



No. NH-37012/9/2014-H  
Government of India  
Ministry of Road Transport & Highways  
(Highways Section)  
\*\*\*\*\*

1, Sansad Marg, Transport Bhavan,  
New Delhi, dated 22<sup>nd</sup> September, 2014

To  
✓ The Chairman,  
National Highways Authority of India,  
G-5 & 6, Sector-10, Dwarka,  
New Delhi - 110075.

**SUBJECT: FINAL APPROVAL OF SELECTED SUB-PROJECT APPROVED BY EXPENDITURE FINANCE COMMITTEE (EFC) FOR THE DEVELOPMENT OF TWO LANING WITH PAVED SHOULDERS OF ALIGARH - MORADABAD SECTION OF NATIONAL HIGHWAY NH-93 IN THE STATE OF UTTAR PRADESH UNDER NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP) PHASE IV ON ENGINEERING, PROCURMENT AND CONSTRUCTION (EPC) BASIS.**

Sir,

The undersigned is directed to convey the approval of the Competent Authority, as given below in Approval Paras, subject to the necessary clearance(s) being obtained as and when required.

**Approval Paras:**

- (i) Approval of the sub-project of 'Aligarh - Moradabad' for two laning with paved shoulders of 146.371 Km long 'Aligarh - Moradabad' section of National Highway NH-93 from Km 85.650 to Km 232.020 including 4-laning in 17.362 km of built up area in the State of Uttar Pradesh under National Highways Development Project (NHDP) Phase IV on EPC basis at an estimated cost of ₹ 676.73 Crores including the cost of ₹ 48.81 Crores towards the cost of LA, R&R and pre-construction activities, as given in Table-I at paragraph 3, in accordance with the Implementation Methodology as indicated in paragraph 5 above and the statement of major milestones and target dates placed at Annexure - IV;
- (ii) Approval of actual variation, if any, to the cost of Land Acquisition, Rehabilitation & Resettlement and other pre-construction activities as given in Table-I at Paragraph 3 above by NHAI Board

**Table-I**

S. No.	Project Name	Length (in Km)	Civil Cost (Excluding LA, R&R and pre - construction activities (₹ in Crores)	Cost of Centages (₹ in Crores)	Approximate Cost of LA, R&R and pre-construction activities (₹ in Crores)	Total Capital Cost (₹ in Crores)
1	Two laning with paved shoulders of 'Aligarh - Moradabad' section of National Highway NH-93 from Km 85.650 to Km 232.020 including 4-laning in 17.362 km of built up area in the State of Uttar Pradesh under NHDP Phase - IV to be executed on EPC basis.	146.371	503.34	124.58	48.81	676.73

2. Implementation methodology shall be in accordance with the approval of the CCEA Note on the comprehensive policy mechanism for evaluation of alternative modes of delivery of Highways, duly approved by the CCEA (Case No. 119/CCEA/2008) on 5<sup>th</sup> June, 2008, read with the recommendations made by the Chaturvedi Committee report as approved by the Government and notified vide O.M. No. RW/NH/37012/26/2009-PPP dated 5<sup>th</sup> November 2009, a copy of which is placed at Annexure-I, further read with Case No.6/CCI/2012 relating to the Note for 'Upgradation of 20,000 Km of National Highways under NHDP Phase-IV of the CCI meeting on 2<sup>nd</sup> February, 2012, the relevant details of which are placed at Annexure - II. Extract of the relevant Paragraph of the CCEA Note (Case No. 119/CCEA/2008) and the minutes of the meeting are enclosed at Annexure-III. Extract of statement of major milestones and target dates as appended to the CCEA Note is enclosed at Annexure-IV.

3. It is requested that further necessary action may be taken accordingly and action taken report to implement the decision may be furnished to this Ministry.

Yours faithfully,

*(Signature)*  
22/9/2014

(S K Jha)

Under Secretary (Highways)  
Telephone No.23353141

Encls: As above

Copy for information to PS to Hon'ble Minister (RT&H), M/o RT&H/PS to Hon'ble MOS, M/o RT&H/DG(RD) & SS, M/o RT&H

**Government of India  
Ministry of Road Transport & Highways**

Transport Bhawan,  
1, Parliament Street,  
New Delhi 110001  
Dated: 05-11-2009.

No. RW/NH/37012/26/2009-PPP

**OFFICE MEMORANDUM**

**Subject: Revised strategy for implementation of the National Highways Development Project (NHDP) - Framework and Financing.**

The undersigned is directed to convey the approval of the Competent Authority for acceptance of all the recommendations contained in the report (copy enclosed) of the B.K. Chaturvedi Committee on NHDP, as constituted by the Prime Minister on 8<sup>th</sup> August, 2009, with the proviso that the financing plan for 2010-11 onward would be considered by the Empowered Group of Ministers for further action, including such changes to the work plan as may become necessary. The Competent Authority has also desired that the impact of these decisions may be appropriately reviewed in due course.

2. In accordance with the said approval, sanction is hereby conveyed to the following:-

- (i) Acceptance of all the recommendations contained in the report of the B.K. Chaturvedi Committee on NHDP in regard to the modifications to the existing MCA, RFQ, and RFP documents for the road sector, as per details given below :-
  - a. Termination Provisions in Road Concession Agreements (**Para 5.1.1**).
  - b. Exit Policy for (Developer) Concessionaire in MCA. (**Para 5.1.2**).
  - c. Issue of Security to Lenders in MCA (**Para 5.1.3**).
  - d. RFP Provisions – Forfeiture of bid security of bidders on account of non-responsiveness (**Para 5.1.4**).
  - e. Eligibility of applicants/conflict of interest as per RFQ provisions-common shareholding levels (**Para 5.1.5**).
  - f. Eligibility of applicants /conflict of interest as per RFQ provisions – Continuation of conflict of interest (**Para 5.1.6**).
  - g. Associate – definition in RFQ thereof (**Para 5.1.7**).
  - h. “Threshold technical capability” “Eligible projects” (TTC) in latest RFQ (**Para 5.1.8**).
  - i. Increase in Equity Grant (VGF) to 40% by merging 20% equity and 20% O&M Grant into Equity Grant (**Para 5.1.9**).
  - j. RFQ process – project wise pre-qualification be substituted with annual/periodic pre-qualification (**Para 5.1.10**).
  - k. Premium provisions under RFP /MCA (**Para 5.1.11**).

- (ii) Issuance of the RFQ and RFP for the road sector projects after incorporating the recommendations made by the Committee in the Model RFQ and RFP documents issued by the Ministry of Finance, as referred to at clause 2 (i) above.
- (iii) Further amendments to RFQ and RFP provisions, where necessary, will be carried out by the Ministry of Road Transport and Highways (MoRTH) on the basis of recommendations of the NHA Board.
- (iv) Setting up of an Inter-Ministerial Group (IMG) under the Chairmanship of Secretary, MoRTH with representatives of DEA, Department of Expenditure, Planning Commission and Ministry of Law and Justice to consider issues relating to MCA. Where there is unanimity in the decision, the same will be then put up to the Minister, Road Transport & Highways for approval. Where there is no unanimity in the decision, the matter will be placed before the Empowered Group of Ministers (EGoM) comprising the Finance Minister, Minister of Road Transport & Highways and Deputy Chairman, Planning Commission. The EGoM will also consider and take decision on all issues where there is no unanimity in committees at the level of officers and which do not require approval of the Cabinet/CCI.
- (v) Issuance of the RFQ and RFP for the road sector projects after incorporating the modifications contained in the recommendations made by the Committee in the Model RFQ and RFP documents issued by the Ministry of Finance.
- (vi) Carrying out further amendments to RFQ and RFP provisions for the road sector projects, where necessary, by the Ministry of Road Transport and Highways (MoRTH) on the basis of recommendations of the NHA Board.
- (vii) Continuance of endeavour to award projects within the available overall budgetary ceilings, as per the detailed Work Plan for the current year (2009-10) for 12,652 Km presented by the NHA to the Committee, with the break up of the proposed length for award as given below:-

**Work Plan for 2009-10**

Mode of Delivery	Road Length
<b>BOT (Toll)</b>	
4 lane – Phase III	4,373
4 lane - Phase II	55
6 lane – Phase V	2,403
Expressways– Ph.VI	-
2 lane with paved shoulders – Ph. III	1,977
2 lane – Phase IV	-
4 lane – Phase VII	-
<b>BOT (Annuity)</b>	
4 lane – Phase III	524
4 lane – Phase II	380
J&K – Phase II	239
2 lane with paved shoulders – Ph. III	1,477
2 lane – Phase IV	-
4 lane – SARDP-NE	394
<b>E P C</b>	
4 lane – SARDP-NE	330

2 lane - Phase IV	-
2 lane with paved shoulders – Ph. III	500
<b>Total</b>	<b>12,652</b>

- (viii) Acceptance of the recommendations made by the Committee as regards the 'Modes of Delivery' and the 'Financing Plan' with the proviso that the financing plan for 2010-11 onward would be considered by the Empowered Group of Ministers for further action, including such changes to the work plan as may become necessary.
- (ix) Carrying out implementation of road projects on all the three modes of delivery viz. BOT (Toll), BOT (Annuity) and EPC (Item Rate Contract) concurrently rather than sequentially. Roads below a certain threshold in terms of traffic do not merit testing on BOT (Toll) as the process only leads to delays in implementation and award. Hence, a road not found prima facie suitable for BOT (Toll) can be implemented directly on BOT (Annuity) subject to the overall cap as envisaged in the Work Plan. The decision of shifting a project from BOT (Toll) to BOT (Annuity) would be taken by the IMG chaired by Secretary, MORTH and approved by Minister, Road Transport & Highways.
- (x) Before implementing a project on EPC basis, it will be compulsorily tested for BOT (Annuity) and only if unacceptable bids are received then only the project will be awarded on EPC basis. Normally, an Annuity bid working out to an Equity IRR of up to 18% will be acceptable as per these norms. However, in the event of bids exceeding the Equity IRR of 18 %, the same will be bid out on EPC. In case of difficult areas having law & order problems, security, inhospitable terrain etc, a bid working out to an Equity IRR of up to 21% will be acceptable considering the risk premium of 3 %, on case to case basis. PPPAC will be empowered to give approval for projects to be moved from Annuity to EPC where acceptable bids have not been received.
- (xi) In case of projects under NHDP Phase IV, if the traffic is less than 5,000 PCUs, the project will directly be taken up on EPC. For the specific EPC km lengths recommended in the Work Plan, specific EPC packages will be presented before the existing EFC in the MORTH for approval.
- (xii) Based on the feasibility report, the projects would be tried first on BOT (Toll) and in case of non-viability/poor response, the same would be shifted to BOT (Annuity) failing which on EPC. For the projects where NHAI is not able to get bids, the process of preparation of detailed project report may be initiated immediately to save time in case such projects are required to be taken up on EPC.
- (xiii) Empowering the Board of NHAI to accept single bids after examining the reasonableness of the same.
- (xiv) Raising of overall VGF cap of 5% to 10% for the entire six-laning programme, and consideration of individual projects in low traffic GQ stretches with VGF up to 20% within an overall cap of 500 Km out of the 5080 Km of the Phase-V programme yet to be awarded.
- (xv) Funding of the NHDP Projects under SARDP-NE and in Jammu & Kashmir with Additional Budgetary Support (ABS) over and above the cess that the Government provides to NHAI on a yearly basis.
- (xvi) 'In Principle' approval of the Government Support to the NHAI for :-

- a. Issuance of Tax exempted bonds
- b. Guarantee cover to the Borrowing Plan of NHAI.
- c. Out of the borrowing approval of Rs.30,000 crores earlier provided to Indian Infrastructure Finance Company Limited (IIFCL), Rs.10,000 crores under the fiscal stimulus package will be transferred to NHAI, as per the its borrowing requirement.
- d. Assistance in negotiating non-sovereign multilateral loans from World Bank, ADB, JBIC etc. by providing back to back support, if necessary.
- e. Providing a Letter of Comfort from Ministry of Finance confirming the availability of Cess at least till 2030-31.

-sd/-  
(Puneet Kumar)  
Director (H)  
Tel: 23710211.

Encl: As above.

To

1. The Secretary, DEA, North Block, New Delhi.
2. The Secretary, Expenditure, North Block, New Delhi
3. The Secretary, Planning Commission, Yojana Bhavan, New Delhi.
4. The Secretary, Ministry of Law & Justice, Shashtri Bhavan, New Delhi.
5. The Chairman, NHAI, Dwarka, New Delhi.
6. Member (Admn)/Member (Finance)/Member (P)-Shri S.K. Puri / Member (P)-Shri S.I. Patel.
7. Shri B.N. Puri, Sr. Consultant (Transport & Tourism), Planning Commission, Yojana Bhavan, New Delhi.
8. Shri Rajive Kumar, Joint Secretary, Cabinet Secretariat, New Delhi-110001
9. Ms. Vini Mahajan, Joint Secretary, P.M.O., South Block, New Delhi-110001.

Copy for internal circulation to:

1. DG(RD)&SS/ ADG (A.V. Sinha)/ CE, NHDP-IV.

Copy for information to:

1. Sr. PPS to Shri B.K. Chaturvedi, Member, Planning Commission.
2. PPS to Secretary (RT&H)/PS to JS(Highways)

Relevant para of approval and modalities for implementation for NHDP Phase – IV in Case No. 6/CCI/2012 of the CCI meeting on 2<sup>nd</sup> February, 2012 and minutes of the meeting.

**9. Approval Sought:**

9.1 Approval of Cabinet Committee on Infrastructure (CCI) is solicited for the following:

- (i) A unified programme of 20,000 Km under NHDP Phase – IV, as explained in para 3.1.
- (ii) Approve the list of 8,525 Km of roads as given in **Annexure - III of the Case No.6/CCI/2012** on BOT (Toll) mode, as the preferred mode of implementation, and to empower the Minister of Road Transport & Highways to make substitutions in the aforesaid list of stretches, to identify remaining stretches and to take up the additional 2000 Km of roads for 4-laning from the above, on BOT (Toll) mode.

**3. PROPOSAL**

3.1 The proposal in this Note is to seek the approval of the Cabinet Committee on Infrastructure (CCI) for a unified programme (unifying the different phases of implementation of NHDP Phase – IV, as prioritized by the Core Group for Financing of NHDP and as approved by the Committee on Infrastructure on 8<sup>th</sup> April, 2006 into a single scheme for up-gradation / strengthening of stretches) for a length of 20,000 Km under National Highways Development Project (NHDP) Phase – IV, subsuming the scheme already approved by the Cabinet for 5000 Km under NHDP Phase IV-A. It is also proposed to undertake additional 2000 km of roads (to be selected on the basis of traffic) for 4-laning under NHDP Phase – IV (beyond the 2000 km of 4-laning as already approved by the EGoM on 17.03.2010), on Build – Operate – Transfer (BOT) (Toll) mode, and to seek approval for the list of 8,525 Km of roads as given in **ANNEXURE-III of the Case No.6/CCI/2012** on BOT (Toll) mode as the preferred mode of implementation and to empower the Minister of Road Transport & Highways for substitution in the aforesaid lists, as may be necessary from time to time.

**Annexure – III of the Case No.6/CCI/2012**

**STRETCHES IDENTIFIED FOR IMPLEMENTATION  
UNDER NHDP PHASE IV**

<b>STRETCHES ALREADY COVERED UNDER NHDP PHASE-IVA</b>				
<b>Sl. No.</b>	<b>State</b>	<b>NH No.</b>	<b>Section</b>	<b>Length (km)</b>
1	Bihar	28	Muzaffarpur-Barauni	107
2	Chhattisgarh	200	Raipur-Bilaspur	127
3	Chattisgarh	6	Chhatishgarh/Orissa Border- Aurang	150
4	Karnataka	13	Chitradurga - Shimoga	111
5	Karnataka	63	Hospet-Bellary-KNT/AP	95

			Border	
6	Karnataka	212	Gundlipet- Kollegal	151
7	Karnataka	207	Hoskote-Debespet	89
8	Kerala	212	Kozhikode-Muthanga	110
9	Karnataka	17	Kundapur-KNT/Goa Border	192
10	Madhya Pradesh	7	Jabalpur to Lakhnadon	81
11	Madhya Pradesh	69	Betul-Nagpur	174
12	Madhya Pradesh	75	Bamitha-Satana	98
13	Madhya Pradesh	92	Gwalior to MP/UP border	108
14	Madhya Pradesh	7	Jabalpur-Katni-Rewa	226
15	Madhya Pradesh	3	Gwalior-Shivpuri	125
16	Madhya Pradesh	3	Shivpuri-Dewas	320
17	Orissa	23	Birmitrapur-Barkote	127
18	Orissa	42	Angul-Sambalpur	153
19	Rajasthan	8	Gomti-Udaipur	85
20	Rajasthan	12	Jhalwad-Raj/MP Border	71
21	Rajasthan	65	Jodhpur-Pali [ Now shifted to VGF scheme 73km]	0
22	Rajasthan	65	Rajasthan Border-Fatehpur	135
23	Rajasthan	113	Padhi-Dahod	85
24	Rajasthan	11B	Lalsot - Dhaulpur	101
25	Tamil Nadu	45A	Viluppuram- Pondicherry- Nagapattinam	194
26	Tamil Nadu	45C	Vikravandi-Kumbakonam- Thanjavur	165
27	Uttar Pradesh	29	Varanasi to Gorakhpur	209
28	Uttar Pradesh	56	Lucknow-Sultanpur	124
29	Uttar Pradesh	86	Kanpur to Kabrai section	123
30	Uttar Pradesh	91	Aligarh to Kanpur	268
31	Uttar Pradesh	93	Agra to Aligarh	79
32	Uttar Pradesh	24B	Lucknow-Raibareilly	82
33	Uttar Pradesh	231	Raibareilly-Jaunpur	169
34	Uttar Pradesh	232	Ambedkar Nagar-Banda	287
35	Uttar Pradesh	232A	Unnao-Lalganj	68
36	Uttar Pradesh	24B	Raibareilly to Allahabad	119
37	Uttar Pradesh	235	Meerut Bulandshahr	66
38	Uttar Pradesh	56	Varanasi-Sultanpur	142
39	Uttar Pradesh	93	Aligarh-Moradabad	145
			Total	5,261

**ADDITIONAL STRETCHES IDENTIFIED FOR IMPLEMENTATION  
UNDER NHDP PHASE IV**

Sl. No.	State	NH No.	Section	Length (km)
40	Andhra Pradesh	4	Santhipuram - Allkuppam	84
41	Andhra Pradesh	63	Karnataka/AP border - Gooty	56
42	Andhra Pradesh	202	Yadagiri - Warangal	96



43	Andhra Pradesh	214	Kattipudi - Digmaru	140
44	Andhra Pradesh	221	Vijaywada - A.P./Chattishgarh border	170
45	Andhra Pradesh	222	AP border - Nirmal	54
46	Andhra Pradesh	214A	Digmaru - Ongole	255
47	Assam	31	Baxirhat-North Salmara	100
48	Assam	39	Dimapur-Numaligarh	100
49	Bihar	82	Biharsharif-Barbigha- Mokama	52
50	Bihar	102	Chapra-Rewaghat- Muzzaffarpur	75
51	Bihar	107	Maheshkhut-Saharsa- Purnea	171
52	Bihar	110	Ekangarsarai-Jehanabad- Arwal	54
53	Chattisgarh	43	Raipur-Dhamtari	72
54	Chattisgarh	43	Dhamtari-Jagdapur	222
55	Chattisgarh	78	Pathalgaon - CG/JH border	130
56	Chattisgarh	78	Ambikapur-Pathlgaon	85
57	Chattisgarh	111	Bilaspur-Ambikapur	190
58	Chattisgarh	200	Bilaspur-Urdawal Orissa Border	197
59	Chattisgarh	216	Raigarh-Sarangah-Saraipali	87
60	Chattisgarh	12A	Chilpi-Simga	128
61	Haryana	10	Hisar-Dabali	160
62	Haryana	65	Kaithal-Rajasthan border	160
63	Himachal Pradesh	21	Ner Chowk - Manali	152
64	Jharkhand	23	Ranchi-Birmitrapur	210
65	Jharkhand	31	Rajauli-Barhi	48
66	Jharkhand	32	Junction with NH-2 at Govindpur-Chas-uto JHF/WB border	71
67	Jharkhand	75	Ranchi-Nagar Untari	260
68	Jharkhand	32 & 33	Junction with Govindpur at NH-2-Dhanbad-Bokaro- Ramgarh	130
69	Karnataka	48	Hasan-BC Road	130
70	Karnataka	63	Hospet-Hubli-Ankola	271
71	Karnataka	206	Tumkur-Shinoga-Honnavar	371
72	Karnataka	209	Tamil Nadu border- Bangalore	204
73	Karnataka	218	Gulbarga-Bijapur- Homnabad	200
74	Kerala	49	Bodimettu-Kundannur Jn on Cochin bypass	168
75	Kerala	208	Kollam-Kazhuthurty	82
76	Kerala	213	Kozikhode-Palakkad	126
77	Kerala	220	Kollam-Kumily	191
78	Madhya Pradesh	12 ext.	Biaora-Rajasthan Border	66
79	Madhya Pradesh	12A	Jabalpur-Mandla-Chipli	189
80	Maharashtra	6	Amravati-Dhule-Gujrat	483

			border	
81	Maharashtra	17	Indapur-Kashedi section (km 84/0 to 161/0) of Panvel-Goa Highway	77
82	Maharashtra	17	Kashedi-Sangameswar section (km 161/0 to 265/0) of Panvel-Goa Highway	104
83	Maharashtra	17	Sangameswar-Rajapur section (km 265/0 to 351/0) of Panvel-Goa Highway	86
84	Maharashtra	17	Rajapur - Zarap section (km 351/0 to 450/170) of Panvel-Goa Highway	99
85	Maharashtra	50	Khed-Sinnar	135
86	Maharashtra	211	Sholapur- Yedishi	85
87	Maharashtra	211	Dhule-Aurangabad	140
88	Maharashtra	211	Aurangabad-Vedishi	175
89	Maharashtra	222	Kalyan-Andhra Pradesh border (km 284 to km 337 Jn with NH-211)	53
90	Maharashtra	222	Kalyan-Andhra Pradesh border (km 342 Jn with NH-211 to km 442)	100
91	Orissa	5	Baleashwar-Baripada-Jharpokhria	90
92	Orissa	6	Baharagora Sambalpur	368
93	Orissa	200	Kanktora-Jharsuguda Junction	68
94	Tamil Nadu	209	Dindigul-Karnataka border	266
95	Tamil Nadu	226	Thanjavur-Pudukkotai-Sivaganga-Manamaduri	122
96	Tamil Nadu	227 & 45C	Tiruchirapalli-Lalgudi-Chidambaram & Meenusuriti-Jayamkondam-Kootu Road	135
97	Tamil Nadu	67 Ext.	Coimbatore-Karnataka border	103
98	West Bengal	31	Pundlbari-Baxirhat	46
99	West Bengal	32	JHR/WB border-Purliay-Balarampur-JHR/WB border-upto junction with NH-33 at Chandil	83
	<b>TOTAL</b>			<b>8,525</b>
	<b>GRAND TOTAL</b>			<b>13,786</b>

## 6. Modalities for Implementation for NHDP Phase-IV:

- 6.1 It is proposed to essentially include a project for implementation on BOT(Toll) mode under NHDP Phase-IV, if it is viable within the Cabinet approved parameters of Viability Gap Funding (VGF) (maximum 40%), and concession period (maximum 30 years) on the basis of Feasibility Studies. Projects would be implemented by the NHAI and other implementing agencies such as State

Government and Central or State PSUs, which may be selected after ascertaining their capability to handle projects in an effective and time bound manner.

- 6.2 All projects would be subject to individual clearances by the relevant appraisal {Expenditure Finance Committee (EFC)/SFC/PPPAC} and approval levels, e.g. Competent Authority/CCI, depending on their Total Project Cost as per extant procedures stipulated by Ministry of Finance.
- 6.3 The standard mode for project execution would be BOT (Toll) mode. If any project is to be undertaken by any mode of delivery other than BOT (Toll), such change would be decided by the Inter Ministerial Group (IMG) under the chairmanship of Secretary (RT&H), as per extant procedure approved by the Government.

**Extract of the proposal under Supplementary CCEA Note dated 26<sup>th</sup> May, 2008 relating to comprehensive Policy/Mechanism for Evaluation of Alternatives Modes of Delivery of Highways (Case No.119/CCEA/2008)**

**Para 6 of the Supplementary CCEA Note dated 26<sup>th</sup> May, 2008**

6. Considering the suggestion of DEA and comments of Planning Commission, contents of para 3 of the main CCEA Note is proposed to be substituted with the following:

**Para 7 Supplementary CCEA Note dated 26<sup>th</sup> May, 2008**

7. Approval of CCEA is solicited to the Para 6 of main CCEA Note containing the proposal as per modified para 3 of main CCEA Note as given in para 6 above.

**Para 6 of the main CCEA Note dated 27<sup>th</sup> February, 2008**

**6. Approval required**

Considering the recommendations of EAC to PM on "Evaluation of alternative modes of delivery of highways" CCEA approval is solicited to the policy/mechanism to be followed for award of PPP projects and evaluation of alternative modes of delivery of highways as mentioned in proposal in para 3 of CCEA Note.

**Modified para 3 of main CCEA Note**

**Para 3**

**Proposal:**

Considering the recommendations of EAC to PM on "Evaluation of alternative modes of delivery of highways" and the comments of DEA and Planning Commission, CCEA approval is solicited for the following policy/mechanism to be followed for award of PPP projects and evaluation of alternative modes of delivery of highways:

- (i) For each proposed road project, a preliminary evaluation would be made by a committee headed by the Secretary (RT&H), and consisting of Secretary, Planning Commission, Secretary, Deptt. of Economic Affairs and Chairman, NHAI as Member, based on the criteria to be evolved [considering traffic data, estimated cost of the project, rate of user fee (toll), financial viability of the project available from the feasibility study report] by the committee to determine if the project can be implemented under the BOT model. If the BOT option is not feasible for whatever reason (example law and order, internal security, defence, remote location), the project would be implemented through the EPC model after seeking the approval of CCEA. Mode [BOT (Toll)/BOT (Annuity)/EPC] of implementation determined by the committee as mentioned above will be acceptable and not questioned by the appraising forum (SFC and specified committee/PPPAC etc.).

- (ii) If the preliminary evaluation reveals a prima-facie feasibility for the BOT option, and if the road is tollable, the BOT (Toll) model will be pursued.
- (iii) The invitation for bids under the BOT (Toll) model will indicate, among other things, the estimated project cost and the threshold ceiling of VGF of 40% of the project cost.
- (iv) If the response to the BOT (Toll) bid is adequate (at least two valid bids), that option will be pursued. However, in the event that there is only two valid bids, the decision on the bid should be made by the Board of NHAI in case of NHDP works and DORTH in case of NHDP & non-NHDP works being executed by agencies other than NHAI and this power may not be delegated.
- (v) If the road is not tollable or if the response to the BOT (Toll) bid is inadequate (not even two valid bids), the project will shift to the BOT (Annuity) model.
- (vi) If the response to the BOT (Annuity) model is adequate (at least two valid bids) that option will be pursued. However, in the event that there are only two valid bids, the decision on the bid should be made by the Board of NHAI in case of NHDP works and DORTH in case of NHDP & non – NHDP works being executed by agencies other than NHAI and this power may not be delegated.
- (vii) If the response to the BOT (Annuity) bid is inadequate (not even two valid bids), then the project will shift to the EPC model with the approval of the CCEA.
- (viii) There should be clear documentation as to why a particular stretch is not tollable.
- (ix) If there are not even two responsive bids, efforts should be made by NHAI/DORTH (as the case may be) to find out from the bidders the reason for their apprehension and this information should be collected and documented.
- (x) Such documented information should be brought to the NHAI Board / Secretary, DORTH (as the case may be) for information.

ANNEXURE-IV

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT & HIGHWAYS  
NEW DELHI

SUBJECT: FINAL APPROVAL OF SELECTED SUB-PROJECT APPROVED BY EXPENDITURE FINANCE COMMITTEE (EFC) FOR THE DEVELOPMENT OF TWO LANING WITH PAVED SHOULDERS OF ALIGARH - MORADABAD SECTION OF NATIONAL HIGHWAY NH-93 IN THE STATE OF UTTAR PRADESH UNDER NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP) PHASE IV ON ENGINEERING, PROCURMENT AND CONSTRUCTION (EPC) BASIS.

Sl. No.	Major Milestones for ALIGARH - MORADABAD sub project under NHDP Phase-IV.	Time Frame for completion
1.	Approval of CCEA	A
2.	Award of Project and issue of Letter of Award (LoA)	B = Last Date of receipt of RFP + 15 days
3.	Signing of Contract Agreement	C = B + 30 Days
4.	Appointed date/ Commencement of the sub-project	D = C + 30 Days
5.	Completion of the construction of the project	E =D+910 Days.