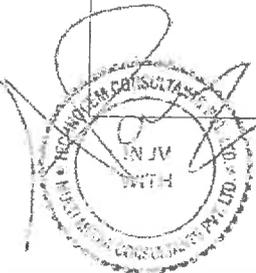
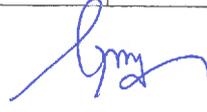


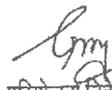
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**Cover-Note/Sheet for any SFC/EFC Proposal**

Main part	Sub-Part	Details/Particulars	Page No. of SFC Memo		
Name of the Project	Upgradation to 2 lane with paved shoulder/4 lane of khajuwala- poogal section (Design Chainage 0+000 to 30+812) and poogal - dantour - jaggasar - gokul - goddu - ranjeetpura - charanwala - naukli - bap section of NH-911 (Design Chainage 1+430 to 182+725) (Total length 212.107 km) under Bharatmala Pariyojna in the state of Rajasthan on Hybrid Annuity Mode		1		
Mode of Implementation	Hybrid Annuity Mode		1		
Length of the Project	212.107 km		1		
Specifications of the Project	<u>Existing</u> Single/Intermediate lane to two lane varying from 3.75m to 7.0m	<u>Proposed</u> 2L+PS [Paved carriageway {(7.0 + 1.5 X 2) = 10.0m} + Earthen shoulder 2m (both side)]	1		
Pavement	Flexible	Flexible pavement except toll plaza	1		
Traffic (No. of PCUs)	Section	Tollable	Non-Tollable	Total	10
	At Design CH 19+520 km	2117	376	2493	
	At Design CH 81+700 km	1056	167	1223	
	At Design CH 167+700 km	982	242	1224	
RoW Details (ROW) acquired during earlier up-gradation project (e.g. for 4-laning project, ROW acquired for earlier executed 2-laning work should be mentioned)	Existing RoW (in Mtrs)	15m - 45m on existing alignment		2	
	Land area under the Existing RoW	726.68 Ha (82.79%)		5	
	Existing carriageway Varying from 3.75m to 7.0m	Proposed carriageway 2L+PS [Paved carriageway {(7.0 + 1.5 X 2) = 10.0m} + Earthen shoulder 2m (both side)]		1	
	Encroachments on the already acquired RoW	16.5 Ha. Total length - 5.05 km.		Additional Information	
	Proposed RoW	24m - 45m on existing alignment, 150 m at toll plaza and 45m at realignment & Bypass		2	
	Additional Land Required for the proposed RoW	151.04 Ha.		5	
	Of which				
	Government Land	58 Ha [Total Land 784.68 Ha (89.40%)		5	
	Forest Land	-			
	Private Land	93 Ha		5	
	Estimated Land Acquisition Cost	9.96 Cr.		3	
	Rate of Administrative Charges of LA, if applicable	2.5%			
Status of Acquisition of Private land	Section 3A	3(A) - Verification completed and under process of publication (Likely Date-31.03.2018)		5	
	Section 3D	Nil (Likely Date-15.05.2018)		5	
	Section 3G	Nil (Likely Date-15.07.2018)		5	
	Possession taken	Nil (Before Appointed Date)		5	
	Contiguous length of encumbrance-free available RoW	190.426 km (89.78%)		5	
	Status of Availability of RoW for approaches to the structures	Before Appointed Date			






 Page 1 of 3  
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Main part	Sub-Part	Details/Particulars	Page No. of SFC Memo
	Time by which complete RoW would be available	Oct, 2018	12
Status of other preconditions	Status of Tree-felling permission, if required	Tree verification by forest department at site is under progress.	
	Area of Forest Land Diversion and Status	Nil	5
	Wild-life Clearance, if required	Nil	5
	Electrical Utility Shifting- estimated costs	3.72 Cr.	3
	Water Supply Line shifting-estimated costs	1.28 Cr.	3
	Any other Utilities to be shifted	Nil	
	Status of GAD approvals in case of Rob/RUB	Nil	
Additional Project Features	Minor Bridges	6	1, 2
	Culverts	185	
	Flyover/Elevated Structure	Nil	
	RoB/RuB	Nil	
	VUP/VOP	3 VUP	
	FOB	Nil	
	Major Junctions	13	
	Minor Junctions	81	
	Length of Service Road/Slip Road	7.48 km	
	Length of RCC Rectangular/RCC Toe Drain	5.74 km	
	Bypass (No. & Length)	Nil	
	Realignment-(Length)	Realignments- 7 (10.986 km) Curve improvement at 36 locations in 11.065 km	
	Bus-bays/Shelters	Bus bay with bus shelter-60no. Bus shelter only - 72nos.	
	Truck Lay-byes	1 No (LHS & RHS)	
	Rest Area/Way side Amenity	Nil	
Any other, specify			
Toll Plaza	Location of Toll Plaza	3 Nos Toll plaza 1- CH 19+520 km Toll plaza 2- CH 81+700 km Toll plaza 3- CH 167+700 km	2
	Distance from the Municipal Limits/area	Toll plaza-1 is 18km away from poogal and 12km away from Dantour Toll plaza-2 is 24km away from Ranjeetpura Toll plaza-3 is 17km away from Bap	12
	Distance from the preceding Toll Plaza	Toll plaza 1 - Toll plaza 2 62.18 km Toll plaza 3 86 km	12
	Distance from the subsequent toll plaza	Toll plaza 1 62.18 km Toll plaza 2 86 km Toll plaza 3 -	12
	Any deviation from the Toll-fee Rules – along with Justification	Nil	
	No. of Lanes proposed	8 lane	12

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Page 2 of 3  
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Main part	Sub-Part	Details/Particulars	Page No. of SFC Memo
Estimated Project Cost	Cost of Addl. Land	9.96 Cr.	3
	Cost of other Pre-construction activities	7 Cr.	3
	Civil Construction Cost (Road stretch)	719.32 Cr	Additional Information
	Civil Construction Cost (Structures)	88.03 Cr	Additional Information
	Total Civil Construction Cost	807.35 Cr.	2
	Centages	41.87 Cr	3
	Total Estimated project cost	857.29 Cr.	3
Project Completion Schedule	Date by which Tenders to be invited	Tenders already invited with bid due date as 05.03.2018 (extended as 19.03.2018)	12
	Proposed date of LoA	31 <sup>st</sup> March 2018	
	Proposed Date of declaration of 'Appointed Date'	October, 2018	
	Project Completion Time (no. of months)	24 months	
	Scheduled Completion date	October 2020	

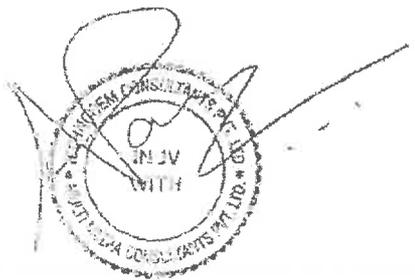
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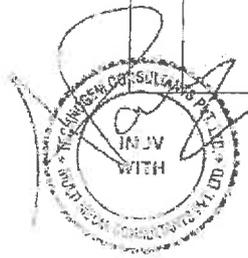
परियोजना निदेशक/Project Director  
भाराराप्रा प.का.ई. बीकानेर/NHAI, PIU, Bikaner



Memorandum for EFC Appraisal Committee

1	General	Description																							
1.1	Name of the Project	Upgradation to 2 lane with paved shoulder/4 lane of khajuwala- poogal section (Design Chainage 0+000 to 30+812) and poogal - dantour - jaggasar - gokul - goddu - ranjeetpura - charanwala - naukh - bap section of NH-911 (Design Chainage 1+430 to 182+725) (Total length 212.107 km) under Bharatmala Pariyojna in the state of Rajasthan on Hybrid Annuity Mode																							
1.2	Type of PPP (BOT, BOOT, BOLT, OMT etc.)	Hybrid Annuity mode.																							
1.3	Location (State/District/Town)	State: Rajasthan District: Bikaner, Jaisalmer, Jodhpur Towns: Khajuwala(Beriyawala),Poogal,Dantour, Bap																							
1.4	Administrative Ministry / Department	Ministry of Road Transport and Highways, Government of India																							
1.5	Name of Sponsoring Authority	Ministry of Road Transport and Highways, Government of India																							
1.6	Name of the Implementing Agency	National Highway Authority of India																							
2	<b>Project Description</b>	As per Annexure-X																							
2.1	Brief description of the project	The project proposal is for Upgradation to 2 lane with paved shoulder/4 lane of Khajuwala- Poogal section (Design Chainage 0+000 to 30+812) and Poogal - Dantour - Jaggasar - Gokul - Goddu - Ranjeetpura - Charanwala - Naukh - Bap section of NH-911 (Design Chainage 1+430 to 182+725) in the State of Rajasthan under Bharatmala on Hybrid Annuity mode. The total traffic is 1223-2493 PCU and therefore this section is upgraded to 2 lane with paved shoulder with builtup area as 4 lane. The project is not viable on BOT (Toll) as grant required at 15% EIRR is more than 40%. Hence, the project is proposed on Hybrid Annuity Model. Brief description of the project highway is as follow: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Length</td> <td colspan="2">212.107 Km</td> </tr> <tr> <td rowspan="5">Project Cost</td> <td>Civil Construction Cost</td> <td>Rs. 807.35 Cr</td> </tr> <tr> <td>Estimated Project Cost</td> <td>Rs. 857.29 Cr</td> </tr> <tr> <td>Estimated Bid Project Cost</td> <td>Rs. 1043.20 Cr</td> </tr> <tr> <td>1<sup>st</sup> Year O&amp;M Cost</td> <td>Rs. 19.15 Cr.</td> </tr> <tr> <td>Life Cycle Cost</td> <td>Rs. 1108.86 Cr</td> </tr> <tr> <td></td> <td>Total Capital Cost incl LA etc.</td> <td>Rs. 874.25 Cr</td> </tr> <tr> <td>Existing Carriageway</td> <td colspan="2">Varying from 3.75m to 7.0m</td> </tr> <tr> <td>Proposed</td> <td colspan="2">2L+PS [Paved carriageway {(7.0 + 1.5 X 2) = 10.0m} + Earthen shoulder 2m (both side)]</td> </tr> </table>	Length	212.107 Km		Project Cost	Civil Construction Cost	Rs. 807.35 Cr	Estimated Project Cost	Rs. 857.29 Cr	Estimated Bid Project Cost	Rs. 1043.20 Cr	1 <sup>st</sup> Year O&M Cost	Rs. 19.15 Cr.	Life Cycle Cost	Rs. 1108.86 Cr		Total Capital Cost incl LA etc.	Rs. 874.25 Cr	Existing Carriageway	Varying from 3.75m to 7.0m		Proposed	2L+PS [Paved carriageway {(7.0 + 1.5 X 2) = 10.0m} + Earthen shoulder 2m (both side)]	
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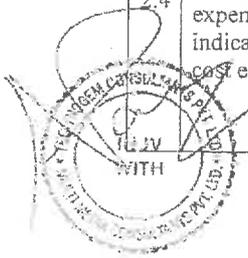


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1	General	Description																			
		Type of Pavement	Flexible Pavement except at toll plaza.																		
		Existing RoW (m)	15m - 45m on existing alignment																		
		Proposed RoW (m)	24-45m on existing alignment, 150m at toll plaza and 45m on Realignments																		
		Bypasses Realignments (No&Length)	NIL 7 (10.986 km) including realignment at Poogal, Dantour, Goddu and Ranjectpura Curve improvement at 36 locations in 11.065 km																		
		Length of Service/ Slip Road	7.48 Km (Slip Road)																		
		Major Bridge (Nos.)	Nil																		
		Minor Bridge (Nos.)	6 (All 6 in reconstruction)																		
		ROB (Nos.)	Nil																		
		Toll Plaza (Nos.)	3 (On NH-911 at chainage km 19+520, km 81+700 and km 167+700)																		
		Interchanges (Trumpet)	Nil																		
		VUP/Flyover(Nos.)	VUP - 3 (On NH-911 at Design chainage km 90+910, km 92+805 and km 117+885) at intersection with SH-94, SH-87A and SH-94 respectively.																		
		LVUP(Nos.)	Nil																		
		Truck Lay Bye (Nos.)	1 (both side)																		
		Bus Bays (Nos.)	30x2=60																		
		Bus Shelters(Nos.)	36x2=72																		
		Culverts (Nos.)	185																		
		Construction period	24 months																		
		The estimated civil construction cost is Rs 807.35 crore (SOR NH Bikaner Circle, Rajasthan PWD with base year as 2016-17) and scheduled to be completed within 730 days from the Appointed Date.																			
2.2	Justification for the project	This road is of strategic importance which serves movement of army vehicles to the international border area and development of this stretch will also provide connectivity to a number of remote villages.																			
2.3	Possible alternatives, if any	No																			
2.4	Estimated capital costs with break-up under major heads of expenditure. Also indicate the basis of cost estimation.	<table border="1"> <tr> <td>1</td> <td>Civil Construction Cost (SOR 16-17)</td> <td>807.35 Cr</td> </tr> <tr> <td>2</td> <td>Escalation @5% on Civil Construction Cost upto Bid Date</td> <td>Nil</td> </tr> <tr> <td>3</td> <td>Civil Construction Cost on Bid Due Date (1+2)</td> <td>807.35 Cr</td> </tr> <tr> <td>4</td> <td>Contingencies @ 1% on Civil Construction Cost (3)</td> <td>8.07 Cr</td> </tr> <tr> <td>5</td> <td>Total EPC Cost (3+4)</td> <td>815.42 Cr</td> </tr> <tr> <td>6</td> <td>IPC &amp; Pre-Operative Expenses @1% of Total EPC Cost (5)</td> <td>8.15 Cr</td> </tr> </table>		1	Civil Construction Cost (SOR 16-17)	807.35 Cr	2	Escalation @5% on Civil Construction Cost upto Bid Date	Nil	3	Civil Construction Cost on Bid Due Date (1+2)	807.35 Cr	4	Contingencies @ 1% on Civil Construction Cost (3)	8.07 Cr	5	Total EPC Cost (3+4)	815.42 Cr	6	IPC & Pre-Operative Expenses @1% of Total EPC Cost (5)	8.15 Cr
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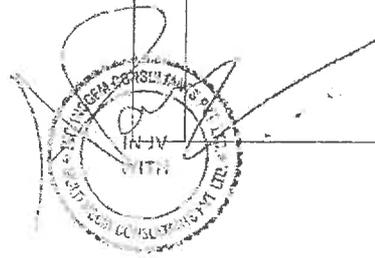
परियोजना निदेशक/Project Director  
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1	General	Description																																	
		<table border="1"> <tr> <td data-bbox="582 403 614 425">7</td> <td data-bbox="646 403 1125 459">Financing Cost @ 1.5% of Rs. 308.01 Cr (i.e. Debt)</td> <td data-bbox="1141 403 1236 425">4.62 Cr</td> </tr> <tr> <td data-bbox="582 459 614 481">8</td> <td data-bbox="646 459 1125 515">Interest During Construction @10.10% (i.e. Base rate 8.10%+2%) on debt</td> <td data-bbox="1141 459 1252 481">29.095 Cr</td> </tr> <tr> <td data-bbox="582 515 614 537">9</td> <td data-bbox="646 515 981 548">Centages over EPC Cost (6+7+8)</td> <td data-bbox="1141 515 1236 537">41.87 Cr</td> </tr> <tr> <td data-bbox="582 548 614 571">10</td> <td data-bbox="646 548 869 582">Estimated Project Cost</td> <td data-bbox="1141 548 1252 571">857.29 Cr.</td> </tr> <tr> <td data-bbox="582 582 614 604">11</td> <td data-bbox="646 582 917 616">Estimated Bid Project Cost</td> <td data-bbox="1141 582 1268 604">1043.20 Cr.</td> </tr> <tr> <td data-bbox="582 616 614 638">12</td> <td data-bbox="646 616 837 649">1<sup>st</sup> Year O&amp;M Cost</td> <td data-bbox="1141 616 1236 638">19.15 Cr.</td> </tr> <tr> <td data-bbox="582 649 614 672">13</td> <td data-bbox="646 649 805 683">Life Cycle Cost</td> <td data-bbox="1141 649 1268 672">1108.86 Cr</td> </tr> <tr> <td data-bbox="582 683 614 705">14</td> <td data-bbox="646 683 790 716">Utility shifting</td> <td data-bbox="1141 683 1220 705">5.00 Cr.</td> </tr> <tr> <td data-bbox="582 716 614 739">15</td> <td data-bbox="646 716 1061 750">LA, Rehabilitation and Resettlement cost</td> <td data-bbox="1141 716 1220 739">9.96 Cr.</td> </tr> <tr> <td data-bbox="582 750 614 772">16</td> <td data-bbox="646 750 837 784">Environmental Cost</td> <td data-bbox="1141 750 1220 772">2.00 Cr.</td> </tr> <tr> <td data-bbox="582 784 614 806">17</td> <td data-bbox="646 784 949 817">Total Capital Cost incl LA etc.</td> <td data-bbox="1141 784 1252 806">874.25 Cr.</td> </tr> </table>	7	Financing Cost @ 1.5% of Rs. 308.01 Cr (i.e. Debt)	4.62 Cr	8	Interest During Construction @10.10% (i.e. Base rate 8.10%+2%) on debt	29.095 Cr	9	Centages over EPC Cost (6+7+8)	41.87 Cr	10	Estimated Project Cost	857.29 Cr.	11	Estimated Bid Project Cost	1043.20 Cr.	12	1 <sup>st</sup> Year O&M Cost	19.15 Cr.	13	Life Cycle Cost	1108.86 Cr	14	Utility shifting	5.00 Cr.	15	LA, Rehabilitation and Resettlement cost	9.96 Cr.	16	Environmental Cost	2.00 Cr.	17	Total Capital Cost incl LA etc.	874.25 Cr.
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		<p>Estimate has been framed on the basis of rate analysis based on Ministry's data book by taking basic rates of material and machinery from SOR NH Bikaner 2016-17. The basic rates of material such as Bitumen, Cement and Steel have been taken from respective websites. A labour rate has been taken as per minimum wages prescribed by labour department.</p> <p>The expenditure will be charged to Bharatmala            Financial Year 2018-19: 342.92 crore            Financial Year 2019-20: 514.37 crore  <b>Total: 857.29 crore</b></p> <p>The project is targeted for completion in 24 months with major milestones given below.</p>																																	
2.5	Phasing investment of																																		
2.6	Project Implementation Schedule (PIS)	<p><b>Project Milestone-I</b></p> <p>Project Milestone-I shall occur on the date falling on the 214th (Two hundred and fourteen) day from the Appointed Date (the "Project Milestone-I").</p> <p>Prior to the occurrence of Project Milestone-I, the Concessionaire shall have expended not less than 20% (twenty per cent) of the total capital cost set forth in the Financial Package.</p> <p>Prior to the occurrence of Project Milestone -I, the Concessionaire shall have commenced construction of the Project and achieved 20% Physical Progress.</p> <p><b>Project Milestone-II</b></p> <p>Project Milestone-II shall occur on the date falling on the 334th (three hundred and thirty four) day from the Appointed Date (the "Project Milestone-II").</p> <p>Prior to the occurrence of Project Milestone-II, the Concessionaire shall have expended not less than 35% (thirty five per cent) of the total capital cost set forth in the Financial Package. Provided, however, that at least</p>																																	

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1	General	Description
		70% (seventy percent) of the expenditure referred to hereinabove shall have been incurred on physical works which shall not include advances of any kind to any person or expenditure of any kind on plant and machinery.
		Prior to the occurrence of Project Milestone –II, the Concessionaire shall have commenced construction of the Project and achieved 35% Physical Progress
		<b>Project Milestone-III</b>
		Project Milestone-III shall occur on the date falling on the 584th (five hundred and eighty four) day from the Appointed Date (the "Project Milestone-III").
		Prior to the occurrence of Project Milestone-III, the Concessionaire shall have commenced [construction of all Project Facilities and expended not less than 75% (seventy five per cent)] of the total capital cost set forth in the Financial Package.
		Prior to the occurrence of Project Milestone –III, the Concessionaire shall have commenced construction of the Project and achieved 75% Physical Progress
		<b>Scheduled Completion Date</b>
		The Scheduled Completion Date shall be the 730th (seven hundred and thirty) day from the Appointed Date.
		On or before the Scheduled Completion Date, the Concessionaire shall have completed the Project in accordance with this Agreement.
3	<b>Financing Arrangements</b>	
3.1	Sources of financing (equity, debt, mezzanine capital etc.)	Project is proposed to be implemented on Hybrid Annuity Mode. The financing will be done from revenues through toll revenues/allocation in Bharatmala.
3.2	Indicate the revenue streams of the project (Annual flows over project life). Also indicate the underlying assumptions.	Hybrid Annuity Mode.
3.3	Indicate the NPV of revenue streams with 12% discounting.	-
3.4	Who will fix the tariff/user charges? Please specify in details.	User fee shall be collected by the NHAI on completion of the project in accordance with the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008 with subsequent amendments.
	Have any FIs been approached? If yes, there response may be indicated.	No.

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1	General	Description
4	IRR	
4.1	Economic IRR (if computed)	NA
4.2	Financial IRR, indicating various assumptions (attach separate sheet if necessary)	Equity IRR 15% Estimated Project Cost: Rs 857.29 crore Estimated Bid Project Cost: Rs 1043.20 crore Estimated life cycle cost: Rs 1108.86 crore
5	Clearances	
5.1	Status of environmental clearances	Not required.
5.2	Clearance required from the State Government and other local bodies	<p><b>Land Acquisition:</b></p> <p>Total Land Required: 877.72 Ha Land available: 726.68 Ha (82.79%) Land to be acquired: 151.04 Ha (Govt. land 58 Ha + Pvt Land 93 Ha)</p> <p>3(A) - Verification completed and under process of publication. (Likely date-31.03.2018). 3(D) - Nil (Likely Date-15.05.2018) 3 (G)- Nil (Likely Date-15.07.2018)</p> <p><b>Working front :-</b> 190.426 km (89.78%)</p> <p><b>Env Clearance:</b> Not required. <b>Forest Clearance:</b> Not required. <b>Wild life clearance:</b> Not required. <b>GADs-</b> Not Applicable</p> <p><b>Utility Shifting-</b> Utility shifting proposal has been submitted by DPR consultant. Joint site visit completed.</p>
5.3	Other support required from the State Government.	State Support Agreement, Govt. of Rajasthan has signed the state support agreement.
6	GoI Support	
6.1	Viability Gap funding, if required.	Hybrid Annuity Model hence NA.
6.2	GoI guarantees being sought, if any	Nil.
7	Concession Agreement	
7.1	Terms sheet of the proposed Concession Agreement (Attached Appendix A) at	Sheet attached. The project is proposed to be implemented as per Model Concession Agreement dated 09.12.2016 issued by MoRTH.

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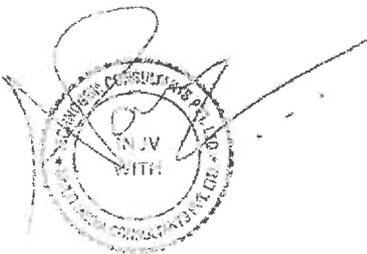
1	General	Description
8	Criteria for short listing	
8.1	Is short Listing to be in one stage or two stage?	Single Stage two part system of bidding.
8.2	Indicate the criteria for short listing (attach separate sheet if necessary)	As per model RFP.
9	Others	
9.1	Remarks, if any	

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## Appendix A

## Term Sheet of the proposed Concession Agreement

## A. Sponsoring Ministry: Ministry of Road Transport and Highways

Name and location of the project: Upgradation to 2 lane with paved shoulder/4 lane of khajuwala- poogal section (Design Chainage 0+000 to 30+812) and poogal - dantour - jaggasar - gokul - goddu - ranjectpura - charanwala - naukh - bap section of NH-911 (Design Chainage 1+430 to 182+725) (Total length 212.107 km) under Bharatmala Pariyojna in the state of Rajasthan on Hybrid Annuity Mode

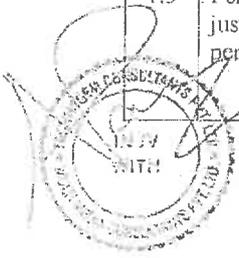
B. Legal Consultant: The team of Financial Consultants has a Legal expert who shall provide necessary inputs in this regard.

C. Financial Consultant: M/s JPS Associates Pvt. Ltd

S No.	Item	Description
I	General	
1.1	Name of the Project	Upgradation to 2 lane with paved shoulder/4 lane of khajuwala-poogal section (Design Chainage 0+000 to 30+812) and poogal - dantour - jaggasar - gokul - goddu - ranjectpura - charanwala - naukh - bap section of NH-911 (Design Chainage 1+430 to 182+725) (Total length 212.107 km) under Bharatmala Pariyojna in the state of Rajasthan on Hybrid Annuity Mode
	Type of PPP (BOT, BOOT, BOLT, OMT etc.)	Hybrid Annuity mode.
	Location (State/District/Town)	State: Rajasthan District: Bikaner, Jaisalmer, Jodhpur Towns: Khajuwala(Berianwala),Poogal,Dantour,Bap
	Administrative Ministry / Department	Ministry of Road Transport and Highways, Government of India
	Name of Sponsoring Authority	Ministry of Road Transport and Highways, Government of India
	Name of the Implementing Agency	National Highway Authority of India
	Project Description	As per Annexure-X
		The estimated civil construction cost is Rs 807.35 crore (SOR Bikaner Circle, Rajasthan Public Work Department with base year as 2016-17) and scheduled to be completed within 730 days from the Appointed Date.
1.2	Nature of Concession to be granted.	Hybrid Annuity mode.
1.3	Period of Concession and justification for fixing the period	Article 3 (3.1.1) of Concession Agreement: 17 years (2 year construction period + 15 years Operation & Maintenance Period)

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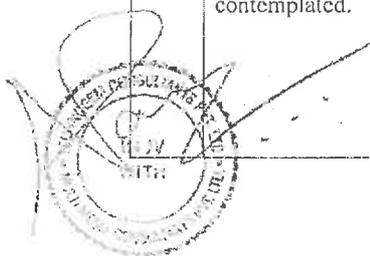
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1.4	Estimated Total Project Cost	Estimated Project Cost: Rs 857.29 crore Estimated Bid Project Cost: Rs 1043.20 crore Estimated life cycle cost: Rs 1108.86 crore
1.5	Likely construction period	2 years (730 days)
1.6	Conditions precedent, if any, for the Concession to be effective.	As laid down in Article 4 of the Concession Agreement.
1.7	Status of land acquisition	Total Land Required: 877.72 Ha Land available: 726.68 Ha (82.79%) Land to be acquired: 151.04 Ha (Govt. land 58 Ha + Pvt Land 93 Ha)  3(A) - Verification completed and under process of publication. (Likely date-31.03.2018). 3(D) - Nil (Likely Date-15.05.2018) 3 (G)- Nil (Likely Date-15.07.2018)  <b>Working front: - 190.426 km (89.78%)</b>
<b>II Construction and O&amp;M</b>		
2.1	Monitoring of construction; whether an independent agency/ engineer is contemplated.	Yes, Independent Engineer shall be appointed as per Article 21 of Concession Agreement. Monitoring of construction and monitoring of Operation and Maintenance shall be as per Article 13 and Article 19 of Concession Agreement.
2.2	Minimum standards of Operation and Maintenance	As per clause 17.2 of Concession Agreement and Schedule K.
2.3	Penalties for violation of prescribed O & M standards	As laid down in Article 17.8 of Concession Agreement.
2.4	Safety related provisions	As laid down in Article 18 of Concession Agreement and Schedule-L.
2.5	Environment related provisions	As laid down in Clause 4.1.2 of Concession Agreement.
<b>III Financial</b>		
3.1	Maximum period for achieving financial close	As per Article 22 (Clause 22.1.1) Financial Close within 150 days from the date of the Agreement and in the event of delay, it shall be entitled to a further period not exceeding 120 (one hundred and twenty) days, subject to payment of Damages to the Authority in a sum calculated at the rate of 0.05% (zero point zero five per cent) of the Performance Security for each day of delay, provided that the Damages specified herein shall be payable every week in advance and the period beyond the said 150 (one hundred and fifty) days shall be granted only to the extent of Damages so paid.
3.2	Nature and extent of capital grant/subsidy contemplated.	40% (forty per cent) of the Bid Project Cost, adjusted for the Price Index Multiple, shall be due and payable to the Concessionaire in 5 (five) equal installments of 8% (eight per cent) each during the Construction Period in accordance with the provisions of Clause 23.4.  The remaining 60% of the Bid Project Cost, adjusted for the Price Index Multiple, shall be due and payable in 30 (thirty)



*[Signature]*

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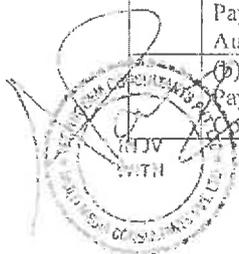
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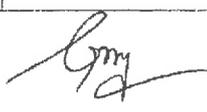
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		biannual installments commencing from the 180th (one hundred and eightieth) day of COD in accordance with the provisions of Clause 23.6.
3.3	Bidding parameter (capital subsidy or other parameter)	Subject to the provisions of Clause 2.16.1, the Bidder whose Bid is adjudged as responsive in terms of Clause 3.2 and who's assessed Bid Price is the lowest, shall be declared as the selected Bidder (the "Selected Bidder") as prescribed in Clause 3.8.1 of RFP.
3.4	Provisions for change of scope and the financial burden thereof.	As laid down in Article 16 of Concession Agreement.
3.5	Concession fee, if any, payable by the Concessionaire.	-
3.6	User charges/fee to be collected by the Concessionaire	The Concessionaire is not entitled to collect the user fee from the users. User fee shall be collected by the NHAI on completion of the project in accordance with the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008 with subsequent amendments.
3.7	Indicate how the user fee is to be determined; the legal provisions in support of user fee (attach the relevant rules/ notification); and the extent and nature of indexation for inflation.	User fee shall be collected by the NHAI on completion of the project in accordance with the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008 with subsequent amendments.
3.8	Provisions, if any, for mitigating the risk of lower revenue collection.	N/A.
3.9	Provisions relating to escrow account, if any.	As laid down in Article 25 and Schedule 6 of Concession Agreement.
3.10	Provisions relating to insurance	As laid down in Article 26 of Concession Agreement.
3.11	Provisions relating to audit and certification of claims.	As laid down in Article 27 of Concession Agreement.
3.12	Provisions relating to assignment/substitution right relating to lenders.	As laid down in Article 34 of Concession Agreement
3.13	Provisions relating to change in law.	As laid down in Article 35 of Concession Agreement
3.14	Provisions, if any for compulsory buy-back of assets upon termination/expiry.	As laid down in Article 31 of Concession Agreement.
3.15	Contingent liabilities of the government.	
	(a) Maximum Termination Payment for Government/ Authority Default.	As laid down in Clause 31.3 of Concession Agreement.
	(b) Maximum Termination Payment for Concessionaire Default.	As laid down in Clause 31.3 of Concession Agreement.

  
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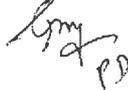


   
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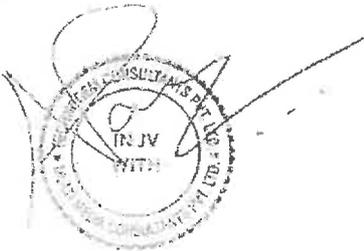
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	(c) Specify any other penalty, compensation or payment contemplated under the agreement.	As laid down in Article 29 of Concession Agreement.
<b>IV</b>	<b>Others</b>	
4.1	Provisions relating to competing facilities, if any.	N/A.
4.2	Specify the proposed Dispute Resolution Mechanism	As laid down in Article 38 of Concession Agreement.
4.3	Specify the proposed governing law and jurisdiction	As laid down in Clause 41.1 of Concession Agreement.  This Agreement shall be construed and interpreted in accordance with and governed by the laws of India, and the courts in New Delhi shall have exclusive jurisdiction over matters arising out of or relating to this Agreement.
4.4	Other remarks, if any.	-

  
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Project Description

**Name of Project:** Upgradation to 2 lane with paved shoulder/4 lane of khajuwala- poogal section (Design Chainage 0+000 to 30+812) and poogal - dantour - jaggasar - gokul - goddu - ranjeetpura - charanwala - naukh - bap section of NH-911 (Design Chainage 1+430 to 182+725) (Total length 212.107 km) under Bharatmala Pariyojna in the state of Rajasthan on design, build, operate and transfer (the "DBOT Annuity" or "Hybrid Annuity") basis.

**Brief Background-**

- (i) The project stretch of Poogal -- Alladin ka bera -- Beriyanwala and Poogal -- Barsalpur -- Ranjeetpura -- Charanwala -- Naukh -- Bap was identified for feasibility study/DPR preparation by the Ministry/NHAI under Bharatmala Pariyojna. It is intimated by the technical consultant that Beriyanwala is an old name and now it is known as Khajuwala. Further, during the stake holder's consultation meeting held on 4th May 2016 on the project alignment, it was opined by the BSF that the project alignment should be kept about 15km away from the border considering the range of shelling/Firing during war. Accordingly, a new alignment connecting Khajuwala- Poogal and Poogal-Dantour-Jaggasar-Gokul-Goddu-Ranjeetpura-Charanwal-Nauk-Bap was proposed by the technical consultant and was agreed to by BSF during the meeting held on 22nd November 2016. Accordingly, DPR consultant carried out DPR for the stretch Poogal -- Alladin ka Bera -- Khajuwala and Poogal -- Dantour -- Jaggasar -- Gokul -- Goddu -- Ranjeetpura -- charanwala -- Naukh - Bap.
- (ii) The project stretch of Poogal -- Alladin ka bera -- Beriyanwala (also known as Khajuwala) has been included at Sr. No. 25 of Annexure III (e) and project stretch of Poogal-Dantour-Jaggasar-Tawarwala-Gokul-Goddu-Ranjeetpura-Charanwala-Nauk-Bap is included at Sr. No. 7 of Annexure II (f) in the list of identified stretches for development under Bharatmala Pariyojna as per revised Standard Operating procedure (SOP) issued vide MoRTH letter dated 21.12.2017.
- (iii) This road is of strategic importance which serves movement of army vehicles to the international border area and development of this stretch will also provide connectivity to a number of remote villages.
- (iv) At present the project road is under PWD/Border Roads Organization for development and maintenance. Width of Existing road varies from Single/intermediate lane to two-lane.
- (v) The project stretch of Poogal -- Dantour -- Jaggasar -- Gokul -- Goddu -- Ranjeetpura -- Charanwala -- Naukh -- Bap has been declared as NH-911 and alignment from Khajuwala -- Alladin ka bera -- Poogal in the State of Rajasthan is yet to be declared as NH.
- (vi) The traffic volume as per traffic census carried out in June, 2016 is as follows:-

Traffic Data (June 2016)	TVC - 01 (Ch. 31+550)	TVC - 02 (Ch. 50+000)	TVC - 03 (Ch. 138+000)
Total Traffic AADT	1408	647	916
Total Tollable Traffic AADT	783	391	497
Total Tollable traffic (in PCU's)	2117	1056	982
Total Traffic (in PCUs)	2493	1223	1224

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- (vii) 3 nos. Toll Plazas (8 lanes) are proposed at Design Km 19+520 near Dantour on NH-911, at Design Km 81+700 near Goddu on NH-911 and at Design Km 167+700 near Bap on NH-911. The distance between two toll plazas is more than 60 km and toll plazas are beyond 10 km distance from municipal limits as detailed below.

Distance of toll plaza from the Municipal Limit:

- Toll plaza-1 is 18km away from poogal and 12km away from Dantour
- Toll plaza-2 is 24km away from Ranjeetpura
- Toll plaza-3 is 17km away from Bap

Distance of Toll plaza from preceding toll plaza:

Toll plaza 1	Toll plaza 2	Toll plaza 3
-	62.18 km	86 km

Distance of Toll plaza from subsequent toll plaza:

Toll plaza 1	Toll plaza 2	Toll plaza 3
32.18 km	86 km	-

- (viii) Bids for the subject project are already invited with bid due date as 05.03.2018 (extended as 19.03.2018). Bids are targeted for award in March 2018 and for declaration of appointed date in October, 2018.
- (ix) The civil cost per km works out to Rs.3.80 Cr (Rs. 807.35 Cr/212.107 km) which is within 20% of normative cost of Rs.3.685 Crore for 2 lane with paved shoulder and therefore proposal does not require examination by the Standing Cost Committee as stipulated in Ministry's letter no. RW/NH-24036/27/2010-PPP dated 10.08.2016 and NHAI's policy circular I1025/3/PPP/2017 dated 27.11.2017.
- (x) It is to mention in this regard that there is provision of 3 VUPs (Civil Cost Rs. 32.28 Cr.) and provision of retaining wall/toe wall (Civil Cost Rs. 55.75 Cr.) in sand dunes area. Excluding this requirement, the cost of the project comes down to 719.32 Cr. (i.e. 3.39 Cr./km) which is within normative cost of Rs.3.685 Crore for 2 lane with paved shoulder.

  
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