

RW/NH-37011/37/2022-BP&SP

Government of India

Ministry of Road Transport & Highways

(BP & SP Cell)

Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 17th June, 2022

OFFICE MEMORANDUM

- Sub:** (i) Development of Four/Six-lane Access Control Expressway from Design Chainage Km 515.000 to Km 528.300 (Kunjwani to Sidhra Section of NH-44) and from Design Chainage Km 550.900 to Km 566.520 (Domel to Katra Section) on Hybrid Annuity Mode under Bharatmala Pariyojana in the UT of J&K. (Phase II-Package XVII);
- (ii) Construction of Greenfield Connectivity to Jewar International Airport from DND Faridabad-Ballabgh Bypass KMP Link - Spur to Delhi Mumbai Expressway on Hybrid Annuity Mode under Bharatmala Pariyojana in the state of Uttar Pradesh & Haryana);
- (iii) Rehabilitation and Up-gradation to 4 Lane configurations & Strengthening of Thanpuri to Paror section from km 85+135 to km 100+840 of NH-20 (New NH-154) (Design Length 16.275 km) of Pathankot-Mandi section on EPC mode under NH(O) in the state of Himachal Pradesh (Package-IIC)-Minutes of SFC Meeting held on 15.06.2022 at 03:00 PM -reg.

Please find enclosed herewith Minutes of SFC meeting held on 15.06.2022 at 03:00 PM under the Chairmanship of Secretary (RT&H) in Committee Room, 5th Floor, Transport Bhawan, New Delhi-110001.

2. This issues with the approval of Competent Authority.

Yours faithfully,

Encl.: As stated above.


17/06/2022
(Ramveer Yadav)

Assistant Executive Engineer (BP & SP)

To:

- (i) **Secretary**, Department of Economic Affairs, M/o Finance;
[Kind Attn: Shri B. Purushartha, JS (IPF)]
- (ii) **Adviser (PAMD)**, Shri Ch. P. Sarathi Reddy, NITI Aayog, Delhi;
- (iii) **Secretary**, Department of Expenditure, M/o Finance;
[Kind Attn: Shri Rajeev Ranjan, AS (PF State)]
- (iv) **Secretary**, Department of Legal Affairs, M/o Law & Justice;
- (v) **Secretary**, Ministry of Environment & Forest, Paryavaran Bhawan.

Copy to:

- (i) Chairperson, NHAI;
- (ii) Sr. PPS to Secretary (RT&H);
- (iii) PPS to AS & FA (M/o RT&H);
- (iv) PPS to AS (H), M/o RT&H.

4.13 Member (P), NHAI briefed about the replies to the observations received from IFD, MoRTH, NITI Aayog, Department of Expenditure (DoE) and Department of Economic Affairs (DEA). Further, Advisor(Cost), IFD, MoRTH and representative of DOE, DEA and NITI Aayog remarked that they are satisfied with the explanations furnished by NHAI to their comments and they don't have any further query on the instant proposal and supported the proposal.

4.14 After detailed deliberations, the Committee recommended the project i.e. Kunjwani to Sidhra Section and Domel to Katra Section (Package-XVII of Delhi-Amritsar-Katara Expressway), for the approval of Competent Authority with the following details, subject to condition mentioned above:

Sr. No.	Project Name	Length (in km)	Mode	Civil Construction Cost including Utility Shifting & excluding GST (Rs. in Crores)	Estimated Project Cost (including Utility Shifting, Centages & Excluding GST) (Rs. in Crores)	Total Capital Cost [including Centages, LA, GST & other pre-construction activities etc.] (Rs. in Crores)
(i)	Development of Four/Six-lane Access Control Expressway from Design Chainage Km 515.000 to Km 528.300 (Kunjwani to Sidhra Section of NH-44) and from Design Chainage Km 550.900 to Km 566.520 (Domel to Katra Section) under Bharatmala Pariyojana in the UT of J&K. (Phase II- Package XVII)	28.92	HAM	1,493.33	1557.51	2574.47

5. Agenda item No-3: Construction of Greenfield Connectivity to Jewar International Airport from DND Faridabad-Ballabhagh Bypass KMP Link - Spur to Delhi Mumbai Expressway on Hybrid Annuity Mode under Bharatmala Pariyojana in the state of Uttar Pradesh & Haryana

5.1 The project proposal was discussed in detail. The details of deliberations held and decisions taken in the meeting are as under:

5.2 Member (P), NHAI apprised the Committee that the 6- lane access controlled Greenfield connectivity to Jewar International Airport from DND-Faridabad-Ballabhgarh Bypass KMP link (connecting Delhi Mumbai/ KMP Expressway to Sarai Kale Khan on NH-9) has been proposed as a spur connectivity of Delhi-Mumbai expressway for traffic originating

from Delhi NCR and Jewar International Airport. Further Spur to Delhi of Delhi-Mumbai Expressway is divided into four packages:-

- (1) PKG-1 - From Km 00+000 to Km 09+000 (Awarded - Under construction)
- (2) PKG-2 - From Km 9+000 to Km 33+000 (Awarded - Under construction)
- (3) PKG-3 - From Km 33+000 to Km 59 +000 (Awarded - Under construction)
- (4) PKG-4 - Instant Project stretch - Connecting Jewar International Airport (From km 0+000 to Km 31+425)

The project stretch starts from DND-Faridabad-Ballabgarh Bypass KMP Link Road (near Chandawali village (District-Faridabad, Haryana) (Design Ch 0+000) and ends after connecting Jewar International Airport near Dayanatpur village, Uttar Pradesh (Design Ch 31+425). Following are the aims and objectives of the Project:-

(i) Jewar International Airport is proposed to decongest the air traffic of Indira Gandhi International Airport. At present the entire traffic coming from North India and destined towards IGIA result in huge congestion at NH-44 and at Dhaula Kuan in Delhi. After completion of the project, this traffic from North India will take EPE to reach Jewar Airport will result in significant decongestion in Delhi.

(ii) The traffic originating from South Delhi, Faridabad and Gurugram have to travel through Noida if they will go to Jewar International Airport. After completion of the project commuters will directly reach to Jewar Airport.

(iii) After completion of this project the travel time will be reduced significantly for the traffic originating from South Delhi, Faridabad and Gurugram & destined to Agra & beyond.

(iv) Development of the airport is expected to connect cities such as Agra, Mathura, Gautam Buddha Nagar etc. to the world's aviation network. This will ensure improved industrialization in the region as it would integrate the industries in the hinterland to the global value chains. It will also provide boost to the tourism sector by increasing traffic inflow at the existing tourist sites and create more avenues for the development of new tourist centers.

5.3 Member (P), NHAI informed the Committee that Competent Authority, NHAI has approved the proposal of providing Greenfield connectivity to Jewar International Airport from DND-Faridabad-Ballabgarh Bypass KMP Link - Spur to Delhi Mumbai Expressway. The Proposed Greenfield connectivity as a spur to Delhi-Mumbai Expressway will not only add significant traffic to the Expressway but will also ease the traffic congestion in NCR. The proposed alignment and LA plan for this project stretch with 60m ROW have been approved by LA Committee in its 52nd and 55th meeting held on 23.08.2021 and 13.09.2021, respectively. PATSC, in its meeting dated 18.02.2022 has appraised the proposal.

5.4 With respect to query raised by Department of Expenditure in their comments regarding proposed total cost of this project is much higher than cost mentioned in latest PIB note, Member(P), NHAI submitted that the cost estimate for the this project has been prepared based on the feasibility / DPR. He further submitted that earlier, NHAI has considered this project on the cost sharing basis with State Government of Uttar Pradesh and Haryana. In this regard, Special Secretary, Govt. of Uttar Pradesh vide letter No. 2525/56-2021-31/2016(Road) dated 29.12.2021 has conveyed the approval of Government of Uttar Pradesh to bear Rs. 486 Crore for the development of proposed project stretch. However, Govt. of Haryana were not ready to bear even LA cost. Therefore, proposed cost is higher as compared to cost mentioned in PIB note.



He further submitted that the project has been proposed as Spur to Delhi- Mumbai Expressway and the cost for the instant project will be within the overall cost of Delhi-Mumbai Expressway.

5.5 Member (P), NHAI submitted that as per the traffic studies conducted by the DPR Consultant, average traffic of about 25,000 PCUs is anticipated within two years of target COD [FY 2024-25] of the project highway. Accordingly, cross-section of the entire corridor has been designed as six-lane access controlled highway with six-lane service road in the urban built up portions. The cross section adopted for the project stretch is same as the typical cross section of 6 lanes with Paved Shoulder configuration being developed in the PKG-1, PKG-2 & PKG-3 Spur to Delhi-Mumbai Expressway (DND-Faridabad-Ballabhgarh Bypass KMP link).

5.6 The salient features of Greenfield Connectivity to Jewar International Airport project as presented in the meeting are as under:

Proposed project features	Details
Length	31.425 km
Type of Pavement	Flexible Pavement
Major bridge	01 No. (12x60m at Km 15+571, Bridge across river Yamuna)
Major bridge cum underpass	1 No (proposed over Agra Canal on Ramps on interchange at 0+000 junction)
Minor bridge	01 Nos. at MCW and 01 Nos. at service road (on either side of MCW)
Minor bridge cum underpass	03 Nos. at MCW
Bridge over Gas pipe line	03 Nos., km 2.348, km 7.902, km 12.880
Flyover/Elevated	6 Nos.
Interchange	4 Nos. (at start point km 0+000, at EPE crossing km 13+983, at ODR km 23+804 and at Yamuna Expressway crossing km 30+226)
Road over Bridge	1 No. ROB cum Viaduct over DFCC line.
VUP/ LVUP/ SVUP	7 Nos./ 21 Nos./ 4 Nos.
Culvert	60 Nos.
Service/ Slip Road	9.22 Km (LHS+RHS)
Toll Plaza	1 Nos. at Km 04+240 on MCW (14+2 lanes staggered toll plaza) and 1 Nos. at Km 25+960 on MCW (14+2 lanes staggered toll plaza). On entry and exit ramps / loops of interchange

5.7 The details/status of pre-construction activities in Greenfield Connectivity to Jewar International Airport project as presented in the meeting are as follows:

(i) Land Acquisition (LA) Status	(Area in Ha.)
Total Land required	271.789 Ha
Land already in possession	24 Ha
Additional Land to be Acquired	247.789 Ha
Status of Land to be Acquired:	
3(D) Published	227.769 Ha
3(G) Published	16.471 Ha
(ii) Environmental Clearance	Public Hearings in Gautam Buddha Nagar, Faridabad and Palwal districts are completed on 22.04.2022, 28.04.2022 & 29.04.2022 respectively. Submission of Final EIA Report is under process.
(iii) Forest Clearance	Proposal under process.



(iv) Approval of GAD of ROB	NOC granted vide DFCC letter no. DFC/Noida Unit/NHAI/6199 dated 14.05.2022.
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5.8 Member (P), NHAI submitted that item wise civil cost comparison with Ministry's normative cost circular dated 19.01.2022 has been done. Cost of all the item are comparable with Ministry's normative Cost.

5.9 Member (P), NHAI submitted that Ministry vide OM no NH-24028/14/2014-H (Vol II) (E-134863) dated 23.05.2022 has issued directions that lowest quoted Bid Project Cost (BPC) may form the basis for awarding HAM project and O&M cost can be fixed as in EPC projects. Accordingly, the revised/modified Project Cost of the project are as under:

SNo.	Description of Item	Earlier submitted Cost details (Rs. in Cr.)	Modified Cost as per latest Ministry guidelines (Rs. in Cr.)
(i)	Total civil cost excluding GST	1433.80	1433.80
(ii)	Cost of Utility Shifting	19.27	19.27
(iii)	Civil Construction Cost (including shifting of utilities, and excluding GST	1453.07	1453.07
(iv)	Cost Per Km in Crores (On Total Civil Cost)	45.77	45.77
(v)	IC & Pre-Operative Cost	14.53	14.53
(vi)	Financing Charges	6.11	6.06
(vii)	Interest During Construction	40.71	41.83
(viii)	Estimated Project Cost including IC & pre-operative expenses, Financing cost of Debt & IDC	1514.42	1515.49
(ix)	12% GST on Civil Cost	172.06	172.06
(x)	Supervision Charges of Utility Shifting, environment mitigation etc.	2.57	2.57
(xi)	Land Acquisition, Resettlement and Rehabilitation Cost	1210.55	1210.55
(xii)	Capital Cost (A)	2899.60	2900.67
(xiii)	Cost to be borne by Government of Uttar Pradesh (B)	486.00	486.00
(xiv)	Total Capital Cost (C=A-B)	2413.60	2414.67

5.10 Member (P), NHAI briefed about the replies to the observations received from IFD, MoRTH, NITI Aayog, Department of Expenditure (DoE) and Department of Economic Affairs (DEA). Further, Advisor(Cost), IFD, MoRT&H and representative of DOE, DEA remarked that they are satisfied with the explanations furnished by NHAI to their comments and they don't have any further query on the instant proposal and supported the proposal.

5.11 The representative of NITI Aayog submitted that the proposed highway connects the upcoming biggest Jewar International airport with three major expressways (i.e. Delhi-Mumbai Greenfield Expressway, Eastern Peripheral Expressway and Yamuna Expressway). Considering high traffic projections on the proposed highway (i.e. 24,442 PCUs in 2024 and 40659 PCUs in 2040), this project may be considered for execution on BOT (Toll) mode. In response, Member(P), NHAI submitted that the project has been proposed as a spur to Delhi-Mumbai Expressway. The viability of the project has been analyzed on the corridor basis

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approach. Further, the adjacent three packages of spur of the Delhi Mumbai Corridor (DND-KMP) is already under execution on Hybrid Annuity Mode. Therefore, this project has been proposed on HAM mode.

He further submitted that this project shall be monetised after completion and tolling will be done as per National Highways Fee (Determination of rates and collection) Rules, 2008 as amended from time to time.

5.12 Further, representative of NITI Aayog asked about policy regarding collection of User Fee with GPS enable system is under consideration or not. If, there is any policy is under consideration, therefore, the provision of toll plaza should not be taken in this project. In response, Member (P), NHAI submitted that policy for fee collection through GPS enable system has not yet been finalised. At present ETC enable Toll Plazas are being proposed for User Fee collection.

5.13 After detailed deliberations, the Committee recommended the project i.e. Greenfield Connectivity to Jewar International Airport from DND Faridabad-Ballabhagh Bypass KMP Link - Spur to Delhi Mumbai Expressway, for the approval of Competent Authority with the following details, subject to condition mentioned above

Project Name: Construction of Greenfield Connectivity to Jewar International Airport from DND Faridabad-Ballabhagh Bypass KMP Link - Spur to Delhi Mumbai Expressway on Hybrid Annuity Mode under Bharatmala Pariyojana in the state of Uttar Pradesh & Haryana.						
Length (in km)	Mode	Civil Construction Cost including Utility Shifting & excluding GST (Rs. in Crores)	Estimated Project Cost (including Utility Shifting, Centages & Excluding GST) (Rs. in Crores) (A)	Pre-construction cost including LA & GST on Civil Cost (Rs. in Crores) (B)	Cost to be borne by Government of Uttar Pradesh (Rs. in Crores) (C)	Total Capital Cost (Rs. in Crores) (D = A + B - C)
31.425	HAM	1453.07	1515.49	1385.18	486.00	2414.67

6. Meeting ended with vote of thanks to and from the Chair.

List of participants

A. Ministry of Road Transport & Highways

1. Shri Aramane Giridhar, Secretary (RT&H) - In Chair
2. Shri Amit Kumar Ghosh, AS (H)
3. Shri Sudhir Kumar Jaiswal, Advisor(Cost), IFD, MoRT&H and representative of DoE
4. Shri Narendra Sharma, SE (BP&SP)
5. Ms. Kusum Ghangas, EE (BP&SP)
6. Shri Ramveer Yadav, AEE (BP&SP)

B. Department of Economic Affairs

1. Shri Bhupendra Goyal, Deputy Director- Through VC
2. Shri Gaurav Jumrani, Consultant- Through VC

C. NITI Aayog

1. Shri Chandrashekhar Jain, Consultant- Through VC
2. Shri Suvid Kapoor, Consultant- Through VC

D. Department of Legal Affairs, M/o L&J

1. Shri Satish Kumar Singh, ALA- Through VC.

E. Ministry of Environment, Forest and Climate Change

1. Shri Ramesh, Research Officer-Through VC.

F. National Highway Authority of India

1. Shri Manoj Kumar, Member (Project);
2. Shri Amarendra Kumar, CGM (T);
3. Shri Shashi Bhushan, GM (T)-Bharatmala Division;
4. Shri Virender Sambiyal, GM (T)-Himachal Pradesh Division;
5. Shri Rohin Gupta, GM (T) & RO-Jammu- Through VC
6. Shri Udeep K. Singhal, GM (T) & RO-Delhi- Through VC.

