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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Parliament Street,
New Delhi-110001

RW-NH-36072/1/2010-S&R(B)

Dated: 20th September, 2013

To

- All Member
All Coms
All Row
1. The Chief Secretaries of all State Governments/Union Territories.
 2. The Principal Secretaries /Secretaries of all States/U.Ts. Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
 3. The Engineers-in-Chief and Chief Engineers of Public Works Departments of States/U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
 4. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector 10, Dwarka, New Delhi-110 075.
 5. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
 6. Bharat Heavy Electricals Limited.
 7. Hydraulic Trailer Owners Association, Mumbai
 8. BEML Limited.
 9. All stakeholders, as per list.

Subject: Movement of Over Weight and Over Dimensional (OW/OD) Consignment on various National Highways on Hydraulic Trailer type HT-1 to HT-3.

Sir,

Ministry has circulated guidelines vide letter of even No. dated 24.01.2013 for safe movement of OW/OD Consignment on National Highways. As per the guidelines vide para 4.2, movement of Hydraulic Trailer type HT-1 to HT-3 has been permitted for specified type of bridge and for specified span length, based on the assumption that bridges are in good condition. During various meetings in the Ministry under the chairmanship of Secretary (RT&H) with the representatives of Hydraulic Trailers Owners Association, BEML Ltd., DMRC and Ministry of Heavy Industries, it has been given to understand that the movement of metro coaches and several other equipments which can be carried on HT-1 to HT-3, without causing any major damage to the structures enroute has come to standstill due to the requirement/precondition of conducting condition survey of bridges enroute.

2. Ministry is in process of carrying out the work of Condition Survey of all the Bridges on National Highways in the country. Meanwhile to resolve this problem, Ministry has decided that the movement of consignment upto 100 Ton Gross Vehicle Weight (GVW)

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(i.e total weight of the consignment plus unladen weight of Hydraulic Trailer including puller) distributed uniformly on Hydraulic Trailer types will be allowed on the bridges having span length of 50 m or less enroute, except on distress bridges, by the respective NH authorities i.e. NHAI, PWD (NH Division) and BRO enroute, only after receiving the movement permission from the Ministry. However, in this case, entire cost of bridge damaged, if any, shall be borne by the consigner/transporter. No movement shall be allowed on bridges having span length of more than 50 m, without condition survey and analysis by consultants empanelled with the Ministry.

3. Consigner or transporter shall obtain movement permission from the Ministry after applying along with the fee receipt for each movement. A fee of Rs- 1000 for per travel distance of 50 Km. or part thereof as decided by Ministry for HT-1 to HT-3 shall be deposited in Highway Management Co. Ltd (HMCL) in its account with Canara Bank, NHAI Branch, New Delhi-110075, IFSC Code: CNRB0008598, Account No:8598201006217. The amount can be deposited through demand draft payable to Highway Management Co. Ltd, or it can be transferred electronically in the above account.

4. The movement shall be permitted with the conditions stipulated as per Annexure-1. For movement of OW/OD consignment having Gross Vehicle Weight (GVW) more than 100 Ton, the earlier guideline issued vide Ministry's letter of even number dated 24.01.2013 shall be applicable.

Yours faithfully,



(A. F. Pathak)

Chief Engineer S&R (Bridge)

For Director General (Road Development) & SS

Copy for information and necessary action to:

- I. All Technical officers in the Ministry of Road Transport & Highways
- II. All ROs and ELOs
- III. The Secretary General, Indian Roads Congress, with request to publish in Indian Highways, Journal
- IV. The Director, IAHE
- V. Technical Circular File of S&R Section
- VI. All CGMs of NHAI.
- VII. NIC- with request to upload on MoRT&H website

Copy for kind information to:

- I. PS to Hon'ble Minister (RT&H)/PS to MOS(T)/PS to MOS(S).
- II. Sr. PPS to Secretary (RT&H)
- III. PS to DG (RD) & SS

Precautions during movement of ODC/OWC on bridges/structures

- i. The over Dimensioned Vehicles/Over Weight Vehicle should be allowed only with a pilot vehicle and at that time no other vehicle be allowed to ply on the bridge. The maximum speed limit of vehicle should be 5 Km/h and no breaks should be applied while vehicles moving on bridge.
- ii. The OW/ODC must ply at
 - a. The centre of the deck (with maximum tolerance of 300 mm) in single carriageway of bridges.
 - b. Centre of any of the carriage-ways for dual carriageway bridges with structural discontinuity along median (with a maximum tolerance of 300mm)
 - c. Close to the median verge (with maximum eccentricity of 2.35m from C/L of median) on bridges with no longitudinal separation the structure for the two carriageways.
- iii. It should also be ensured that the consignment shall be maintained at the centre of the platform of the trailer during the movement.
- iv. All necessary warning signals shall be provided on the HT Puller Tractor such as painting the entire width by yellow and black zebra strips on the front and rear sides, duly marked with retro reflective stickers and installing red lamps to indicate the extreme position of the vehicles clearly for night time driving/parking. Similarly red flags on both sides should be installed for facilitating demarcation of extreme position of the vehicle during day time.
- v. The vehicle shall be moved carefully under supervision and escort of responsible officers.
- vi. The Bridges must be carefully observed for any distress before and after each passage of OW/ODC.
- vii. After each passage of OW/ODC, the bridges must be carefully inspected to any occurrence of distress due to passage of OW/ODC..
- viii. ODC/OW on vehicles should not be moved during Earth quakes.
- ix. Loads should not be transported when the wind speed exceeds 40 km/hr.
- x. Movement of vehicle should be allowed when water current is minimum.

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