

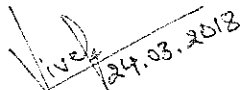
No.RW/NH-37011/49/2018-PPP
Government of India
Ministry of Road Transport & Highways
(PPP Cell)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 24th March, 2018

OFFICE MEMORANDUM

Sub: - Meeting of Standing Finance Committee (SFC)/ Expenditure Finance Committee (EFC) held on 21.03.2018 under the Chairmanship of Secretary (R, T & H) reg.

Please find enclosed minutes of meeting of SFC/EFC held on 21.03.2018 at 10:00 A.M. in Committee Room, 5th Floor, Transport Bhawan, New Delhi under the Chairmanship of Secretary (R, T & H).


(Vivek Panchal)

Assistant Executive Engineer (PPP)

Encl: As stated above.

To:

- (i) Secretary, Department of Economic Affairs, M/o Finance;
[Kind Attn: Shri K.V. Pratap, JS (IPF)]
- (ii) Adviser (PPPAU), NITI Aayog, Delhi;
[Kind Attn: Shri R.K. Bhatheja, Eco. Officer]
- (iii) Secretary, Department of Expenditure, M/o Finance;
[Kind Attn: Shri Ujjawal Kumar, Under Secretary, (PF-II)]
- (iv) Secretary, Department of Legal Affairs, M/o Law & Justice;
[Kind Attn.: Shri Neeraj Rawat, ALA]
- (v) Secretary, Ministry of Environment & Forest, Paryavaran Bhawan.

Copy to:

- (i) Chairman, NHAI;
- (ii) Sr. PPS to Secretary (R, T & H);
- (iii) PPS to AS & FA (M/o R, T & H).

Minutes of the meeting of Standing Finance Committee/ Expenditure Finance Committee held on 21st March, 2018 under the Chairmanship of Secretary (RT&H) to consider various NHAI proposals

List of participants is attached at Annexure-1.

2. The following project proposals, to be executed by NHAI, were placed before the Standing Finance Committee (SFC)/ Expenditure Finance Committee (EFC) for consideration:

Agenda Item No.	Name of Project	Length (in km)	Civil Construction Cost (Rs. cr.)	Estimated project Cost (in Rs. cr.)
1	Two Lane with Paved Shoulder of Giddalur – Vinukonda section of NH-544D from Design km 212.983 (existing km 213.000) to Design km 322.800 (existing km 322.840) (length 112.797 km) in the State of Andhra Pradesh under NH (O) on Hybrid Annuity mode.	112.797	522.48	565.09
2	Four Laning of NH-365A from Kodad (Design km 0.000 / Existing Km 185+000 of NH-65) to Khammam (Design km 32.450 / Existing Km 29+400) (Length=32.450 Km) in the State of Telangana under NH(O) on Hybrid Annuity Mode.	32.450	789.00	838.60
3	Four Laning of Suryapet (Design Ch.0.420/Existing Km. 128.500 of NH-65) to Khammam (Design Km.59.046/ Existing Km. 50.750 of old SH42) of NH-365BB (Old SH-42) (Length = 58.626 Km) in the state of Telangana under Bharatmala Pariyojana on Hybrid Annuity Mode.	58.626	1143.18	1220.81
4	Six laning of NH-140 from Chittoor (Design Km 0.000/Existing Km 158.000 of NH-4) to Mallavaram (Design Km 61.128/Existing Km 41.800 of NH-140) (Length = 61.128 Km) in the State of Andhra Pradesh on Hybrid Annuity Mode under Bharatmala Pariyojana.	61.128	1452.63	1550.98
5	4 Laning of NH-80 section of Mirza Chauki to Farakka from km 215.00 to km 260.00 in the State of Jharkhand on Hybrid Annuity Mode under NH(O).	42.718	625.85	666.91
6	Four-Laning from Km. 253.600 to Km. 308.550 of Bellary to Byrapura section of NH 150-A on Hybrid Annuity mode under Bharatmala Pariyojana in the State of Karnataka.	54.95	970.75	1027.62
7	Four Laning of Byrapura to Challakere Section from km 308.550 to km 358.500, of NH-150 A, on Hybrid Annuity Mode under Bharatmala Pariyojana in the State of Karnataka.	49.95	606.86	643.98
8	Four Laning from km 358.500 to km 414.205, Challakere to Hariyur section of NH-150 A, On Hybrid Annuity Mode under Bharatmala Pariyojana in the State of Karnataka.	55.705	860.27	910.85
9	Four laning of Pinjore (end of Pinjore Bypass) – Nallagarh Section (km 4+200 to 35+370) on NH- 21A in the States of Haryana and Himachal Pradesh on Hybrid Annuity Mode under Bharatmala Pariyojana.	31.17	421.19	451.45

Minutes of the meeting of Standing Finance Committee/ Expenditure Finance Committee held on 21st March, 2018 under the Chairmanship of Secretary (RT&H) to consider various NHAI proposals

Agenda Item No.	Name of Project	Length (in km)	Civil Construction Cost (Rs. cr.)	Estimated project Cost (in Rs. cr.)
10	Four-laning of Aligarh-Kanpur section from Km 289.000 (Design chainage 302.108) to Km 356.000 (Design chainage 373.085) (Package-IV from Naviganj - Mitrasen) of NH-91 in the state of Uttar Pradesh under Economic-Corridor of Bharatmala Pariyojana.	70.977	1581.30	1690.19
11	4 laning of Aligarh-Kanpur section from Km 356.000 (Design chainage 373.085) to Km 414.000 (Design chainage 433.728 (Package-V from Mitrasen-Kanpur) of NH-91 in the state of Uttar Pradesh on Hybrid Annuity mode under Bharatmala Pariyojana.	60.642	1505.44	1614.95
12	Four laning of Meerut - Nazibabad section from Km 11+500 (Design Chainage 11.500 Meerut) to Km 39+240 (Design Chainage 39.250 Behsuma) and from Km 86+590 (Design Chainages 79.500 Bijnor) to Km 112+545 (Design Chainage 105.700 Jalalabad) (Length = 53.950 Km) of NH-119 (New NH-34) in the State of Uttar Pradesh under Bharatmala Pariyojana on Hybrid Annuity Mode.	53.95	980.98	1041.63
13	4 laning of Saoner - Dhapewada - Kalmeshwar - Gondkhairi of NH-547E, from Km. 4+700 to Km. 33+575 in the State of Maharashtra on EPC mode under NH(O).	28.875	744.03	859.35
14	4 laning of Warora - Wani section of NH-930 from Km. 313+850 to Km. 332+160 in the state of Maharashtra on EPC mode under NH(O).	18.310	486.50	561.91
15	4 Laning of Nagpur-Umred section from Km 7+300 to Km 48+400 of NH-353D in the State of Maharashtra on EPC Mode under NH(O).	41.10	649.19	749.81

3. The details of the discussions held during the meeting are as follows:

Agenda Item no. 1

Two Lane with Paved Shoulder of Giddalur - Vinukonda section of NH-544D from Design km 212.983 (existing km 213.000) to Design km 322.800 (existing km 322.840) (length 112.797 km) in the State of Andhra Pradesh under NH (O) on Hybrid Annuity mode

- 1.1 CGM (T) NHAI made a presentation on the project. He stated that the project was envisaged for development under NH(O). CGM (Tech.) NHAI apprised the Committee that the project was earlier considered in meeting of SFC held on 16.03.2018 wherein it was observed that cost of drains was very high and translocation of trees was proposed, which was an extremely demanding process. CGM(T) stated that translocation had been done away and now tree-felling had been proposed. The Committee decided that so long as the provision of u/g pipe drain instead of RCC

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box drain could be used in the inhabited reaches of the stretch, it would have no objection to the proposal. Secretary (R,T&H) enquired about status of land acquisition. The status of land acquisition was stated as under:

Total Land Required (Ha)	411.67
Existing ROW (Ha)	247.32
Addl. Land Required (Ha)	164.35
3A (Ha)	100%
3D (Ha)	Published - 92.43; Balance sent for publication.

- 1.2 The Committee enquired about the status of pre-construction activities which was furnished by NHAI as under:

Description	Status
Tree felling permission	Permission submitted to concerned DFO for approval.
Forest Clearance	Not applicable
Utility shifting Estimates	Under progress
GAD approval for ROB	Proposal submitted to Railways.

- 1.3 After detailed deliberations, the Committee recommended the proposal for approval subject to the condition that land for approaches to all structures must be in possession prior to the appointed date, so that the work on structures could be taken up upfront. The details of the project are as under:

Description	Details
Design Length	112.797 km
Civil Construction Cost (in Rs. Crore)	522.48
Estimated Project Cost (in Rs. Crore)	565.09
Cost of pre-construction activities (in Rs. Crore)	155.98
Total Cost (in Rs. Crore)	721.07

Agenda Item no. 2 and 3

- Four Laning of NH-365A from Kodad (Design km 0.000 / Existing Km 185+000 of NH-65) to Khammam (Design km 32.450/ Existing Km 29+400) (Length=32.450 Km) in the State of Telangana under NH(O) on Hybrid Annuity Mode
- Four Laning of Suryapet (Design Ch.0.420/ Existing Km. 128.500 of NH-65) to Khammam (Design Km.59.046/Existing Km. 50.750 of old SH42) of NH-365BB (Old SH-42) (Length = 58.626 Km) in the state of Telangana under Bharatmala Pariyojana on Hybrid Annuity Mode

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- 3.1 Member (Projects), NHAI apprised the Committee that proposals for four-laning of Kodad-Khammam and Suryapet-Khammam stretches was envisaged under NH(O) and Feeder route category of Bharatmala Pariyojana Phase-I, respectively.
- 3.2 Secretary (R,T&H) observed that land acquisition had been proposed to be carried out under the State Act and hence cautioned NHAI to ensure that compensation amount payable by the NHAI on account of Land Acquisition is not more than what would be payable if the land were to be acquired under the NH Act, 1956, read with the comprehensive guidelines dated 28.12.2017 issued by the Ministry. Secretary (R,T&H) further observed that in case the compensation amount exceeded beyond the the amount calculated as per RFCTLARR Act, 2013, such excess amount is to be paid by the State Government. A certificate to this effect may be obtained by NHAI from the State Government. Member (Projects) agreed to the same.
- 3.3 NHAI submitted that the length of Kodad-Khammam is 32.45 km having civil cost of Rs. 789.00 Crores. Further, the length of Suryapet-Khammam is 58.626 km with civil cost as Rs. 1143.18 Crores. Secretary (R,T&H) observed that the per km civil cost for Kodad-Khammam and Suryapet-Khammam was Rs. 24.31 Crores and Rs. 19.50 Crores respectively which appeared to be on the higher side. CGM (Tech) informed that the high cost was due to several structures as well as bypasses proposed. In Kodad-Khammam stretch, bypasses have been proposed for an aggregate length 21.15 km and in Suryapet-Khammam, the same is 40.85 km. However, Secretary (R,T&H) advised the NHAI to review/ revisit the requirement of such long bypasses as well as the cost aspects considering all engineering solutions/ technical parameters to arrive at optimal road development proposition and civil costs.
- 3.4 Secretary (R,T&H) drew the attention of NHAI officers to the reported large number of encroachments on both the project stretches and avised them to ensure the removal of encroachments at the earliest.
- 3.5 As such, the proposals were deferred and NHAI was asked to place the proposals again before the SFC after compliance of the observations discussed above.

Agenda Item no. 4

Six laning of NH-140 from Chittoor (Design Km 0.000/Existing Km 158.000 of NH-4) to Mallavaram (Design Km 61.128/Existing Km 41.800 of NH-140) (Length = 61.128 Km) in the State of Andhra Pradesh on Hybrid Annuity Mode under Bharatmala Pariyojana

- 4.1 CGM (T) NHAI made a presentation on the project. He stated that the project was envisaged for development under Bharatmala Pariyojana. CGM (Tech.) NHAI apprised

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the Committee that the proposed RoW had been kept at 60 m in the entire stretch. Secretary (R,T&H) enquired about status of land acquisition. The status of land acquisition was stated as under:

Description	Quantity
Total Land Required (Ha)	379
Existing ROW (Ha)	89
Addl. Land Required (Ha)	290
3A (Ha)	100%
3D (Ha)	100%

- 4.2 The Committee enquired about the status of pre-construction activities which was furnished by NHAI as under:

Description	Status
Tree felling permission	Permission submitted to concerned DFO for approval.
Forest Clearance	Not applicable
Utility shifting Estimates	Under progress
GAD approval for ROB	Proposal submitted to Railways.

- 4.3 The Committee enquired about the traffic on the project stretch. NHAI reported that traffic on the project stretch was about 34000 PCUs. Secretary (R,T&H) enquired if the NHAI had examined the desirability of 8-laning given the traffic growth on the project stretch. Member (Projects) submitted that 6-lane configuration with service roads almost throughout the entire stretch had been proposed. Secretary (R,T&H) observed that the NHAI should ensure that the service road does not become an escape route vis-à-vis tolling for road users and advised to ensure proper breaks in the continuity of the service roads. Member (Projects) assured the Committee that the same shall be complied with.

- 4.4 NHAI was also advised to ensure that that new utility proposed to be put in place should be of same standards as that of outgoing utility. Any additional cost on account of enrichment/ up-gradation of utilities as proposed by State Utility Department should be borne by them. Further, the NHAI should ensure that the credit for the abandoned material is taken for the realizable value of such assets, failing which the NHAI should auction such abandoned lines/ material and use such amount towards the project cost.

- 4.5 After detailed deliberations, the Committee recommended the proposal for approval with the details of the project as mentioned below:

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Description	Details
Design Length	61.128 km
Civil Construction Cost (in Rs. Crore)	1452.63
Estimated Project Cost (in Rs. Crore)	1550.98
Cost of pre-construction activities (in Rs. Crore)	253.05
Total Cost (in Rs. Crore)	1804.03

Agenda Item no. 5

4 Laning of NH-80 section of Mirza Chauki to Farakka from km 215.00 to km 260.00 in the State of Jharkhand on Hybrid Annuity Mode under NH(O)

- 5.1 CGM (T), NHAI made a presentation on the project. He stated that the project was envisaged for development under NH (O). CGM (Tech.) NHAI apprised the Committee that the project was earlier considered in meeting of SFC held on 16.03.2018 wherein it was deferred due to poor land availability. Secretary enquired about period of construction. CGM (T) stated that 24 months had been proposed. The Committee observed that there were no major structures except 03 nos. ROBs envisaged in the project stretch. As such, the Committee was of the view that the construction period should be reduced to 18 months for expeditious completion of the project stretch. Secretary (R,T&H) further enquired about the status of land acquisition. The status of land acquisition was stated as under:

Total Land Required (Ha)	192.23 + 20 (Additional land for structures and bus bays)
Existing ROW (Ha)	42.56 Ha
Addl. Land Required (Ha)	149.67 Ha
3A (Ha)	132.48 Ha
3D (Ha)	Published - 131.72 Ha

Further, NHAI was also asked to strictly adhere to norm of 2.5% administrative charges for land acquisition and expedite land acquisition for the additional land.

- 5.2 The Committee enquired about the status of pre-construction activities which was furnished by NHAI as under:

Description	Status
Tree felling permission	Under progress
Forest Clearance	Under progress
Utility shifting	Under progress

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GAD approval for ROB	Proposal being submitted
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- 5.3 After detailed deliberations, the Committee recommended the proposal for approval subject to the condition that construction period of the project would be 18 months (i.e. 1.5 years). The revised details of the project are as follows:

Description	Details
Design Length	42.718 km
Civil Construction Cost (in Rs. Crore)	625.85
Estimated Project Cost (in Rs. Crore)	661.14
Cost of pre-construction activities (in Rs. Crore)	243.49
Total Cost (in Rs. Crore)	904.63

Agenda Item no. 6

6. Four-Laning from Km. 253.600 to Km. 308.550 of Bellary to Byrapura section of NH 150-A on Hybrid Annuity mode under Bharatmala Pariyojana in the State of Karnataka
7. Four Laning of Byrapura to Challakere Section from km 308.550 to km 358.500, of NH-150 A, on Hybrid Annuity Mode under Bharatmala Pariyojana in the State of Karnataka
8. Four Laning from km 358.500 to km 414.205, Challakere to Hariyur section of NH-150 A, On Hybrid Annuity Mode under Bharatmala Pariyojana in the State of Karnataka

- 8.1 CGM (Tech.) NHAI apprised the Committee that the proposal was earlier deferred in the meeting of SFC held on 16.03.2018 on account of high per km cost of the project and poor land availability. Member (T) apprised that the projects had been reviewed and based on requirement at site and standards and specification, the cost remained the same. Moreover, the projects are structure intensive and to adjust the structures in the available ROW, the RE Wall and retaining walls had been proposed which had increased the civil cost. On the land front, it was stated that 3D had been published for more than 80 % of the land to be acquired. Secretary (RT&H) enquired about status of land acquisition. The status of land acquisition was reported as under:

Description	Bellary-Byrapura	Byrapura-Challakere	Challakere-Hariyur
Total Land Required (Ha)	330	334.10	331.37
Existing ROW (Ha)	66.12	111.95	109.04
Addl. Land Required (Ha)	263.88	222.15	222.33

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Description	Bellary-Byrapura	Byrapura-Challakere	Challakere-Hariyur
3A (Ha)	263.88	187.01	222.33
3D (Ha)	211.43	187.01	181.15

- 8.2 The Committee enquired about the status of pre-construction activities which was furnished by NHAI as under:

Description	Bellary-Byrapura	Byrapura-Challakere	Challakere-Hariyur
Tree felling permission	Trees enumeration under progress	Trees enumeration under progress	Trees enumeration under progress
Forest Clearance	Online application submitted.	Online application submitted.	Online application submitted.
Utility shifting	Estimate preparation under progress.	Estimate preparation under progress.	Estimate preparation under progress.
GAD approval for ROB	Under progress	Nil	Under progress

- 8.3 After detailed deliberations, the Committee recommended the proposal for approval subject to the condition that 100% land front would be made available within 5 months of date of signing of agreement. The details of the projects are as under:

Description	Bellary-Byrapura	Byrapura-Challakere	Challakere-Hariyur
Design Length	54.950km	49.950km	55.705km
Civil Construction Cost (in Rs. Crore)	970.75	606.86	860.27
Estimated Project Cost (in Rs. Crore)	1027.62	643.98	910.85
Cost of pre-construction activities (in Rs. Crore)	253.85	152.79	256.67
Total Cost (in Rs. Crore)	1281.47	796.77	1167.52

Agenda Item no. 9

Four-laning of Pinjore (end of Pinjore Bypass) - Nallagarh Section (km 4+200 to 35+370) on NH- 21A in the States of Haryana and Himachal Pradesh on Hybrid Annuity Mode under Bharatmala Pariyojana

- 9.1 Member (PPP), NHAI apprised the Committee that proposal for four-laning - End of Pinjore bypass-Nalagarh section was earlier considered by the Committee in the meeting held on 19.02.2018, wherein the proposal was deferred due to observations regarding proposed ROW and rationalization/ revision of L.A. cost. The Committee was further informed that proposal was again considered in the meeting held on

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26.08.2018 wherein NHAI was directed to look into the huge difference between prevalent circle rates and registry rates of land and take up the matter with State Government to revisit/ rationalize the L.A. costs.

- 9.2 Secretary (R,T&H) remarked that work for Pinjore bypass was being executed through Ministry's R.O. and directed NHAI to take into account the comparison of the L.A. rates of the instant proposal and that of Pinjore bypass. Member (PPP) NHAI also stated that they would like to withdraw the proposal as response had been received from the Government of Haryana. As such, the proposal was deferred. The Committee requested NHAI to revisit/rationalize the L.A. cost and pursue the matter with State Government.

Agenda Item no. 10 and 11

10. Four-laning of Aligarh-Kanpur section from Km 289.000 (Design chainage 302.108) to Km 356.000 (Design chainage 373.085) (Package-IV from Naviganj - Mitrasen) of NH-91 in the state of Uttar Pradesh under Economic-Corridor of Bharatmala Pariyojana
11. Four-laning of Aligarh-Kanpur section from Km 356.000 (Design chainage 373.085) to Km 414.000 (Design chainage 433.728 (Package-V from Mitrasen-Kanpur) of NH-91 in the state of Uttar Pradesh on Hybrid Annuity mode under Bharatmala Pariyojana
- 11.1 Member (Finance), NHAI apprised the Committee that proposal for four-laning of Naviganj-Mitrasen (i.e. Package-IV) and Mitrasen-Kanpur (i.e. Package-V) was part of Aligarh-Kanpur section, development of which was envisaged under Bharatmala Pariyojana Phase-I as 'Economic Corridor' [Sr. no. 24, Annexure II (a) of SOP dated 21.12.2017]. The preceding part of Aligarh-Kanpur section i.e. from Aligarh to Naviganj (in 03 nos. of packages) had already been appraised/ approved by the Committee.
- 11.2 NHAI submitted that length of Pckage-IV is 70.977 km and civil cost is Rs. 1581.30 Crores. Further, that length of Pckage-V is 60.642 km and civil cost is Rs. 1505.44 Crores. Secretary (R,T&H) observed that civil cost estimates per km for Packages IV and V worked out to Rs. 22.28 Crores and Rs. 24.82 Crores respectively which prima facie appeared to be on higher side. He advised the NHAI to review/ revisit the proposals vis-à-vis cost aspects considering all engineering solutions/ technical parameters to arrive at optimal civil costs.
- 11.3 Secretary (R, T & H) further enquired about the status of Land Acquisition. The same was furnished by NHAI as under:

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Description	Naviganj-Mitrasen (Package-IV)	Mitrasen-Kanpur (Package-V)
Total Land required	403.812 Ha.	331.295 Ha.
Land available	188.070 Ha.	133.252 Ha.
Balance land to be acquired	215.742 Ha.	198.043 Ha.
Government Land	11.27 Ha.	9.27 Ha.
Private Land	204.472 Ha.	188.773 Ha.
3 (D)	NIL	NIL
3 (G)	NIL	NIL

11.4 The Committee was further informed that the cost of Land Acquisition (L.A.) for Package-IV had been projected at Rs. 1078.711 Crores and for Package-V at Rs. 990.21 Crores. It was observed that balance land to be acquired was yet to be notified under 3 (D). Secretary (R,T&H) observed that the estimated LA cost worked out to Rs. 5.25 Crores per hectare for Package-IV and Package-V which appeared to be very high. Accordingly, Secretary requested the Member (F) to take it as a sample case and evaluate the genuineness of the Collector Rates vis-à-vis the rates of sale deeds (as per Section 26 of the RFCTLARR Act) in order to understand the reasons behind such high LA cost. Member (F) agreed to undertake this exercise. Secretary RTH further observed that keeping in view the past experience of LA in the case of states like UP, Bihar, Jharkhand, West Bengal and Odisha, the benchmark for awarding projects should be the stage of Section 3G as the time taken in disbursement of compensation and taking possession of land was very much on the higher side.

11.5 After detailed deliberations, the proposals for four-laning of Naviganj-Mitrasen (Package-IV) and Mitrasen-Kanpur (Package-V) were deferred and NHAI was directed to place the proposals before the Committee for requisite appraisal after compliance to the above observations.

Agenda Item no. 12

Four laning of Meerut - Najibabad section from Km 11+500 (Design Chainage 11.500 Meerut) to Km 39+240 (Design Chainage 39.250 Behsuma) and from Km 86+590 (Design Chainages 79.500 Bijnor) to Km 112+545 (Design Chainage 105.700 Jalalabad) (Length = 53.950 Km) of NH-119 (New NH-34) in the State of Uttar Pradesh under Bharatmala Pariyojana on Hybrid Annuity Mode

12.1 The Committee was apprised that development of connectivity from Meerut to Najibabad was envisaged under Bharatmala Pariyojana Phase-I [Sr. no. 301,

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Annexure III (a) of SOP dated 21.12.2017 under residual NHDP works].

- 12.2 Secretary (R,T&H) enquired about the status of Land Acquisition which was furnished by NHAI as under:

Total Land required	329.05 Ha.
Land available	107.58 Ha.
Balance land to be acquired	221.47 Ha.
Government Land	27.46 Ha.
Private Land	194.210 Ha.
3 (A)	221.47
3 (D)	NIL
3 (G)	NIL

- 12.3 Secretary (RT&H) observed that the balance land to be acquired had not been notified under 3 (D) and keeping in view of the past experiences in the State of Uttar Pradesh, it would be premature to appraise the proposal until 3 (D) for entire balance land 3 (G) for substantial portion of the balance land to be acquired is completed. He further observed that L.A. cost in the instant case was Rs. 3.57 Crores per hectare which may be reviewed and rationalized duly taking into consideration the comparison between the Collector Rate and the average rate of sales deeds (the upper 50%) executed recently in the adjoining area.
- 12.4 NHAI submitted that project length is 53.95 km and civil cost is Rs. 980.98 Crores. Secretary (R,T&H) observed that the civil cost per km for the project was estimated at Rs. 18.18 Crores, which appeared to be on higher side. He observed that the NHAI should review/ revisit the proposal vis-à-vis cost aspect considering all engineering solutions/ technical parameters to arrive at optimal civil cost.
- 12.5 As such, the proposal was deferred and the NHAI was advised to place the proposal before the Committee for appraisal after reviewing/ rationalizing the L.A. cost and completing 3 (D) for entire balance land and 3 (G) for substantial portion of the balance land to be acquired. Moreover, NHAI was also requested to review the cost proposed towards Electrical Utility Shifting (i.e. Rs. 45.86 Crores) and ensure that that new utility proposed to be put in place should be of same standards as that of the outgoing utility. Any additional cost on account of enrichment/ up-gradation of utilities as proposed by the concerned State Department should be borne by them. Further, the credit for salvage value of the abandoned material should be based on

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the realizable value of the assets.

Agenda Item no. 13, 14 and 15

13. 4 laning of Saoner - Dhapewada - Kalmeshwar - Gondkhairi of NH-547E, from Km. 4+700 to Km. 33+575 in the State of Maharashtra on EPC mode under NH(O)
 14. 4 laning of Warora - Wani section of NH-930 from Km. 313+850 to Km. 332+160 in the state of Maharashtra on EPC mode under NH(O)
 15. 4 Laning of Nagpur-Umred section from Km 7+300 to Km 48+400 of NH-353D in the State of Maharashtra on EPC Mode under NH(O)
- 15.1 Member (Technical) NHAI apprised the Committee that the aforesaid proposals were considered by the Committee in its meeting held on 16.03.2018 wherein the proposals were deferred due to high civil cost per km and high L.A. cost.
- 15.2 Secretary (R,T&H) enquired as to whether the compliance of earlier observations of SFC had been incorporated in the proposals and whether civil cost/ L.A. cost had been reviewed. NHAI submitted that civil cost of the proposals had not been modified but L.A. cost for the project stretches had been modified after considering circle rates, recent sales deed etc. as given below:

Project stretch	LA Cost proposed earlier (Rs. in Crores)	Revised LA Cost (Rs. in Crores)
Nagpur-Umred	570.06	318
Warora-Wani	312.69	152
Saoner - Dhapewada	655.15	430.59

NHAI further explained that there were two different rates in the region i.e. if land holding being acquired is less than 0.4 Ha, the land rate is considered on per square meter basis; and if it exceeds 0.4 Ha, the land rate is considered on hectare basis. Secretary (R,T&H) observed that since the rates of land in adjacent land holdings shall vary depending upon the size of land holding being acquired; it may appear discriminatory to apply specific land rate corresponding to one land holding and some other land rate corresponding to the other. This may result into further representation/ litigation/ other legal action. As such, Secretary (R,T&H) advised the NHAI to review the L.A. estimates for the proposals.

- 15.3 Member (Technical) NHAI stated that 3(A) had been completed for almost entire stretch except in some localized pockets in Saoner-Dhapewada stretch. Secretary

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(R,T&H) remarked that such incomplete L.A. at staggered locations may further lead to delay in execution of the project.

- 15.4 Secretary (R,T&H) further enquired about the radius at one location of the proposed Elevated corridor/ ROB on Nagpur side in Saoner-Dhapewada stretch. NHAI submitted that the same was greater than 400m which was line with the standards/ specifications for four-laning.
- 15.5 After detailed deliberations, the Committee deferred the proposals and asked NHAI to review the high civil cost of these three proposals, review and finalize the L.A. estimates in respect of these proposals. Further, NHAI was also advised to ensure that that new utility proposed to be put in place should be of same standards as that of outgoing utility. Any additional cost on account of enrichment/ up-gradation of utilities, as proposed by the concerned Department, should be borne by them. He further observed that it should be ensured that only 11 kV or 33 kV lines are allowed parallel to the project road with minimal crossing overs. No distribution lines should be allowed in the project ROW. Further, the credit for realizable value of the abandoned assets should be taken into account instead of nominal amount of about 5% whereas the PCC Poles and the Conductor were always reusable.
16. The meeting ended with a vote of thanks to and from the chair.

List of Participants

A. Ministry of Road Transport & Highways

1. Shri Y.S. Malik, Secretary (R, T&H) - In Chair
2. Shri Shambhu Singh, AS&FA
3. Shri A.K. Ghosh, JS (H)
4. Shri Narendra Sharma , SE (PPP)
5. Shri Rupesh Kumar Srivastava, EE (PPP)
6. Shri Amit Ranjan, EE (PPP)
7. Shri Avdesh Gupta, EE(PPP)
8. Shri Vivek Panchal, AEE (PPP)

B. Department of Expenditure

Shri Ujjawal Kumar, Under Secretary

C. Department of Economic Affairs

Shri Manoj Kumar Madhulia, DD (PPP)

D. NITI Aayog

1. Smt Sushma Monga, Deputy Advisor (PAMD)
2. Shri Amit Bharadwaj, Deputy Advisor
3. Shri R.K. Bhatheja, EO (PPPAU)

E. National Highways Authority of India

1. Shri D.O. Tawade, Member (T)
2. Shri Rohit Kumar Singh, Member (F)
3. Shri A.K. Singh, Member (Projects)
4. Shri R.K. Pandey, Member (Projects)
5. Shri Niraj Verma, Member (PPP)
6. Shri Atul Kumar, CGM (T)
7. Shri Alok Deepankar, CGM (T)
8. Shri S.K. Mishra, CGM (T)
9. Shri Ajmer Singh, CGM (T)
10. Shri J.K. Goyal, CGM (T)
11. Shri R.K. Singh, GM (T)
12. Shri Ashish Asati, GM (T)
13. Shri Akil Ahmad, GM (T)
14. Shri Rananjay Singh, GM (T)
