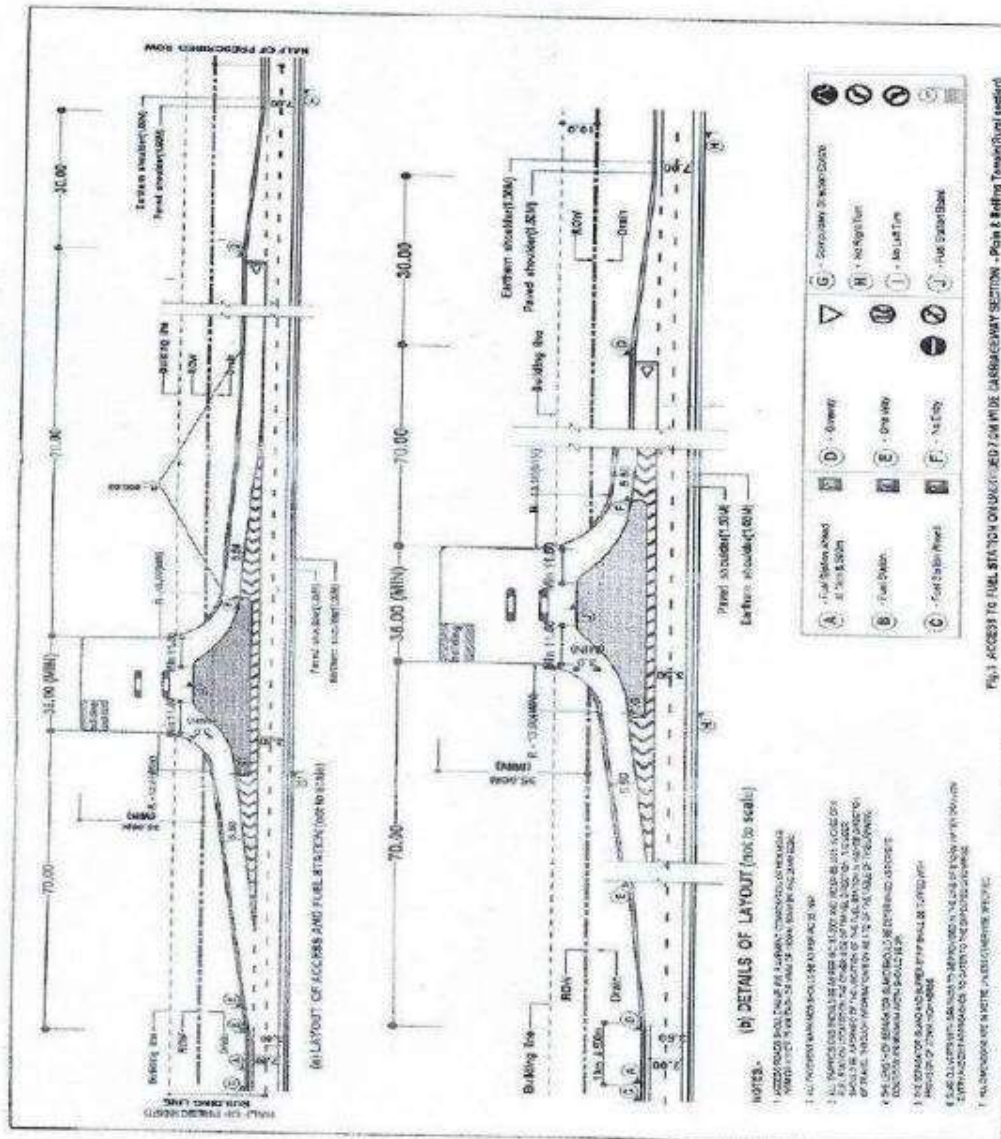


Fig:2

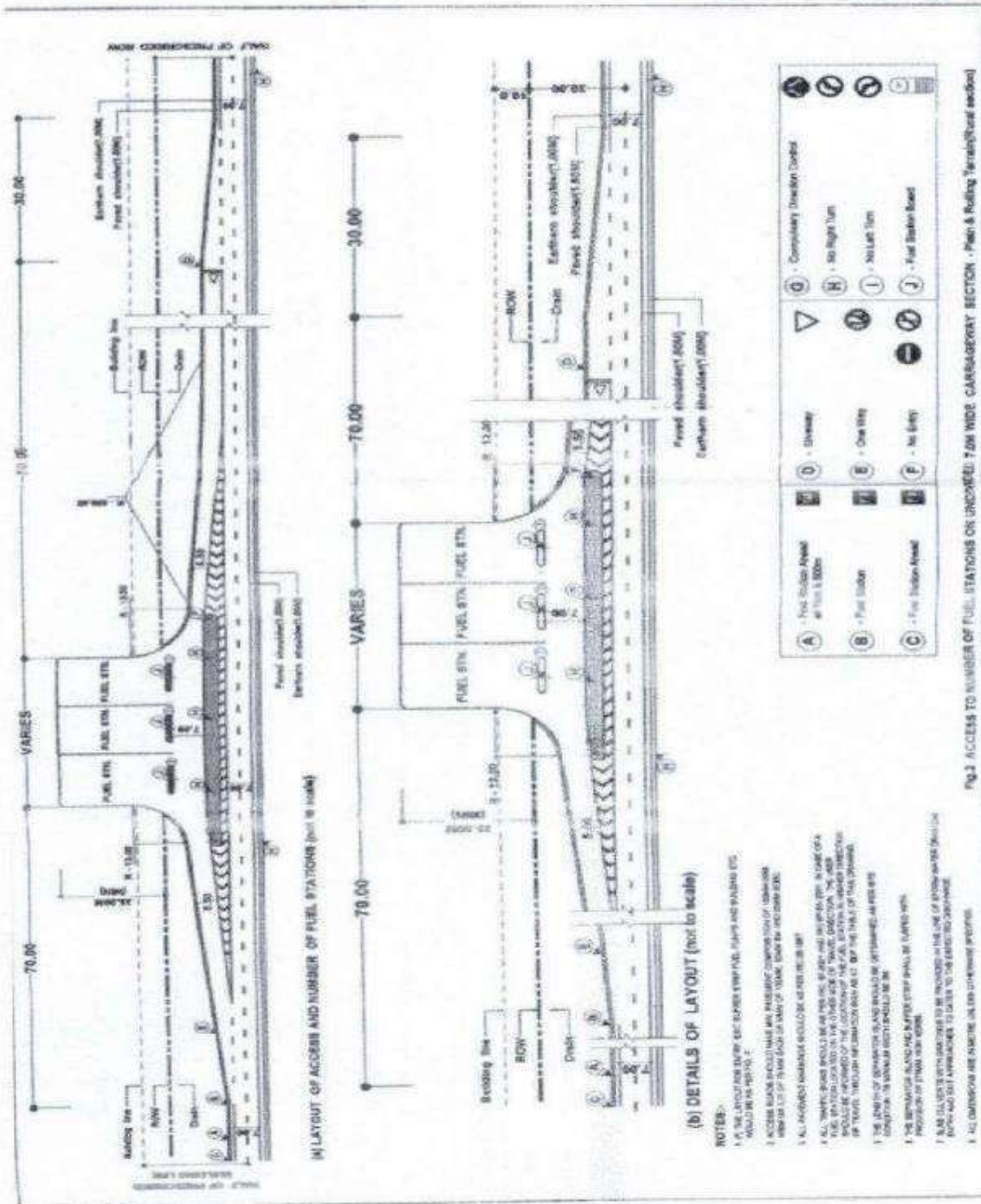
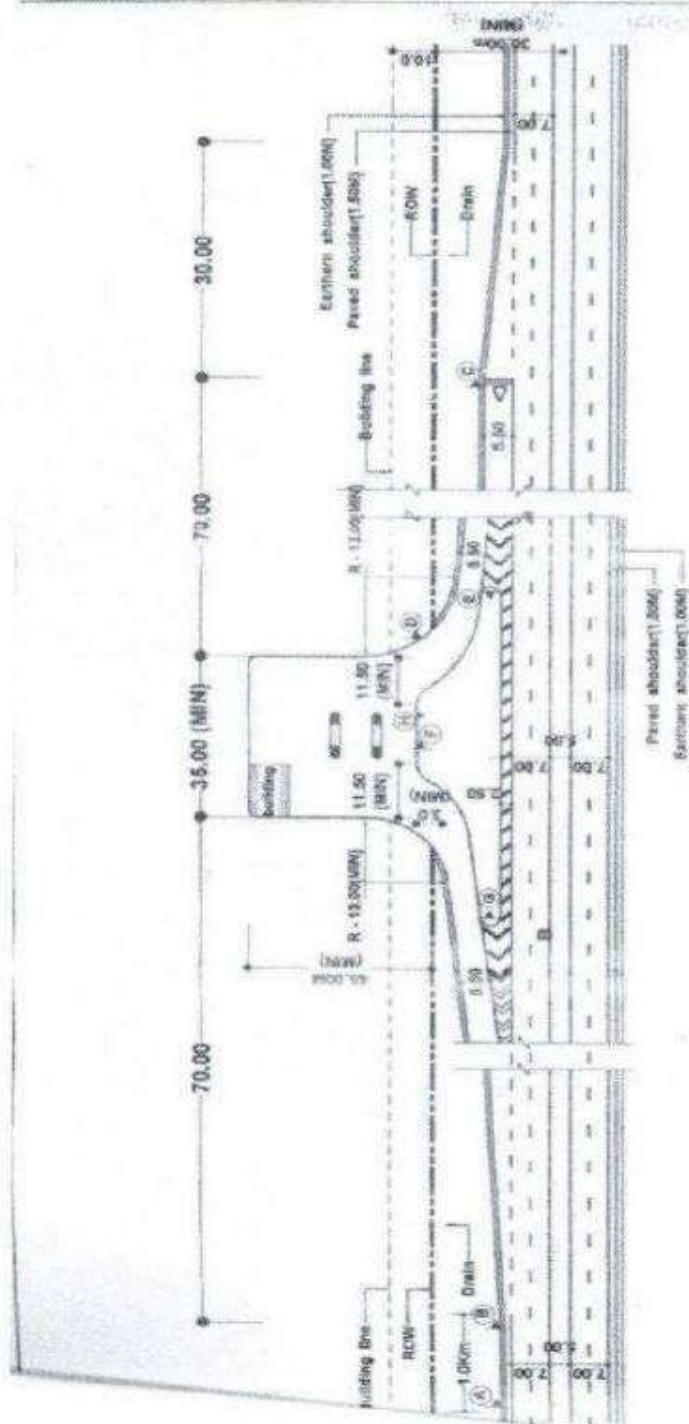


Fig.1 ACCESS TO NUMBER OF FUEL STATIONS ON UNDER 7.0M WIDE CARREGWAY SECTION - Plain & Rolling Terrain (not section)

*[Handwritten signature]*



<b>A</b>	- Fuel Station Ahead	<b>E</b>	- No Entry
<b>B</b>	- Fuel Station	<b>F</b>	- Fuel Station Ahead
<b>C</b>	- Giveaway	<b>G</b>	- Compulsory Directional Control
<b>D</b>	- One Way	<b>H</b>	- No Right Turn

NOTES:-

1. ALL DUES SHOULD HAVE BEEN PAID. PAYMENT COMPOSITION OF \$6000 PER YEAR BE HALF OF THE EACH PERSONS OF \$8000. BORN IN AND BORN SOME.
  2. ALL PAYMENT MARKINGS SHOULD BE AS PER SEC-26-1987
  3. ALL TRAFFIC SIGNS SHOULD BE AS PER RD. BY-2003 AND RD. BY-06-2004
- THE LENGTH OF REPARATION ISLAND SHOULD BE DETERMINED AS PER ITS CONDITION ITS MINIMUM WIDTH SHOULD BE 1M
- THE REPARATION ISLAND AND BUTTER STRIP SHALL BE TURNED WITH PROVISION OF 20MM HIGH KERBS.
- ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.



..... BUS STATION ON IN MOUNTAINOUS TERRAIN AND URBAN STRETCHES AND RURAL ROADS WHERE ACCELERATION AND DECELERATION LANES ARE NOT REQUIRED

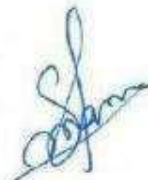
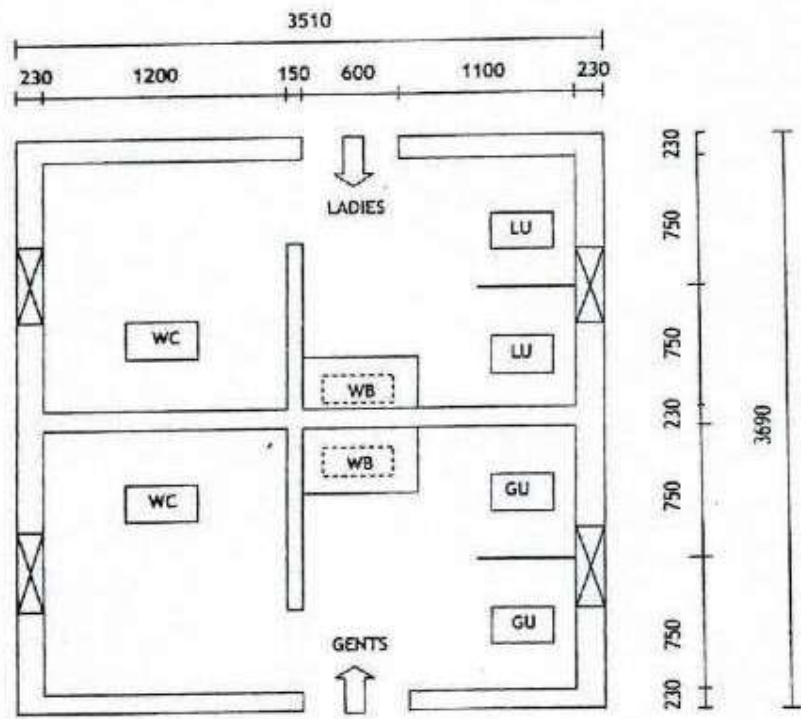


Fig:6



All dimensions are in mm

Legend:  
WB: Wash Basin  
WC: Water Closet  
LU: Ladies Urinal  
GU: Gents Urinal

Toilet Layout Plan

*[Handwritten signature]*

## **GUIDELINES FOR GRANT OF PERMISSIONS FOR CONSTRUCTION OF ACCESS TO PRIVATE PROPERTIES/ OTHER ESTABLISHMENTS (OTHER THAN FUEL STATIONS) ALONG NATIONAL HIGHWAYS**

Separate provisions are specified for Other & Residential Properties in Urban & Rural reaches.

- **The Residential Properties (RPs)** shall mean individual plots with no more than 4 dwelling units.
- **The Other Properties/ Establishment (OPs)** whether private or Government, shall include (except Fuel Retail outlets for which separate guidelines exist) all other properties such as Industrial Units, Hotels, Motels, Hospitals, School, Educational / Research Institutes, Housing Complexes, Hotels Recreational Centers, Religious structures etc.
- For the purpose of these guidelines, the Urban Reaches are defined as National Highway Reaches falling under Territorial jurisdiction of Municipal Council/Nagar Palika.

### **1. For Other Properties (OPs):-**

- i. There shall be no direct access to the National Highway. The access shall be through the service road (which will include deceleration and acceleration lanes) in case of both Rural and Urban reaches. **However before allowing the access through service roads the possibility of providing the access through nearby cross roads should be explored and only if it is not feasible then the permission for access through service road at limited possible location may be permitted.**
- ii. If the land for Acceleration Lane, Deceleration Lane & Service Road is available in ROW, the land will be provided for their construction; otherwise land shall be provided/ acquired by the concerned organization, owner of OP seeking the access permission.
- iii. The service road shall be constructed and maintained by the concerned organization/owner of OP seeking the access permission.
- iv. Fee as specified by the Government shall be paid by the property owner for access permission.
- v. The service road (excluding deceleration and acceleration lanes) shall have a minimum length equal to the plot length of concerned property along the National Highway. No access connection shall be allowed on deceleration and acceleration lanes. Where the concerned property is near junction / median opening etc. the length of the service road shall be increased appropriately.
- vi. The location & layout, road signs & markings requirements for access permission for OPs in Urban & Rural reaches are specified in Annex I.

### **2. For Residential Properties (RPs):-**

- i. As far as possible, in Urban reaches there shall be no direct access to the National Highway; the access be through service road only. **However before allowing the access through service roads the possibility of providing the access through nearby cross roads should be explored and only if it is not feasible then the permission for access through service road at limited possible location may be permitted.**

- ii. The service road in Urban / Rural reaches may be constructed by the Highway Authority, subject to availability of funds.
- iii. The location & layout, road signs & markings for access permission for RPs in Urban & Rural reaches are specified in **Annex I**.

### 3. Payment:

A payment of one-time license fee to the Highway Administration, as specified in the guidelines, would be payable by the licensee to the Government in consideration of this Agreement for the land for which the license is issued. The license deed is not required to be registered. This fee amount would be paid online in favor of the concerned **Pay & Accounts Officer** of the Ministry of Road Transport and Highways and would be debitable to the **Major Head 1054 (Revenue Receipt Head)**. The license deed shall be executed only after the online payment has been remitted in the concerned P&AO office and successfully realized in the Consolidated Fund of India.



**Location & Layout, Drainage, Road Signs and Markings requirements for Access connection to Residential Properties (RP) and other Properties (OP) in Urban, Built up & Rural Reaches**  
(Refer Fig. at Annex—IV)

**(A) For Private properties on existing service road/slip road**

Sr. No.	Item	Measurement at site	MORTH Norms	Whether complying with MORTH Norms
1.	Whether the Private Property is on service road/slip road (and not on entry/exit ramp of service road/slip road)		YES	Yes/No
2.	Whether the Private Property satisfy the general condition of access, drainage, building line, sign boards etc. depending upon the availability of land.		YES	Yes/No
3.	Total traffic (incoming and outgoing) per day			

**(B) For Individual Private Properties where service road does not exists**

Sr. No.	Description	Urban/Built up reaches	Rural reaches	Remarks
1.	Minimum Distance between merging points of a service road including acceleration & deceleration Lanes of 100m and 70m respectively.	Limited to plot size+ acceleration & deceleration Lanes only	Limited to plot size+ 50m on either side +acceleration & deceleration Lanes only	For Individual Private Residential Properties.
2.	Minimum Distance between merging points of two access (take off/ end point of acceleration/ deceleration/ service lane) on the same side of carriage way.	100m	300m	If the distance is less than the distance specified, service road to be extended/provided to cover both the access.
3.	Minimum Distance between take off point of access /service road and median gap / intersection with any road	100m	300m	If less than the distance specified, service road to be provided / extended (which can left with a dead end also.)
4.	Minimum Distance from Check Barrier	1000m	1000m	If distance is less than the distance specified, service road to be provided /

				extended (which can left with a dead end also.)
5.	Minimum Distance between start of Grade Separator/Flyover/Road Over Bridge/ Railway level Crossing and entry/take off point of the access	300m	300m	If distance is less than the distance specified, service road to be provided / extended (which can left with a dead end also.)
6.	Width of entrance / exit	Minimum 9m Maximum 12m		For Other Properties only
7.	Radius of Turning curve	Minimum 13m Ruling 30m		
8.	Radius of Non-Turing curve	Minimum 1.5m Maximum 3m		
9.	Width of acceleration lane	5.5 m minimum		
10.	width of deceleration lane	5.5 m minimum		
11.	Width of Service Road	5.5 m - 7m		
12.	Crust composition of Service Road Acceleration & Deceleration lane	Minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM) (other than WBM-Grading No. 1), each of 75 mm thickness, topped by 50 mm thick Bituminous Macadam (BM) and 30 mm thick Bituminous Carpet (BC). Interlocking Concrete Blocks as per IRC:SP:63 can also be considered.		
13.	Crust composition of access connection / extended service road to Residential Properties	At least Gravel road		For Residential Properties only
14.	Width of access connection / extended service road to Residential Properties	Minimum 3.5m		
15.	Radius of Turning curve	Minimum 13m Ruling 30m		

Road Signs (According to IRC:67)		
16.	Road signs are to be provided as per IRC:67 such as Side Road sign on NH before Deceleration lane, Appropriate facility information sign (i.e Hospital, Eating place etc.) One way signs on left side of the Deceleration & Acceleration lanes, No Parking sign on left side of the Deceleration & Acceleration lane, No entry sign on right side of the Deceleration lane at its connection with service road, Appropriate No. of right turn prohibited signs on right side of service road in front of Property Plot (facing the property), Give way sign with Give way line marking according to IRC:35 on left side of the acceleration lane at 30 m before its connection with NH, No left turn sign on NH before its connection with Acceleration lane, No right turn sign on right side of NH in case of undivided carriageway	For Other Properties only
17.	Marking for deceleration and acceleration lane are to be provided as per IRC:35	For Other Properties only
Drainage Requirements		
18.	Provision of Culvert for drainage in accordance with IRC SP-13	Slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Highway Administration so as to ensure that surface water from fuel station/ facility does not flow on the highway and led away to a natural course/ outfall sewer through culvert or led away to a water-recharging system specifically constructed by the owner/ management of the fuel station/ facility in case lined drains of sufficient length upto a natural course/ outfall sewer are not available.
19.	Provision for intercepting drain with vertical Drain system for Rain water harvesting at the downstream end of intercepting drain (According to Appendix A-2 of IRC:SP:50)	For both residential and Other Properties
20.	Downward slope of the access road towards the intercepting drain	
		Minimum 2%
Total Traffic		
21.	Total traffic (incoming and outgoing) per day	



**(C) Access to Private Properties through common service road.**

Sr. No.	Description	Urban/Built up reaches	Rural reaches	Remarks
1.	Minimum Distance between merging points of a service road including acceleration & deceleration Lanes of 100m and 70m respectively. (Length of the Service Road)	Limited to plot size+ acceleration & deceleration Lanes only	Limited to plot size+ 50m on either side +acceleration & deceleration Lanes only	Clustering of Private Properties/Large Scale Private Properties
2.	Minimum Distance between merging points of two access (take off/ end point of acceleration/ deceleration/ service lane) on the same side of carriage way.	1000m	1000m	If distance is less than the distance specified, service road to be provided / extended (which can left with a dead end also.)
3.	Minimum Distance between take off point of access /service road and median gap / intersection with any road	100m	300m	If less than the distance specified, service road to be provided / extended (which can left with a dead end also.)
4.	Minimum Distance between start of Grade Separator/Flyover/Road Over Bridge/ Railway level Crossing and entry/take off point of the access	300m	300m	If distance is less than the distance specified, service road to be provided / extended (which can left with a dead end also.)
5.	Width of entrance / exit	For Other Properties only		
6.	Radius of Turning curve			
7.	Radius of Non-Turning curve			
8.	Width of acceleration lane			
9.	width of deceleration lane			
10.	Width of Service Road			
11.	Crust composition of Service Road Acceleration & Deceleration lane			

<b>Road Signs (According to IRC:67)</b>		
12.	Road signs are to be provided as per IRC:67 such as Side Road sign on NH before Deceleration lane, Appropriate facility information sign (i.e Hospital, Eating place etc.) One way signs on left side of the Deceleration & Acceleration lanes, No Parking sign on left side of the Deceleration & Acceleration lane, No entry sign on right side of the Deceleration lane at its connection with service road, Appropriate No. of right turn prohibited signs on right side of service road in front of Property Plot (facing the property), Give way sign with Give way line marking according to IRC:35 on left side of the acceleration lane at 30 m before its connection with NH, No left turn sign on NH before its connection with Acceleration lane, No right turn sign on right side of NH in case of undivided carriageway	For Other Properties only
13.	Marking for deceleration and acceleration lane are to be provided as per IRC:35	For Other Properties only
<b>Drainage Requirements</b>		
14.	Provision of Culvert for drainage in accordance with IRC SP-13	Slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Highway Administration so as to ensure that surface water from fuel station/ facility does not flow on the highway and led away to a natural course/ outfall sewer through culvert or led away to a water-recharging system specifically constructed by the owner/ management of the fuel station/ facility in case lined drains of sufficient length upto a natural course/ outfall sewer are not available.
15.	Provision for intercepting drain with vertical Drain system for Rain water harvesting at the downstream end of intercepting drain (According to Appendix A-2 of IRC:SP:50)	For both residential and Other Properties
16.	Downward slope of the access road towards the intercepting drain	Minimum 2%
17.	<b>Total Traffic</b>	
	Total traffic (incoming and outgoing) per day	



**Note:**

1. All the dimensions are to be measured from the boundary of the private property
2. In case of distance from intersection with any category of road, the roads means paved carriageway (Bituminous/ concrete/ Interlocking Concrete block) of 3.0m width and having length of Minimum 300m and above irrespective of the category of road.



**List of Documents to be submitted to Highway Administration by the applicant for permission for new access to property along National Highways**

1. Signed copy of license deed. The draft is at **Annex-III**.
2. Self -Certified copy of drawings showing requirements as per norms i.e., Location & Layout, Road Signs, Road Markings, Drainage plan & Crust composition of access road etc.
3. The location drawing shall show the relevant details of reach for 1.1 km along National Highway on either side of property.
4. Undertaking from the Owner that the Owner would pay necessary fee for the use of the National Highway land whenever the fee is asked by the Highway Authorities in future.
5. Undertaking from Owner that necessary alteration including complete removal/shifting of the approach roads at its own cost if so required by Ministry, for the development of National Highway or in the interest of safety in this section.
6. Undertaking from Owner that they shall take all the action as prescribed in Appendix II to ensure conformity of these Norms.



AGREEMENT TO construct an access road with necessary provisions for drainage, Road signs and markings to the premises having Plot No....., Survey No. ....of the village/TOWN..... in the Taluka of ..... in the District .....abutting NH..... in kilometer.....

AN AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_ Year Two thousand \_\_\_\_\_ between the President of India (hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns) of the one part and (name and address of Owner of Property ) hereinafter called "the Licensee"/"the Licensees" (which expression shall, unless excluded by or repugnant to the context, include the said licensee's successor/Licensees successors, heirs, executors, administrators and assigns) of the other part.

2. WHEREAS THE Licensee has/licensees have applied to the Government for permission to construct on the Government land an access road with necessary provisions for drainage, signs and markings to his/their property having Plot No....., Survey No. ....of the village ..... in the Taluka of ..... in the District ..... abutting NH..... in kilometer.....more particularly described in the Schedule annexed hereto and shown in the drawing attached hereto (hereinafter refer to as "the said premises").

3. AND WHEREAS THE GOVERNMENT has agreed to grant such permission on the terms and conditions hereinafter mentioned.

4. Now, this Agreement witness that, in consideration of the terms and conditions hereinafter contained and on the part of the licensee/ licensees to be observed and performed, the Government hereby grants to the licensee/ licensees permission to construct an access road to the said premises as per approved drawings attached, subject to the following terms and conditions, namely:-

- i. That the said access road shall not be brought into use after its completion until the Highway Administration gives a completion certificate after satisfying himself that it has been completed as per the approved drawings and specifications and issue duly signed License deed by Highway Administration.
- ii. That on the completion of the said work, that part of the access road which lies within the limits of Government land together with any culvert or drain therein constructed, shall become the absolute property of the Government subject to the rights of the licensee/ licensees to use the same for ingress and egress.
- iii. The licensee/ licensees shall at his/ their own cost keep the said access road and any culvert or drain therein, in proper condition and repair to the satisfaction of the Highway Administration.



- iv. That within six months of a notice duly given to the licensee/ licensees in this behalf, the licensee/ licensees shall at his/ their own cost remove the said access road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorized on its behalf. The licensee/ licensees shall not be entitled to any compensation on account of such removal and restoration.
- v. That the access road shall not be used for any purpose other than that of access to and egress from the premises of the licensee/ licensees to the Government road.
- vi. That the licensee/ licensees shall not, without the prior permission in writing of the Highway Administration in any way extend or alter the said access road or any culvert or drainage therein.
- vii. That the licensee/ licensees shall at all times permit any duly authorized officer of the Government/ NHAI/ NHIDCL to inspect the said access road including any culvert or drainage therein. He shall keep the said service road/ access road clear and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.
- viii. That the licensee/ licensees shall not object to any future extension or improvement of service road/ access road or any shifting of its connection with highways.
- ix. The Licensee/ Licensees shall have to enter into an Agreement for signing the license deed with the Highway Administration (as per Highway Administration Rules 2004), for the use of NH land. The permission shall be granted to the Licensee/ Licensees on payment of Rs. <\_\_\_\_\*> (Rupees <\_\_\_\_\*> Lakh) only as one-time license fee for the calendar year in which this Circular is issued, alongwith the processing fee, with license fee to be increased by 5% on every subsequent year. A non-refundable processing fee of Rs. <\_\_\_\_\*> (Rupees <\_\_\_\_\*> Lakh) only per application shall also be deposited alongwith the application. A Bank Guarantee of Rs. <\_\_\_\_\*> (Rupees <\_\_\_\_\*> Lakh) only valid for a period of 3 years for successful completion of access before final approval is obtained. In case the access construction is not completed even in the extended period, the BG shall be encashed by the Highway Administration.

[\* - to be appropriately included]

- x. That the licensee/ licensees shall be liable for any loss or damage caused to the Government by obstruction of drain or any other similar causes due to the said access road or the drainage work.
- xi. That the permission granted by this license shall not in any way be deemed to convey to the licensee/ licensees any right into or over or any interest in Government land other than that herein expressly granted.
- xii. That in case the said access road is destroyed, this license shall **automatically become redundant** and the licensee/ licensees shall not be entitled to claim any right to construct another access road in lieu of that so destroyed.
- xiii. That during the subsistence of this license, the said access road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the licensee/ licensees to use the same shall not become absolute and indefeasible by lapse of time.
- xiv. The owner/ management of other properties is not bound to get the acceleration/ deceleration lanes including other ancillary appurtenances constructed through the Highway Authority (viz. NHAI, NHIDCL, concerned State PWD/ RCD as the case may be) or the contractor/ concessionaire for the project in the particular stretch of National Highways. It

- shall be the prerogative of the owner/ management of other properties to construct the acceleration/ deceleration lanes including other ancillary appurtenances wither through the Highway Authority/ concerned concessionaire/ contractor in the project section at the cost of the owner/ management of other properties or by themselves through any other agency.
- xv. The access roads including acceleration/ deceleration lanes shall be constructed within available Right of Way (ROW) of the National Highways. However, in case of non availability of adequate ROW for construction of these facilities, owner/management of other properties shall acquire required additional land at their cost for construction of such facilities. Similarly, access for/ egress to the facility (primarily for cluster, etc.) may be provided from the Service road which has been developed already; however, service road of required length shall have to be constructed by the owner/management of other properties at their cost in case the same has not been constructed but is required for providing access to such properties; additional land acquisition required for construction of service road beyond available ROW of NH in such cases shall have to be done by the owner/management of other properties at their cost.
- xvi. The license /licensees shall at his/their own cost remove access road lying within the boundary of the Government land and restore the Government land to its original condition. In the event of licensee/licensees refusing to do so, the restoration of the Government land to its original condition shall be done by the Highway Administration, at cost of licensee/licensees and the expenditure incurred shall be recoverable from the licensee/licensees as and arrear without prejudice to any other remedies which may be fixed by Government in his behalf.
- xvii. That, if the licensee fails/licensees fail to execute any work which he has/ they have agreed under this agreement to the full satisfaction of the Highway Administration, the work shall be executed by the Highway Administration at the cost of licensee/ licensees and the expenditure so incurred shall be recoverable from the licensee/ licensees as an arrear of land revenue without prejudice to any other remedies which may be open to Government in this behalf.
- xviii. That the licensee/ licensees shall not sell, transfer or otherwise dispose of the premises without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions herein before.
- xix. That if and when parallel service roads are constructed, the access to premises shall be from the service road alone as determined by the Highway Administration and no claim for compensation shall be entertained on that account.
- xx. That this Agreement shall, **in normal circumstances**, remain in force for forever from the date of execution and may be terminable by a notice of 6 months, **if required, for traffic safety or other causes as mentioned in clause (iv) above.**
- xxi. That the license hereby granted shall not be transferable.
- xxii. That the licensee/ licensees shall bear the cost of Stamping for execution of this Agreement.

Notwithstanding anything contained in clause (4) above, this license can be cancelled at any time by the licensor through the Highway Administration, for breach of any of the terms and conditions of the license and the licensee/ licensees shall not be entitled to any compensation for loss caused to him/ them by such cancellation nor shall be absolved from any liability already incurred by him/ them under this Agreement.



## SCHEDULE

(Here type the schedule referred to in para 2)

IN WITNESS WHERE OF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by Shri (Name in full) the licensee /  
Licensees  
India

Signed by Shri (Name in full) for  
and on behalf of the President of

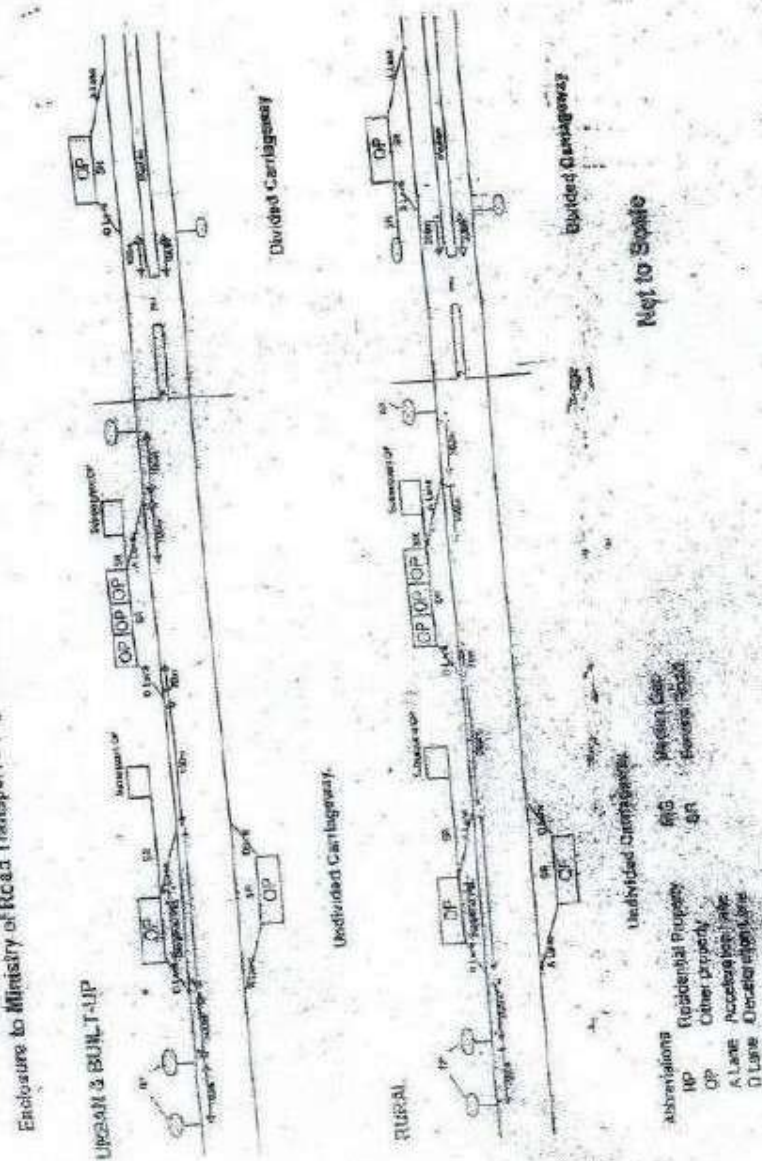
In the presence of

1. Name in full (signature) with designation    1. Name in full (signature) with designation
2. Name in full (signature) with designation    2. Name in full (signature)with designation

N.B wherever alternative such as his/their, Licensee/Licensees, has/have etc. are given, only applicable portion should be typed in the fair license deed.



Annex-IV  
Enclosure to Ministry of Road Transport & Highways Circular No. RWPM-32015/11/2015 dated 24-7-2015



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