



Inner Lanes



Project Launches

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2023: A YEAR OF IMPACTFUL INITIATIVES AND ACCOMPLISHMENTS

During 2023, NHAI has significantly leveraged advanced technology, prioritized road safety, and focused on sustainable development of the National Highways Network across the Country. Looking back at the year gone by major initiatives were taken by NHAI that included laying of foundation stone of the Ropeway project in Varanasi by the Hon'ble Prime Minister, undertaking development of various Multi-Modal Logistics Parks to enable efficient inter-modal freight movement, leveraged technology to develop mobile application enhancing 'Ease of Commuting' for the Highway users and release of the first ever sustainability report for FY 2021-22.

Notably, sections of the Flagship Delhi – Mumbai Greenfield Expressway in Rajasthan and Madhya Pradesh along with the Rajasthan section of Amritsar – Jamnagar Greenfield Corridor were inaugurated by the Hon'ble Prime Minister during the year. NHAI also created another record in the development of National Highway with construction of 100 lane km in just 100 hours on the Aligarh – Ghaziabad section of NH-34.

Improving safety on National Highways is one of the topmost priorities of NHAI and it has been proactively working towards making National Highways safer. From identifying and

rectifying accident-prone spots on National Highways to carry out extensive road safety audits and capacity building of NHAI officials through trainings, NHAI has undertaken a diversified approach towards enhancing road safety measures to pursue the goal of reducing accidents and saving precious lives. This year, NHAI also took a unique initiative to collaborate with various Government organizations such as Delhi Metro Rail Corporation and Konkan Railway Corporation Limited to share best practices for the enhancement of transport infrastructure, contributing towards the goal of Nation Building.



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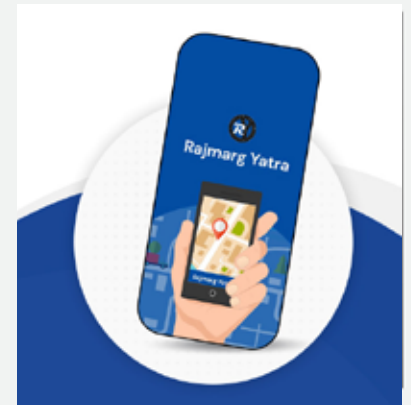
Creating World Record in National Highway Construction

On 19th May 2023, the NHAI created another world record in National Highway construction on the Aligarh – Ghaziabad section of NH-34. The record was created for the highest-ever continuous laying of Bituminous Concrete for 100 lane km in only 100 hours. Around 51,896 tons of Bituminous Concrete was used to complete this record.



Collaborations for Nation Building

To strengthen National Highway framework, NHAI collaborated with government organisations for knowledge sharing, enhancing infrastructure development and implement innovative solutions. NHAI collaborated with organisations such as DMRC for review of various bridges & structures, Digital India Corporation for development and maintenance of Data Lake 3.0, and Konkan Railway Corporation Ltd. to review design and safety aspects of tunnel construction on the national Highways across the country.



Leveraging Technology to Enhance 'Ease of Commuting'

NHAI launched the Unified Mobile Application – Rajmargyatra, for national highway users. The application is equipped with numerous features to enhance safety and overall commuting experience on National Highways. The app provides comprehensive information on National Highways including over-speeding notifications, real-time weather updates, broadcasts notifications, details about toll plazas, complaint redressal and also provides seamless FASTag related services.



Focusing on Environment Sustainability

NHAI issued its first 'Sustainability Report for FY 2021-22' that captures initiatives taken for environment sustainability including NHAI's governance structure, stakeholders, environment and social responsibility initiatives. NHAI also organised a day long nationwide plantation drive in July 2023 and planted over 4.13 lakh saplings at 485 identified locations along the National Highways.



Travel in Fastlane

Two sections of the Flagship Delhi – Mumbai Greenfield Expressway in Rajasthan and Madhya Pradesh along with the Rajasthan section of Amritsar – Jamnagar Greenfield Corridor were inaugurated by the Hon'ble Prime Minister during the year.



Promoting Ease of Doing Business

To boost liquidity and capacity of bidders, NHAI accepted Insurance Surety Bond for Toll Operate Transfer (TOT) bundle monetization. This was the first time this innovative instrument was utilized as a Bank Guarantee in the road infrastructure sector for monetization of bids.

Hon'ble Prime Minister Lays Foundation Stone and Dedicates to the Nation Various NH Projects in Tamil Nadu

The Hon'ble Prime Minister Shri Narendra Modi visited Trichy in Tamil Nadu on 2nd January 2024 to dedicate to the nation and lay foundation stones for multiple National Highway projects. The inaugurated projects include a 4-lane Trichy-Kallagam section of NH-81 and a 4/2 laning of the Kallagam-Meensurutti section, a 2-lane Karaikudi-Ramanathapuram section of NH-536, 4-lane Salem-Tirupathur-

Vaniyambadi Section of NH -179A and 4-lane Chettikulam-Natham section of NH-785.

Along with this, the Hon'ble Prime Minister laid the foundation stone for the construction of a 4-lane Mugaiyur-Marakkanam section of NH-332A. The project is aimed to help promote regional industrial and economic development by providing

opportunities for growth and prosperity. The projects will enhance seamless connectivity in the region, connect the religious centres in Trichy, Chidambaram, and will become a lifeline for farmers by ensuring hassle-free transportation of the produce and connecting more than 15 cement and allied industries based in Trichy and Ariyalur districts to other key transport arteries, including NH45, NH226, and NH45 C.



Hon'ble Prime Minister Dedicated to the Nation and Laid the Foundation Stone for Multiple Projects in Ayodhya

The Hon'ble Prime Minister laid the foundation stone and dedicated to the nation, multiple infrastructure projects in Ayodhya on 30th December 2023. Foundation stones were laid for the improvement of the Ayodhya Bypass and Lucknow-Ayodhya section of NH-27. The project will

improve the flow of traffic in both the cities and boost connectivity to the Ram Mandir in Ayodhya.

Along with this, the Hon'ble Prime Minister also dedicated to the nation the 4-lane Jagdishpur-Faizabad section of NH-330A,

4-lane Ghaghra Bridge-Varanasi Section of NH-233 (Package-III) and the 2 Lane with paved shoulder Khutar-Lakhimpur section of NH-730. The projects will significantly reduce the travel time between the two cities, foster improved economic conditions, and provide enhanced travel experience.



Hon'ble PM Laid Foundation Stones for Two NH Projects in Jharkhand

Hon'ble Prime Minister Shri Narendra Modi laid the foundation stone for two National Highway Projects in Jharkhand on 15th November 2023. Projects include four-laning of the 45 km long Basukinath – Deoghar Section of NH-114A. The four-lane section will facilitate seamless travel to West Bengal via Dumka and Rampurhat and promote inter-

state connectivity. The project will transverse through the tribal regions of Jharkhand, fostering economic and social development of the region. The Hon'ble Prime Minister also laid the foundation stone for the four-laning of the 52 km long Mahagama – Hansdiha Section of NH-133. The section will significantly reduce the travel time while

improving connectivity between the industrial corridors and major cities in Jharkhand. Promoting efficient transport and logistics movement in the region, the section is designed for the swift transportation of minerals/ores and will be a catalyst in social and economic development in the tribal and aspirational districts.



NHAI Awards Two Toll-Operate-Transfer Bundles

NHAI has awarded Toll, Operate and Transfer (TOT) bundles 13 and 14 of a combined length of 273 km for Rs. 9,384 Crores. The financial bids were opened on December 14, 2023. With the approval of the concerned authorities, the Letter of Award was issued within a day to the successful bidders. The TOT bundle 13 includes Kota Bypass and Cable stayed Bridge on NH-76 in Rajasthan, as well as Gwalior - Jhansi Section of NH-75 in the states of Madhya Pradesh and Uttar Pradesh for Rs. 1,683 crores. TOT bundle 14, which consists

of the Delhi-Meerut Expressway including the Delhi - Hapur Section of NH-9 in the states of Delhi and Uttar Pradesh, as well as Binjabahal to Teliebani section of NH-6 in the state of Odisha, has been awarded for Rs. 7,701 crores. The concession period of TOT bundles is for 20 years in which Concessionaires would be required to maintain and operate the stretch. In lieu of this, Concessionaire will collect and retain user fee for these stretches in accordance with prescribed fee rates under NH Fee Rules. Earlier in October 2023, NHAI awarded TOT

bundles 11 and 12 for a combined length of 400 km for Rs. 6,584 crore. The two bundles (11 & 12) consisted of Allahabad Bypass on NH19 in Uttar Pradesh and Lalitpur – Sagar -Lakhnadon section in the state of Uttar Pradesh and Madhya Pradesh respectively. The combined value of the four TOT bundles awarded in FY 2023-24 is around Rs. 15,968 crores which is higher than the monetization target of Rs.10,000 crores for the current fiscal.



NHAI Inks Pact for the Development of MMLP in Nagpur

NHAI signed an agreement on 12th December 2023 with DC Multi Modal Park (Nagpur) Limited, a special purpose vehicle of Delta Bulk Shipping Pvt. Ltd for the development of Multi Modal Logistics Park (MMLP) at Nagpur. The signing took place in the presence of

NHAI Chairman, Shri Santosh Kumar Yadav and Shri Mudit Paliwal, CEO Delta Bulk Shipping along with other senior officials. The MMLP will be developed in an area of 150 acres under the Public Private Partnership model at an estimated cost of Rs. 673

crore. This project will be developed in three phases. This will be the first MMLP in Maharashtra under the PM Gati Shakti National Master Plan, making it a significant milestone in the country's development.



NHAI Signs MoU with Digital India Corporation

On 28 November 2023, NHAI signed a Memorandum of Understanding with Digital India Corporation. NHAI Chairman Shri Santosh Kumar Yadav

and Shri Abhishek Singh, Chairman and MD of DIC, signed the MoU to develop and maintain Data Lake 3.0, a unique Artificial Intelligence-powered

Big Data Analytics cloud-based platform of NHAI. Senior officials from NHAI and DIC were also present on the occasion.



NHAI Collaborates with Konkan Railway

On 22nd November 2023, NHAI inked an MoU with Konkan Railway. NHAI Chairman, Shri Santosh Kumar Yadav and Shri Sanjay Gupta, Chairman & MD, Konkan Railway Corporation Ltd. along with senior officials from NHAI and KRCL were present on the occasion.

The collaboration is aimed to review the drawing, design, safety aspects related to the tunnel construction and slope stabilization of the NHAI projects.





Santosh Kumar Yadav, IAS
Chairman, NHAI

Dear Friends,

I am happy to share that during the year 2023, NHAI has taken significant all-round initiatives, and our focus has been on building a holistic and sustainable National Highway infrastructure in the country.

During the year, various flagship projects or the sections under the Bharatmala Pariyojna have already been completed and opened to traffic to enable ease of commuting. Some of these include Delhi - Dausa - Lalsot Section and section in Madhya Pradesh of the flagship Delhi - Mumbai Greenfield Expressway, Rajasthan section of Amritsar - Bhatinda - Jamnagar access-controlled corridor and more.

I would like to highlight that we are committed to ensure adherence to the global standards of quality and follow the highest standards in highway construction. Our focus on quality will make a significant difference in the construction and maintenance of our projects.

Notably during 2023, the Hon'ble Prime Minister laid the foundation stone for the ambitious Ropeway Project in Varanasi, and the development of a Multi-Modal Logistics Park started across various cities to enable efficient freight movement across the country. These projects, when completed, will contribute significantly to the growth of India's economy, and strengthen the country's infrastructure.

In 2023, we took the initiative to collaborate with Government Organizations to share best practices and enhance safety of the structures on the National Highways. This initiative will go a long way in not only helping to share best practices between different government organisations and strengthen the transport infrastructure but will also contribute significantly towards the goal of Nation Building.

Also, we took various initiatives to keep our commitment to encourage use of waste material to build ecologically sustainable National Highways Infrastructure. This year we released our first 'Sustainability Report for FY 2021-22', which covers NHAI's governance structure, stakeholders, environment, and social responsibility initiatives as well as underlines the effectiveness of various efforts made by NHAI for energy conservation.

During the year, we have taken significant strides towards improving the highway user commuting experience which includes the launch of 'Rajmargyatra,' a citizen-centric unified mobile application. This user-friendly app empowers travelers with comprehensive information on National Highways, while also offering an efficient complaint redressal system.

In 2023, NHAI also created a world record in National Highway construction on the Aligarh – Ghaziabad section of NH-34 which involved continuous laying of Bituminous Concrete for 100 lane km in just 100 hours.

With our focus on innovation, technological advancement and sustainability as the paradigm of infrastructure development, we are steadfast in our resolve to build a world class National Highway infrastructure for our great nation.

I wish a very Happy and Prosperous New Year 2024 to all of you and your family.

With Warm Regards,
Santosh Kumar Yadav

Glorious Years of Service to the Nation

'Down the memory lane' is a series that revisits the glorious years of making of National Highways Authority of India. This series brings exclusive insights and capture triumphs, milestones, challenges and experiences of former Chairmen of NHAI, who have steered NHAI to newer heights. Rajmaarg caught up with the former NHAI Chairman Shri Vijay Chhibber and here are the excerpts from the conversation that highlights his tenure with the organization.



Shri Vijay Chhibber, IAS
Former Chairman
National Highways Authority of India

To begin with, I must compliment all those who have been involved in building the National Highway infrastructure at NHAI. Nurturing it in its formative years and its growth over the last 10 years has been a glorious decade for infrastructure building in the country.

NHAI has made a place for itself as a premier institution that has contributed to the making of modern India, particularly in the domain of infrastructure. I have been fortunate to be involved with some part of this nation-building journey.

It has been an interesting journey and I think the last 10 years particularly, the pace and the technological advancements are something that one should be proud of.

Association with NHAI

My association has been more outside NHAI than inside. In 2009, I came as the Additional Secretary & Financial Adviser (AS&FA) in Ministry of Road

Transport Highways and Shipping. So, from 2009 onwards I have been associated with the task of building National Highways of which NHAI has been a key fulcrum.

Thereafter, I was also Secretary, Road Transport, holding the charge of Chairman for a short period. It was a holding operation as we were in the process of selecting a new Chairman. But working as both Secretary, Road Transport and also the Chairman NHAI, facilitated much bolder and quicker decision making. I think the 3-4 months that I was there as a Chairman, was again a period that we were on a gallop.

There was a lot of pressure to deliver and, I think, we delivered substantially. There was a shift of guards at the Centre, and we ran into situations of legacy contracts that were struck for a variety of reasons. The first charge was to start addressing these problems.

This was also the time when lenders became apprehensive of further investment in this sector. It was also a time when there was a major shift

to EPC contracting in a very bold and dynamic way. But, along with all the challenges, this was also the period when we revisited the grand design of building highways in the country.

A New Approach to Civil Engineering

The landmark moment was when we conceived the idea of Bharatmala Pariyojana -- the vision of touching all district headquarters in the country through a network of National Highways. The Char-Dham Pariyojana plan was also laid out during this period. It was unfortunate that Uttarakhand had to face the wrath of nature during this period. This national calamity entailed not only revisiting the entire approach to the Char-Dham Pariyojana in terms of connectivity, but it also looked at bringing in a new philosophy of civil construction.

Our approach to civil construction is primarily based on what is euphemistically called the British-style or guide of civil engineering. Among other methods, this makes us adopt contours as our line of construction, especially in hilly terrains.

In the Char-Dham Pariyojana, we began experimenting with a new approach -- the German-style of engineering. This is more about bridging and tunneling. I think this experiment was the right approach as we concluded the project successfully, despite the challenges. The new method did put in place a template for modern civil engineering.

Proud of All Projects

I have been associated with more than 350 projects, not necessarily as NHAI Chairman. During my time, the Eastern Peripheral Expressway was conceived and the bringing of Gurgaon and Delhi into proximity by removing the toll plaza was also done. It makes me extremely happy and proud that we were able to do something to de-clog the urban traffic.

Today, it gives me immense pleasure to see the Eastern Peripheral Expressway being used aggressively. To a substantial extent, it has enabled Delhi to breathe more freely as a large part of the commercial traffic now goes through it. The project initially faced issues with compensation paid to landowners, but even those were resolved amicably, enabling timely completion.

There is also the Delhi-Meerut Expressway, for which the foundation stone was laid on 31st December 2015 - Incidentally, my last day in office. The project is now complete, and it has substantially changed the outlook of traffic in Delhi.

Another project that I would highlight is the shifting of toll plaza in Gurgaon. The toll plaza was a big bottleneck. We worked out a way and shifted it to further south of Manesar. This single decision enabled integrating Gurgaon city with South Delhi seamlessly.

The Western Peripheral Expressway was being done by the Government of Haryana and they had run into contractual issues. NHAI engineers advised and worked with the Haryana Government to solve the issues and rebid the various left out corridors so that the project is completed at one go.



Land Acquisition Challenge

I must give this credit to the political class for bringing in the new law that provides four times the market value of the land in rural and two times in the urban area for farmers whose land is acquired for industrial purposes. I think this is a good incentive to encourage farmers to happily part with their land for infrastructure building.

The challenge from 2013 to 2015-16 was really in respect to those projects where compensation had been paid at rates pre-dating 2013 for some parts and others at rates prevailing post-2013. In these kinds of situations, one has to be just bold about it. There are just two ways to do it -- either you stand your ground or show the doors of the judicial system. While there is no entitlement, in my view, it is always better to negotiate and settle the compensation -- even if that needs political intervention.

Happily, that phase is now over, there are not too many projects where we have a similar problem at the moment. According to my experience, acquiring land is not a problem, the challenge is the capacity to pay higher compensation.

Technological Upgrades

Several parts of the country do not have an adequate quantity of good aggregate which is a basic building block for the road sector. Throughout 2014-15, we went in for a major effort to encourage the use of synthetic alternatives. Both by way of providing a legal framework for engineers and contractors to experiment with. We also provided payouts to encourage the use of these alternative means in most parts of India, especially the eastern parts where the quality of aggregate is poor, or their availability was inadequate.

We have to look at more intelligent solutions -- there are a lot of changes happening the world over and we need to keep ourselves updated about any change in technology.

One of the important tasks is to be a facilitator for new technology because it's only when the Ministry and NHAI experiments with new technology, the State PWDs will be encouraged to follow suit. Border roads are also similarly trying to experiment, and we need to have a close interaction with external agencies also.

New Models of Contract

During 2013-14, we were trying to find alternative solutions for BOT as we struggled with that model mainly because the projects had commenced before proper land acquisition. So, we decided that henceforth no project shall be launched until 80 percent of the land is available. That direction has only been strengthened by the recent decision to go from 80 to 90 percent of the land acquisition.

There was another challenge we faced with the BOT model -- the lenders were giving more credit to the concessionaires, far beyond the project cost estimated by NHAI. Our response was two-fold -- one was to provide much larger



space for EPC projects and coming up with the new hybrid annuity model where the risk of toll or traffic risk was taken by the government, reducing the risk profile of lenders substantially.

Further, 40 percent of the cost of projects was borne by the NHAI. So, the extent of the risk exposure of the lenders was substantially brought down. This was the way we tried to keep the pace of the activity going forward without necessarily increasing the exposure of the banks. We need course correction and reduce the exposure to EPC projects and bring back the private sector and lenders as more active and larger players in the field of road construction.

I recommended HAM as the first steppingstone that we need to focus on. It is only when projects cannot be built on HAM that we should look towards EPC.

Funding for road projects may become a constraint in the future and therefore, we must look at greater involvement of the private sector and leverage funds from the banking institutions. EPC no longer is the first option; hence fewer projects should be taken to EPC.

Confidence in our abilities

We were wanting to overemphasize the role of the Indian Engineering Service which is the backbone of the road transport and highways industry as those which would be at the commanding heights within the NHAI. There is a greater amount of common thinking and accountability. In this service, there is a huge amount of confidence in their ability. Around 2012-13, there was a lack of confidence, not only amongst our engineers but amongst the industry and banks. I think that confidence is back.

I think the commanding heights in the decision making must remain within the engineering cadre because there is a certain amount of homogeneity. There is common thinking and one can introduce new ideas, in that thinking process far more rapid way than you can do with too many people on deputation.

A Cherished Dream

It was during my time that we thought of going under the rivers around the sea channels to make highway connectivity. Specifically, we identified two corridors, one of which was connecting Raichak, with Gangasagar. The estuary there is ideal for the construction of an underwater channel. But subsequently, a decision was taken to also have railways as part of that corridor and that put an end to the idea of going under the river.

We had a second attempt in the Andamans to approach the harbour under the sea. That plan is still under consideration, but we have also lost a lot of time. So underwater connectivity has been one of the areas that I could say we lost the opportunity.

NHAI has grown from strength to strength to establish itself as the premier authority for highway development. Besides developing world-class road infrastructure, NHAI has also instilled confidence in indigenous engineering and technological prowess. I wish NHAI all the best for future endeavours.

--Shri Vijay Chhibber is a former Indian Administrative Service officer with over four decades of experience. He served as the Union Secretary of the Ministry of Road Transport and Highways (MORTH). The 1978 batch IAS officer of Manipur-Tripura cadre was given the additional charge of Chairman, National Highways Authority of India (NHAI), in June 2015.

Conference on Sustainable Investing and Responsible Development

Hon'ble Minister of State for Road Transport and Civil Aviation Gen. (Dr.) V.K. Singh (Retd.), Shri Anurag Jain, Secretary MoRTH and NHAI Chairman

Shri Santosh Kumar Yadav addressed the 'Annual National Conference on Sustainable Investing and Responsible Development of Indian Highway Infrastructure'

organized by the Highway Operators Association (India) in New Delhi on 20th December 2023. Various stakeholders from the Highway sector participated in the conference.



NHAI Participated in 'Zero Mile Samwaad' by IIM Nagpur

NHAI participated in the 'Zero Mile Samwaad', a Global Thought Leadership Summit and exhibition organized by IIM Nagpur at its campus.

NHAI stall at the exhibition was appreciated by the visitors. The event aimed to bring three pillars of Academia,

businesses, and the Government together and foster an open dialogue between education, industry, and policymakers.



NHAI Welcomes 2024

Marking the beginning of the new year on 1st January 2024, NHAI organised a get-together for the officials at its headquarter in New Delhi with other field offices virtually joining the meet. In his address on this occasion, NHAI Chairman, Shri Santosh Kumar Yadav

acknowledged the immense contribution of NHAI officials in building the world-class National Highways across the country. He also underscored the importance of setting new benchmarks and making substantial contributions to the nation's development

in 2024. Also addressing the occasion, NHAI Member (Administration) Shri Vishal Chauhan highlighted the contribution of good health in efficient and effective work delivery. Here is a glimpse of the event.



NHAI Conducts Anti-Encroachment Drive

On 7th and 8th December 2023, NHAI conducted a two-day anti-encroachment drive on the Delhi-Mumbai Expressway in Nuh District, Haryana with the

the help of District Administration. During the drive, over 20 illegal establishments were removed from

the Right of Way along the expressway. The drive aimed to enhance road safety for the National Highway users.



NHAI Organises Goodwill Cricket Challenge

The National Highways Authority of India organised the Goodwill Cricket Challenge 2023 at Siri Fort Complex.

The match was organised on 2nd December 2023, between the two teams, NHAI XI and Civil Services XI (CS) where the latter team was the winner, while the NHAI was the first runner up. Various senior IAS officials along with the NHAI Chairman Shri Santosh Kumar Yadav and other Senior Officers from the NHAI also graced the event.







Workshop on Gender Sensitization and PoSh Act 2013 Organised

A workshop on the women empowerment, gender sensitization and PoSH Act 2013 was organised at the National Highways Authority of India. Smt. Mansi Sharma,

Advocate Supreme Court was the expert speaker at the workshop, emphasizing on the importance of workplace decorum.

The interactive session held on 15th December 2023, was attended by the women officials and staff at the NHAI Headquarters.





महिला सशक्तिकरण

सुनीता शर्मा
- सहायक सलाहकार

समानता मनुष्य का सर्वप्रथम और सर्वप्रमुख मानवीय अधिकार है। महिला को भी सम्मान से जीने तथा भयरहित जीने का हक है। अतः हो रहे लैंगिक भेदभाव को दूर करने के लिए महिला को सशक्त किया जाना अति आवश्यक है। इस संदर्भ में महिला सशक्तिकरण से तात्पर्य है महिलाओं को शक्ति और समान अवसर प्रदान करना ताकि वे कार्यबल व निर्णय लेने की प्रक्रिया में शामिल होकर परिवार, समाज, देश और विश्व में योगदान दे सकें। महिला सशक्तिकरण प्रगति और आर्थिक विकास का अपरिहार्य जरिया है और कोई भी राष्ट्र अपनी कुल आबादी में आधी आबादी की क्षमता को अलग रखकर प्रगति नहीं कर सकता। लैंगिक समानता विकास को प्रभावित करती है – लैंगिक समानता अपने आप में कोर विकास उद्देश्य है। यह एक सुव्यवस्थित अर्थव्यवस्था भी है। बृहत रूप में लैंगिक समानता उत्पादकता में वृद्धि, भावी पीढ़ी के लिए विकास परिणामों में सुधार व संस्थानों में भागीदारी बढ़ाती है। सशक्तिकरण एक बहुपक्षीय, बहुआयामी और बहु परतीय अवधारणा है। सशक्तिकरण का अर्थ है अशक्तता की स्थिति से शक्ति की स्थिति की ओर जाना। इसके अंतर्गत है महिला का गरीबी उपशमन और आर्थिक सशक्तिकरण, सामाजिक सशक्तिकरण तथा शिक्षा, स्वास्थ्य एवं पोषण, लैंगिक अधिकार देना व लैंगिक आधारित हिंसा रोकना। महिला का समाज में एक अद्वितीय स्थान है, चाहे वह समाज विकसित है, विकासशील है अथवा अविकसित है। इसका मुख्य कारण जीवन के विभिन्न

स्तरों पर उसके द्वारा निभाई गई भिन्न भिन्न भूमिकाएँ हैं जैसे बेटी, पत्नी, माँ और बहन आदि। यह अत्यंत दुर्भाग्यपूर्ण है कि प्रत्येक व्यक्ति के जीवन में महिलाओं के इतने महत्वपूर्ण योगदान के बावजूद भी उसे सामाजिक बेड़ियों में जकड़कर तिरस्कृत और वंचित रखा जाता रहा है। महिलाओं के प्रति भेदभाव और शोषण एक विश्वव्यापी सामाजिक परिदृश्य है।

”महिलाएं विश्व की आधी आबादी का प्रतिनिधित्व करती हैं, करीब दो तिहाई कार्य घंटे काम करती हैं, विश्व की आमदनी का दसवाँ हिस्सा ही पाती हैं और विश्व संपत्ति के 100वें से भी कम पर उनका स्वामित्व है।”

- संयुक्त राष्ट्र संघ



विश्वभर में लैंगिक समानता व महिला सशक्तिकरण के विकास को गति प्रदान करने तथा गरीबी उन्मूलन का अपरिहार्य हथियार माना गया है। सशक्त महिला न केवल पूरे परिवार, समाज व विश्व के स्वास्थ्य और उत्पादकता में अपना योगदान देती है बल्कि भावी पीढ़ी की बेहतर संभावनाओं का भी निर्माण करती है। विश्व में इस बात के महत्व को इस तथ्य से आँका जा सकता है कि संयुक्त राष्ट्र संघ ने वर्ष 2000 के सम्मेलन में घोषित 8 मिलेनियम विकास लक्ष्यों में लैंगिक समानता को शामिल किया और इससे शेष 7 लक्ष्यों को हासिल करने के लिए मूल सिद्धान्त माना है।

भारत में भी महिलाओं के प्रति लिंग भेद पक्षपात की गंभीर समस्या है। हालांकि प्राचीन भारतीय संस्कृति में महिलाओं का दर्जा सम्मानजनक व समानता का था लेकिन समाज में विभिन्न कुरीतियों जैसे सती प्रथा, बाल विवाह, दहेज प्रथा आदि के पनपने से धीरे धीरे महिलाओं की इस स्थिति का ह्रास होने लगा। हमारे संविधान निर्माता महिलाओं के प्रति लैंगिक भेद के आधार पर असमानता व उन पर दमन के लंबे इतिहास से भली भांति परिचित थे, अतः उन्होंने लैंगिक समता व महिलाओं के स्तर को उठाने के लिए हमारे संविधान में सामान्य व विशेष प्रावधानों को शामिल किया। इसके महत्व का अंदाजा इसी

बात से लगाया जा सकता है कि इन प्रावधानों को न केवल मूल अधिकारों में व राज्यों की नीति के निदेशक तत्वों में बल्कि इसे संविधान की उद्देशिका में भी शामिल किया गया है। हाल ही में लोकसभा और राज्यसभा दोनों ने महिला आरक्षण विधेयक 2023 (128वाँ संवैधानिक संशोधन विधेयक) अथवा नारी शक्ति वंदन अधिनियम पारित कर दिया है। यह विधेयक लोकसभा, राज्य विधानसभाओं और दिल्ली विधानसभा में महिलाओं के लिये एक-तिहाई सीटें आरक्षित करता है।

हमारे देश में महिलाओं ने जीवन के हर क्षेत्र में अपनी पहचान बनाई है। भारत के सर्वोच्च पद पर आसीन महामहिम राष्ट्रपति अपनी सक्षमता को बखूबी प्रदर्शित कर रही हैं। हाल ही में आयोजित एशियन खेलों में देश के लिए करीब आधे मेडल लाने का श्रेय हमारी महिला खिलाड़ियों

को जाता है। उन्होंने यह साबित कर दिखाया है कि यदि उन्हें अवसर मिले तो वे किसी भी क्षेत्र में कम नहीं हैं। अतः आज के परिप्रेक्ष्य में यह कहना सही है कि महिला सशक्तिकरण समय की आवश्यकता बन गया है। महिला सशक्तिकरण समाज के समग्र विकास के लिए प्रमुख शर्तों में से एक है। महिलाओं में आत्म-मूल्य, आत्मविश्वास और अपनी आवश्यकताओं को चुनने की स्वतंत्रता होनी चाहिए। सरकार द्वारा अधिनियमों का कार्यान्वयन दृढ़तापूर्वक करने से हालांकि सती प्रथा, दहेज प्रथा जैसी कुरीतियों पर तो अंकुश लगा है लेकिन आज भी महिलाएं अपने मूलभूत अधिकारों को पाने में कश्मकश कर रही हैं, हाँ शोषण का स्वरूप बदल गया है। महिलाएं घर, बाहर और कार्यस्थल पर आज भी प्रताड़ित हो रही हैं। कार्यस्थल पर बढ़ती हुई शोषण व प्रताड़ना जैसी समस्याएँ एक बड़ी चुनौती बनके उभरी

हैं जो महिलाओं के स्तर को उठाने में बाधक हैं। हमारी न्यायपालिका ने कामकाजी महिलाओं के बचाव के लिए न्याय सक्रियता दर्शाई है और विभिन्न मामलों की सुनवाई के दौरान इस दिशा में अपना महत्वपूर्ण योगदान दिया है। विशाखा केस में सुप्रीम कोर्ट ने कार्यस्थल पर महिलाओं की प्रताड़ना हेतु महत्वपूर्ण दिशानिर्देश दिए और इनसे निपटने के लिए कार्यस्थल पर यौन उत्पीड़न संबंधी अधिनियम पारित किया गया।

अतः राष्ट्र के विकास और उसकी अर्थव्यवस्था को सुदृढ़ करने के लिए महिला सशक्तिकरण अति आवश्यक है, जिसका दायित्व केवल सरकार का ही नहीं बल्कि यह प्रत्येक नागरिक की जिम्मेदारी है। इस संदर्भ में निम्नलिखित सुझावों पर विचार किया जा सकता है।

- महिलाओं को अपने अधिकारों के प्रति जागरूक किया जाए। उन्हें आर्थिक विकास के अवसर दिए जाएँ और उन्हें निर्णय लेने की प्रक्रिया से जोड़ा जाए।
- महिलाओं का हर क्षेत्र में प्रतिनिधित्व बढ़ाया जाए।
- महिलाओं की उचित शिक्षा (व्यावसायिक, तकनीकी सहित) और स्वास्थ्य पर ध्यान दिया जाए।
- महिलाओं के अधिकारों और लैंगिक संवेदनशीलता के विषय में बच्चों को बचपन से ही महिलाओं का आदर करने की शिक्षा दी जाए ताकि भावी पीढ़ी की मानसिकता को बदला जा सके।
- महिलाओं द्वारा किसी भी प्रताड़ना संबंधी की गई शिकायतों का प्राथमिकता से निवारण करने पर ध्यान दिया जाए।



हर नियोक्ता का दायित्व है कि वो अपनी महिला कार्मिकों को एक भेदभाव रहित सुरक्षित कार्य वातावरण मुहैया करवाए क्योंकि प्रताड़ना महिला की शारीरिक और मानसिक क्षति व उसके मानवीय अधिकारों का हनन ही नहीं करती अपितु संगठन की उत्पादकता, कुशलता, प्रतिष्ठा और कार्य नैतिकता पर भी प्रतिकूल प्रभाव डालती है। हमारे संगठन में हमारे अध्यक्ष महोदय के नेतृत्व में महिला सशक्तिकरण हेतु विभिन्न

कदम उठाए गए हैं जिनमें हाल ही में एनएचएआई भवन में कामकाजी महिलाओं के शिशुओं के लिए शिशुगृह (क्रेच) की व्यवस्था किया जाना एक उल्लेखनीय व अत्यंत सराहनीय कदम है। आज महिला सशक्तिकरण राष्ट्रीय ही नहीं अंतर्राष्ट्रीय स्तर पर भी एक सर्वाधिक महत्वपूर्ण विषय बन गया है। किसी भी सभ्य समाज में महिलाओं को भी यह मूलभूत अधिकार है कि वे अपना जीवन सम्मान के साथ बिना किसी

भेदभाव, अभाव व भय के जियें और देश की प्रगति में अपना पूरा योगदान दे सकें। ऐसे समाज का निर्माण करना होगा जहां बिना किसी भेदभाव के महिलाओं को स्वयं निर्णय लेने व देश के सामाजिक, राजनैतिक और आर्थिक जीवन में बराबरी की भावना से भाग लेने के पूर्ण अवसर प्राप्त हों, तभी वैदिक श्लोक 'यत्र नारी पूज्यन्ते रमन्ते तत्र देवता' सत्य होगा।



Ashik Jonathan
@johnashik

One of the nicest thing to happen to #kanyakumari district in the last decade NH 944. One of the most picturesque routes too. @NHAI_Official



Ramahari Parida
@ParidaRamahari

First time experience 4 lane express way of NH 16. Awesome...Thank you @nitin_gadkari @NHAI_Official @Naveen_Odisha @CMO_Odisha @PMOIndia 🙌🙌🙌



SHWETA METALIYA
@MSHWETA365

Delhi Mumbai expressway - NE 4

Great facility provide by @NHAI_Official



@nitin_gadkari



Speak Truth & My Views Jai Hind
@nbn64

This sort of infra gives safety speed and comfort thanks to NHAI IRB workers who made it possible @PMOIndia @nitin_gadkari @Swamy39 appreciate this too.this has boosted infra steel labour class upliftment u can c labour class working let's have pride of our country #Indian



Inakshi Kapur
@Inakshik

@NHAI_Official My sincere gratitude to 1033 helpline and team on Mumbai Delhi Express for assisting us today. Right from the helpline number personnel to the team that arrived. Cannot thank you enough!

10:04 PM - Nov 5, 2023 - 26 Views

Nagesh Pinna
@Sanjay39584

@nitin_gadkari @nhai thanks a ton for your jet speed service on highways, yesterday night at 9pm my car tyre was punctured while going to warangal from hyderabad, I called 1033 within 15 mins they were there and replaced, mean time I got 4 calls from call center about the status

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