

RW/NH-37011/37/2018-PPP (Part)
Government of India
Ministry of Road Transport & Highways
(BP&SP Cell)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 30th November, 2018

OFFICE MEMORANDUM

Sub: - Minutes of the Meeting held on 14.11.2018 in Transport Bhawan, New Delhi under the Chairmanship of Secretary (RT&H) for reviewing the optimization of Bharatmala Pariyojana network and prioritization of projects to be implemented by NHAI.

Please find enclosed herewith minutes of meeting held on 14-11-2018 in the Ministry under the Chairmanship of Secretary (RT&H) for reviewing the optimization of Bharatmala Pariyojana network and prioritization of projects to be implemented by NHAI, which was attended by officials of Ministry as well as NHAI.

Narendra S
30.11.18
(Narendra Sharma)
Superintending Engineer (BP & SP)

To:

1. Chairman, NHAI, New Delhi;
2. Director General(RD) & Special Secretary, M/o RT&H, New Delhi;
3. Additional Secretary, M/o RT&H, New Delhi;
4. All Members, NHAI, New Delhi;
5. Joint Secretary (Highways), M/o RT&H, New Delhi;
6. Shri Manoj Kumar, CGM (Bharatmala), NHAI, New Delhi.

Minutes of the Meeting held on 14.11.2018 in Transport Bhawan, New Delhi under the Chairmanship of Secretary (RT&H) for reviewing the optimization of Bharatmala Pariyojana network and prioritization of projects to be implemented by NHAI

A meeting was held on 14.11.2018 at 5:30 p.m. under the Chairmanship of Secretary (RT&H) in Transport Bhawan, New Delhi for reviewing the optimization of Bharatmala Pariyojana network and prioritization of projects to be implemented by NHAI. The list of participants is as **Annexure - 1**.

1. At the outset, Secretary (RT&H) welcomed all the participants. Thereafter, the philosophy adopted for optimization as carried out in Bharatmala Network and the key advantages of green-field development over brown-field expansion of the existing alignments were discussed. In addition, details of the projects proposed to be implemented by NHAI under various programs viz., Bharatmala Pariyojana, NHDP, NH(O) and the methodology of prioritization of the same were deliberated.

2. Discussions held and decisions taken during the meeting are as follows:

2.1 Greenfield alignments and optimization of the network:

- (i) Network identified under Bharatmala Pariyojana has been optimized to improve connectivity across key economic centers through discussions with State Governments and other stakeholders. Relatively straighter (shortest) green-field alignments have been identified for connecting important economic centers. Green-field development presents multiple benefits over brown-field expansions of the existing alignments as up-gradation/expansion of the existing corridors (brown-field) have multiple challenges in terms of pre-construction activities e.g. higher land acquisition cost, need for rehabilitation and resettlement of population inhabiting the land parcels abutting the existing corridors, need for utility shifting, tree cutting, and during the execution of project with running traffic. Moreover, this approach would have an added advantage of improving connectivity to hitherto unconnected/poorly connected and under-developed areas in the country, thereby triggering economic activity in such regions. The minutes of meetings held with stakeholders from different states are enclosed as **Annexure - 7**.
- (ii) Green-field alignments reduce the overall cost to the economy as compared to brown-field expansion, as the shorter green-field alignments enable significant reduction in capital cost and vehicle operating cost. The advantages in this behalf have been explained in detail in the Policy Guidelines dated 26th February 2018.
- (iii) The summary of optimization of network under Bharatmala Pariyojana is enclosed as **Annexure - 2**.

2.2 NHAI Highway Network and Projects:

- (i) Projects with a total length of 90,295 km are being implemented by NHAI across three different programs viz., Bharatmala Pariyojana, NHDP and NH(O).

- (ii) Bharatmala Pariyojana has identified six major components, namely, (a) Development of Economic Corridors (9000 kms), (b) Development of Inter-corridor and Feeder routes (6000 kms), (c) National Corridors Efficiency Improvement (Golden Quadrilateral/ East West Corridor - North South Corridor) - 5000 kms), (d) Development of Border and international connectivity roads (2000 kms), (e) Development of Coastal and Port Connectivity roads (2000 kms), and (f) Development of Green-field Expressways (800 kms).
- (iii) Similarly, projects being implemented under NHDP and NH(O) have been divided into two categories - Other Economic Corridors (OEC), which are longer corridor - based projects connecting economically important towns and Standalone Projects (SP), which are shorter, independent stretches.
- (iv) In addition, the National Road Transportation Strategy (NRTS) study has identified 29 corridors to further augment the National Highways network. These corridors shall be implemented as a part of Phase II of Bharatmala Pariyojana on approval from the Cabinet Committee on Economic Affairs (CCEA).
- (v) The summary status of different components under the three major programs viz. Bharatmala Pariyojana, NHDP and NH(O), along with the corridors identified in NRTS study, are enclosed as **Annexure - 3**. It was observed that the NHAI would have to initiate action for an additional 20% to 25% length of projects in the pipeline in order to ensure construction/development of projects approved under Phase-I (about 35,000 kms including the residual works under NHDP). This additional length may be taken out of the NRTS Study.

2.3 Project Prioritization and appraisal:

- (i) Projects for implementation have been prioritized as High Priority, Medium Priority and Low Priority projects based on two parameters viz. corridor completion and average expected traffic in the corridor.
- (ii) National Corridors Efficiency improvement Projects and Expressways have been classified as high priority projects as they carry very high volume of traffic and act as the backbone of the National Highway network.
- (iii) Corridor based projects of Economic Corridors, Inter Corridor Routes, Feeder Routes and Other Economic Corridors have been prioritized based on the following two factors:
 - (a) Corridor completion i.e., missing links of largely completed corridors have been prioritized irrespective of traffic.
 - (b) Traffic i.e., to be developed corridors have been prioritized based on average expected traffic in the corridor.

- (iv) Standalone Projects (SP) of NHDP and NH(O) have been prioritized based on average traffic.
- (v) Projects on corridors with an average expected traffic of >15,000 PCU have been classified as High Priority projects, corridors with an average expected traffic of 10,000 - 15,000 PCU have been classified as Medium Priority projects and corridors with expected traffic of less than 10,000 PCU have been prioritized as Low Priority projects.
- (vi) Peripheral Connectivity Routes comprising of Border Roads, International Connectivity Roads, Coastal Roads and Port Connectivity Roads are yet to be prioritized due to lack of traffic survey data. These projects shall be prioritized based on traffic estimation done as part of DPR preparation.
- (vii) Apart from the above mentioned corridors and projects, balance works of projects to be awarded in lieu of termination of Under Implementation projects have been classified as High priority projects.
- (viii) In summary, out of the 46,099 km of projects (including the NH (O) projects entrusted to NHAI and projects identified under NRTS) to be awarded by NHAI under different components, a total of 23,975 km of projects have been accorded High Priority, 8,278 km have been accorded Medium Priority, 9,611 km have been accorded Low Priority and 4,235 km of Peripheral Connectivity Roads are yet to be prioritized.
- (ix) The summary of prioritization of projects is enclosed as **Annexure - 4**. A corridor wise summary of the entire network under NHAI along with prioritization is enclosed as **Annexure - 5**. The list of projects along with the priority accorded to each project is enclosed as **Annexure - 6**.

2.4 Key decisions taken:

- (i) Projects shall be prioritized for award by NHAI as per the priority order placed in **Annexure - 6**.
- (ii) Priority shall be reviewed periodically by NHAI and based on inputs from latest traffic surveys and DPR consultants. The changes in the priority order based on these inputs shall be approved by the Chairman, NHAI.
- (iii) For the purpose of fast tracking, and since LA takes its own time, all High-Priority projects shall be appraised when Land Acquisition is in advance stage. As a matter of fact, wherever the alignment is approved at the level of the Competent Authority for Appraisal, the same may be treated as approval for the pre-construction activities including land acquisition.

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- (iv) For medium and low priority projects, pre-project activities shall be appraised by a Committee constituted by Chairman, NHAI and 3D notification shall be processed after pre-appraisal of the projects. The appraisal of the project shall be done when Land Acquisition is in advance stage, and as per the Extant guidelines applicable for appraisal of project.
- (v) Low priority projects shall be taken up for development only if high and medium priority projects get delayed on account of land acquisition or other unforeseen issues and shall have a two-stage appraisal process similar to Medium priority projects.
- (vi) DPRs for Expressways and high traffic Economic Corridors and ICRs identified in Bharatmala Phase II shall be initiated immediately as these projects are expected to be economically viable and would have high impact on logistics efficiency. Notifications under Section 3D for these corridors shall be initiated only after the approval of Phase-II of Bharatmala Pariyojana by the Cabinet Committee on Economic Affairs.

The meeting ended with a Vote of Thanks to and from the Chair.

Sr. No.	Classification	Corridor Name	Corridor Code	Project Name	Length (km)	State	Priority	End Lane Status	Program	Phase
160	EC	Surat - Nagpur	409	Akola City -Shivar-PKV Square-Nehru Park Square - Dakshata Nagar Square-Nimwadi Chowk -Washim Bypass -Ridhora Bypass road -Akola City -Shivar-PKV Square- Nehru Park Square - Dakshata Nagar Square-Nimwadi Chowk -Washim Bypass - Ridhora Bypass road	13	Maharashtra	High	4L	BM	EC
161	EC	Surat - Nagpur	409	Flyovers in Akola City - Flyovers in Akola City	3	Maharashtra	High	4L	BM	EC
162	EC	Surat - Nagpur	409	Railway Station-Jail Square Akola(4L,Others,4 km ,Other)	3	Maharashtra	High	4L	BM	EC
163	EC	Raipur - Bilaspur - Ranchi - Dhanbad	410	Bilaspur-End point of Bilaspur - Urga Pkg A	37	Chattisgarh	Medium	4L	BM	EC
164	EC	Raipur - Bilaspur - Ranchi - Dhanbad	410	End point of Bilaspur - Urga Pkg A-Urga	33	Chattisgarh	Medium	4L	BM	EC
165	EC	Raipur - Bilaspur - Ranchi - Dhanbad	410	Urga-Pathalgaon	97	Chattisgarh	Medium	4L	BM	EC
166	EC	Raipur - Bilaspur - Ranchi - Dhanbad	410	Pathalgaon-Kunkuri	62	Chattisgarh	Medium	4L	BM	EC
167	EC	Raipur - Bilaspur - Ranchi - Dhanbad	410	Kunkuri-CG/ JH Border	68	Chattisgarh	Medium	4L	BM	EC
168	EC	Raipur - Bilaspur - Ranchi - Dhanbad	410	CG/ JH Border-Gumla	24	Jharkhand	Medium	4L	BM	EC