

F. No. 3A/1/2014-PPP
Government of India
Ministry of Finance
Department of Economic Affairs
PPP Cell

North Block, the 18th March, 2014

OFFICE MEMORANDUM

Subject: Record of Discussion of the 53rd Meeting of Empowered Institution held on 03.03.2014.

The undersigned is directed to enclose the Record of Discussion (RoD) of the 53rd Meeting of the Empowered Institution held on 03.03.2014 in North Block, New Delhi under the chair of Secretary, Economic Affair.

2. **Due to the Model Code of Conduct, the Election Commission has directed that no publicity shall be made and no new project/work shall be started till the completion of elections.**

Encl: a/a


(Abhilasha Mahapatra)
Deputy Secretary (PPP)

1. **Smt. Meena Aggarwal**, OSD (PPD) Department of Expenditure, North Block, New Delhi.
2. **Dr. Sourabh Garg**, Joint Secretary, Department of Expenditure, North Block, New Delhi.
3. **Shri Ravi Mital**, Adviser, Planning Commission, Yojana Bhawan, New Delhi.
4. **Shri R.K. Singh**, Joint Secretary, Department of Road Transport and Highways, Transport Bhawan, New Delhi.
5. **Shri S.K. Mukherjee**, Secretary (Works), Public Works Department, Government of Maharashtra, Mumbai (Fax 022-228221494).
6. **Ms. Rita Acharya**, Joint Secretary(Transmission), Ministry of Power, Room No. 408, Shram Shakti Bhawan, New Delhi.
7. **Ms. Poonam Suri**, Deputy Legal Adviser, Department of Legal Affairs, Shastri Bhawan, New Delhi.
8. **Addl. Chief Engineer(Procure.)**, O/o Chief Engineer (Procurement) M.P. Power Transmission Company Ltd., Block No. 2, Shakti Bhawan, Rampur, Jabalpur-482008, Madhya Pradesh.
9. **Shri NaliniKanta Pradhan**, EIC-cum-Secretary to Govt. of Odisha, Works Deptt., Bhubaneswar, Odisha.
10. **Shri Vijay Shankar**, General Manager, Bihar State Road Development Corporation Ltd., Sheikhpura, Patna-800014 (Fax-0612-2226712).

Copy to:

- a. PSO to Secretary (EA)
b. PS to JS (Infra).

F. No. 3A/1/2014-PPP
Government of India
Ministry of Finance
Department of Economic Affairs
PPP Cell
Empowered Institution for the Scheme for Financial Support to Public Private Partnerships in Infrastructure

53rd Meeting on March 03, 2014

Record Note of Discussions

The fifty-third meeting of the Empowered Institution (EI), chaired by Secretary, Department of Economic Affairs (DEA) was held on March 03, 2014. The list of participants is attached.

The EI noted that there were six (06) proposals for consideration for viability gap funding (VGF) under the Scheme. Of these proposals, one power sector proposal is for final approval from Government of Madhya Pradesh, one road sector proposal for final approval each from Government of Madhya Pradesh and Bihar, two in-principle approvals for Silo project from Government of Madhya Pradesh and one road sector proposal for in-principle approval from Government of Maharashtra.

The EI noted that the Scheme for Support to PPPs in Infrastructure prescribes that VGF up to Rs. 100 crore for each project may be sanctioned by the EI, proposals for VGF up to Rs. 200 crore may be sanctioned by the EC, and amounts exceeding Rs. 200 crore may be sanctioned by the EC, with the approval of the Finance Minister.

The EI also noted that henceforth, following approval of VGF proposals for proceeding with bids, the Record Note will not indicate the amount of VGF approved. This will facilitate actual market discovery of VGF.

A. Proposal for grant of Final Approval

Agenda Item I: Proposal from Government of Madhya Pradesh (GoMP), Madhya Pradesh Power Transmission Company Ltd (MPPTCL for grant of final approval: Development of a 400 kV DCDS Sarni (Satpura) - Ashta transmission line project for evacuation of power from 2x250 MW extension units at Satpura Thermal Power Station under DBFOT (Toll).

JL

Total length of transmission line: 240 km; Total Project Cost: Rs. 282.70 crore; Cost of pre-construction activities to be financed by GoMP: Rs. 17.20 crore; Concession Period: 25 years with extension of 10 years including 15 months of construction period.

VGF: VGF quoted by L-1 bidder: Rs. 60.75 crore (21.48% of TPC); VGF from Government of India as grant during construction: Rs. 56.5 crore (20% of TPC) and Rs. 4.21 crore (1.48% of TPC) from Government of Madhya Pradesh as support for O&M.

Major development works/ structures: Development of the 240 Km long Transmission Line Project i.e. 400 KV Satpura – Ashta DCDS twin Moose ACSR Transmission Line for evacuation of additional power from 2X250 MW extension unit

2. Chief Engineer, Madhya Pradesh Power Transmission Company Ltd (MPPTCL) presented the proposal. The EI was informed that the proposal was granted in-principle approval in the 40th EI Meeting held on June 11, 2012. Further, the project has been successfully bid out and the Concession Agreement signed on June 6, 2013 between Madhya Pradesh Power Transmission Co. Ltd & M/s. Kalpataru Satpura Transco Pvt. Ltd. (project SPV). Financial Closure has been achieved on December 3, 2013 and construction works have commenced. It was stated that the project's Common Loan Agreement (CLA) has been submitted as on the date of the EI meeting for examination in line with the appraisal note of DEA. **The Chair directed GoMP/MPPTCL to ensure that the written responses to the appraisal notes of the members of EI are submitted for the purpose of record.**

(Action: GoMP/MPPTCL)

3. Joint Secretary, DEA pointed out that there was around 20 percent difference in the TPC as estimated when given in-principle approval by the EI, the estimates in-between by the Sponsoring Authority, and the estimates at Financial Closure. Clarification on the reasons for the difference in TPC estimates was sought in writing from GoMP. The Sponsoring Authority / Madhya Pradesh Power Transmission Company Ltd. (MPPTCL) agreed to submit the same.

(Action: GoMP/MPPTCL)

4. All members of the EI were in support for grant of final approval for VGF support to the project.
5. The EI granted final approval to the project for a TPC of Rs. 282.70 crore with total maximum VGF support as Rs. 60.75 crore, and out of which Rs. 56.54 crore from Government of India under the Scheme.

7/3

(Action: GoMP/MPPTCL)

Agenda Item II: Proposal from Madhya Pradesh Road Development Corporation (MPRDC), Government of Madhya Pradesh (GoMP) for grant of final approval: Two/Laning with PSS of Guna-Ashoknagar-Ishagarh Section of SH-20 on BOT (Toll) basis

Total length: 76.15 km; Total Project Cost: Rs. 105.10 crore; Cost of pre-construction activities to be financed by GoMP: -; Concession Period: 25 years with 2 years of construction period.

VGF: VGF quoted by L-1 bidder: Rs. 36.75 crore (34.97% of TPC); VGF from Government of India as grant during construction: Rs. 21.02 crore (20% of TPC) and balance Rs. 15.73 crore (14.9% of TPC) from GoMP as support for O&M.

Major development works/ structures: Development of Four lane portion: km 43 to km 45 in Ashoknagar town, 2-lane with PSS for 5.95 kms, Major/minor Junctions: 7/12 Nos, Toll Plaza: 2 at km 11-12 and km 53-54, Truck lay byes: 2; Bus shelters: 11

6. General Manager, (Finance), MPRDC presented the proposal. On the clarification sought on the Appointed Date (AD) and Financial Close (FC), MPRDC informed the EI that AD and FC were on the same date, i.e. December 3, 2013. On the land availability, the EI was informed that 100 percent land is in possession and construction works are in progress. GM, MPRDC stated that there was around 9 percent difference between the cost estimates of the Sponsoring Authority and Financial Closure accounted for mainly due to one year's inflation impact on the cost components as the Concession Agreement was signed in November 5, 2012 and Financial Closure date is November 19, 2013.
7. Joint Adviser, Planning Commission sought clarification whether the TPC included the operation and maintenance costs and stated that the provisions of two vehicles by the Concessionaire for Government officials may be deleted from the DCA as agreed earlier. General Manager, (Finance), MPRDC affirmed that the O&M expenses were included during cost assessments as a part of TPC. Provisions of vehicles stands deleted from the DCA.
8. Superintendent Engineer (PPP), MoRTH indicated that compliance to their appraisal notes as assessed during in-principal approval stage were yet to be submitted by GoMP/MPRDC. General Manager, (Finance), MPRDC stated that a copy of the responses shall be forwarded to MoRTH. **The Chair directed GoMP/MPRDC to ensure that the written responses to the appraisal notes of the members of EI are submitted for the purposes of record within a week.**

17/3

(Action: GoMP/MPRDC)

9. All members of the EI were in support for grant of final approval for VGF support to the project.
10. The EI granted final approval to the project for a TPC of Rs. 105.10 crore with total maximum VGF support of Rs. 36.75 crore, and out of which maximum Rs. 21.02 crore from Government of India under the Scheme subject to submission of the responses as noted by the Chair.

(Action: GoMP/MPRDC)

Agenda Item III: Proposal from Bihar State Road Development Corporation Ltd. (BRDCL), Government of Bihar (GoBi) for grant of final approval: Four-laning with PSS of Ara-Mohania, NH section, (NH-30, km 0.00 to km 116/760) length 116 km, in the State of Bihar on BOT (Toll) basis.

Total length: 117 km; Total Project Cost: Rs. 917 crore; Cost of pre-construction activities to be financed by GoMP: -; Concession Period: 25 years with 2.5 years of construction period.

VGF: VGF quoted by L-1 bidder: Rs. 298 crore (32.49% of TPC); VGF from Government of India as grant during construction: Rs. 183.40 crore (20% of TPC) and balance Rs. 114.6 crore (12.49% of TPC) from GoMP as support for O&M.

Major development works/ structures: Development of Up-gradation to 4-lane with 17.910 kms of service lanes; ROB: 7; Underpasses: 2, Culverts: 390, Truck lay bye: 1, Bus bays: 36; Toll plazas: 2 at km 40.5 and km 101.5

11. Chief Engineer, Bihar State Road Development Corporation Ltd. (BRDCL) presented the proposal. The EI was informed that the Concession Agreement was signed on September 10, 2011 between Governor of State of Bihar & M/s. Mora Tollways Ltd. (project SPV). Financial Closure (FC) was achieved on September 7, 2013. The Chair enquired whether the project continues to be viable as the gap between signing of DCA document and FC is around 2 years. CE, BSRDCL informed that diverted traffic is anticipated on the project's stretch that may lead to an increase in toll revenues from the initial estimates. This is because the State Government has developed a bridge which shall reduce the travel time combined with the use of this road stretch. **The Chair directed GoBi/BSRDCL to submit a detailed written justification on the viability and traffic diversion aspects. Also, responses to the appraisal notes of the members of EI were directed to be provided for the purposes of record and within a week.**

(Action: GoBi/BSRDCL)

12. In response to a query raised by the Chair, CE, BSRDCL informed that 80 percent unencumbered land is already in possession of BSRDCL.

13. Joint Secretary, DEA noted that compliance certificate with regards to the VGF Scheme and toll notification was yet to be provided. CE, BSRDCL stated that the project's Schedule R carrying the toll tariffs and other documents for the instant project has been submitted to MoRTH as the project stretch is a national highway (NH). SE (PPP), MoRTH informed that No Objection Certificate (NoC) for the project has already been issued to GoBi/ BSRDCL. However, it was further intimated, that in a meeting held for toll notification, AS&FA1, MoRTH had pointed out that since the project pertains to NH, PPPAC/ CCEA2 approval is required. **The Chair directed MoRTH to expeditiously put forward the proposal to PPPAC in accordance with the extant guidelines and proceed to notify the project's toll tariff under Schedule R.**

(Action: MoRTH/GoBi/BSRDCL)

14. All members of the EI recommended grant of final approval for VGF support to the instant project.

15. The EI recommended the instant project to the Empowered Committee (EC) for grant of final approval for a TPC of Rs. 917 crore with total maximum VGF support of Rs. 298 crore, and out of which maximum Rs. 183.40 crore shall be from Government of India under the Scheme. MoRTH to forward the project for PPPAC approval.

(Action: GoBi/BSRDCL, MoRTH)

B. Proposals for grant of In-Principle Approval

Agenda Item IV: Proposals from Madhya Pradesh Warehousing and Logistics Corporation (MPWLC), Government of Madhya Pradesh (GoMP) for grant of in-principle approval for: (i) Setting up of 50,000 MT modern food silo complex at Bhopal district and (ii) Setting up of 50,000 MT modern food silo complex at Indore district under PPP framework.

Total Project Cost: Bhopal: Rs. 30.63 crore and Indore: Rs. 30.64 crore, Concession Period: 30 years

Major development works/ structures: Storage Capacity: 50,000 MT each constructed from corrugated galvanised steel, Minimum number of Silo: 4 of at least 10,000 MT each; Silo diameter: 32 m; Food grain Intake system: minimum of 150 MT per hr & 1500 MT per day; Vehicle Parking Area: Minimum for 20 three axle trucks, 4 cars and 24 two wheelers; Weighing system: Minimum load of 50 MT; Cleaning System: 150MT per hr; Bagging System: 60 MT per hr; Designed area for storage of bagged food grains: 200 MT Covered & 500 MT CAP; Shed for empty bags: 100 sqm.

¹ AS&FA = Additional Secretary and Financial Advisor

² PPPAC/CCEA = Public Private Partnership Appraisal Committee / Cabinet Committee on Economic Affairs

16. Deputy Secretary, DEA informed that the two proposals from GoMP for setting up of Silos for food grains in two locations at Bhopal and Indore are based on project documents approved by the EI in its 49th meeting held on October 3, 2013 for 8 silo projects in MP. Managing Director (MD), MPWLC informed that eight projects approved by EI have already been awarded with VGF ranging from 6.91% to 10.18% of TPC in seven cases and first year premium of Rs. one lakh in one case. EI while noting the efforts made by MPWLC pointed out that the two projects at Bhopal and Indore should also have been brought to the EI prior to issue of RfQ. MD, MPWLC stated that the RfQ for these two projects had also in fact been issued at the same time as the earlier approved 8 silo projects however these were not posed to the EI then as the land was not yet available.
17. Joint Secretary, DEA sought clarification on the observations of the DEA PPP Cell on the proposals with respect to (i) justification of setting up a silo at Indore District as there appeared to be surplus storage capacity (ii) the need to put in a condition that, each applicant may be allotted limited number of silo projects in order to prevent monopolistic tendencies (iii) approach road at Bhopal not having been indicated in scope of work at Schedule 'B' (iv) variance in TPC in RfQ, RfP and DSA.
18. MD, MPWLC responded that the total storage capacity available has been assessed by the consultants includes storage capacities of other commodities like paddy, rice, soya, etc, whereas the requirement of storage capacity has been shown only for wheat. The total storage capacity required at Indore is 12.63 lakh MT whereas actual available storage capacity is only 4.93 lakh MT, thus there is gap in storage capacity of 7.70 lakh MT. The present proposal is for construction of modern steel silos for only for storage of wheat to prevent deterioration and wastage of food grains; hence construction of silo with a capacity of only 50,000 MT is justified. The Chair was in agreement and stated that modern steel silos are different from the available conventional storage facilities; hence the projects are support worthy. The EI accordingly was in agreement.
19. MD, MPWLC stated that 18 bidders have been short-listed for the two projects, hence, there is enough competition for bidding for the two projects. As regards the suggestion to limit the number of projects that could be bid for by a single bidder, at this stage, disqualification of any bidder or imposing restriction in bidding for the earlier bid out 8 silo projects is not advisable. Joint Secretary, DEA stated that DEA had been informed that in eight earlier bids, one party has won seven bids. The Chair stated that a condition similar to what is prevalent in the road sector could be adopted. Joint Secretary, DEA explained that in the road sector a para has been included in the RfP to prevent monopolistic tendencies as follows: *"A Bidder shall not be eligible for bidding if as on the Bid Due Date, the Bidder, its Member or any Associate, either by itself or as a member of Consortium has been declared by the Authority as the Selected Bidder undertaking 3 (three) such projects and the bidder is yet to achieve Financial Closure. A Bidder shall be considered as a Selected Bidder for the projects, where the Letter of Awards (LOA) has been issued."* MD, MPWLC indicated that since the project cost of the silo project is only Rs. 30 crore and financial closure of such projects may not be an issue, such restriction may not be imposed for the present two silo projects. The Chair stated that in order to prevent monopolistic tendencies and to

ensure that projects are not stranded due to the Concessionaire's inability to reach financial closure, it would be prudent to not award the concession if a Concessionaire has more than three other Concessions awaiting financial close, this restriction is necessary. This was supported by all members of EI. MD, MPWLC agreed to include the suggested clause in the RfP.

20. MD, MPWLC further informed that approach roads are not required in both the silo projects as approach road is already available and are in good condition. Regarding variance in TPC, the correct TPC is Rs. 30.63 crore for Bhopal and Rs. 30.64 crore for Indore project. Necessary correction in the DSA and RfP has been made. Further, RfQ has been issued which is based on Model RfQ issued by the Ministry of Finance and DSA is based on the documents already approved by the EI in eight projects. This was agreed to.
21. All members of the EI were in agreement to grant in-principle approval for VGF support to the project.
22. **The Empowered Institution granted in-principle approval for Setting up of 50,000 MT modern food silo complex at Bhopal and Indore districts in MP under PPP framework with TPC of Rs. 33.63 crore for Bhopal and Rs. 33.64 crore for Indore silo project , as per the provisions under the Scheme, subject to the following:**
 - a. MPWLC shall incorporate provisions in RfP to prevent monopolistic tendencies as agreed above.
 - b. MPWLC shall confirm in writing that 90 percent of land is available before the Appointed Date as per the DSA.
 - c. MPWLC shall undertake corrections in the project DSA in compliance with the observations of DEA and Planning Commission which have been agreed to by MPWLC in their response to the appraisal note.
 - d. MPWLC shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DSA shall be shared expeditiously with the short listed bidders.
 - e. MPWLC shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
 - f. MPWLC shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
 - g. MPWLC shall intimate and obtain prior approval of the EI on any change in VGF requirements as per the Scheme and Guidelines for financial support to PPP in infrastructure along with justification, which is based on competitive bidding as per the VGF Scheme.
 - h. MPWLC shall circulate the final documents to the members of the EI for record purposes.

(Action: MPWLC)

Agenda Item V: Proposal from Government of Maharashtra (GoM) for in-principle approval: Widening to Two lane with Paved shoulder of road cluster (consisting of

sections of SH 128, SH 118, MDR 14 and SH 103) connecting Narayangaon – Pargaon – Maithan – Shirur – Kanifnath – Nhavara on PPP basis

Project Details:

Total length: 93.80 km; Total Project Cost (TPC): Rs. 320.41 crore; Concession Period: 25 years including 2 years of construction period.

Major development works/ structures: Major junctions: 22; Minor junctions: 21; Major Bridges: 1; Minor bridges: 11; ROB: Nil; Toll plazas: 1 (km 16), Bus-bays: 7; Cross drainage works: Slab culverts – 6 and Pipe culverts – 197; By-pass: 1.

23. Deputy Secretary, PWD, Government of Maharashtra (GoM) informed the EI that the proposed road cluster of length 93.80 Km. comprise of various sections namely Narayangaon – Pargaon- Malthan (43.00 Km), Malthan-Shirur including New Shirur by-pass (16.00 Km), Manchar-Pargaon (14.00 Km) and Kanifnath-Nahavara (16.80 Km) with one Toll Plaza on SH 128, near Village Kawathe. The EI was informed that the proposed Project Highway will be the shortest connection for Pune-Nashik (NH 50), Pune – Aurangabad (SH 60) and Pune-Solapur (NH 9) .This will act as outer Ring Road to Pune city and will be useful for segregating highway traffic and local urban traffic.
24. The Chair asked about the justification of one toll plaza proposed for the entire stretch of 93.80 Km. and slippage in tolls due to that inappropriate location. It also appeared that the TPC has been unnecessarily increased due to the presence of the two connectors i.e. Manchar-Pargaon (14.00 Km) and Kanifnath-Nahavara (16.80 Km), which also impacts upon the viability of the Project.
25. After examining the project contours and the viability assessments made by all the appraising authorities, the EI suggested that these two connectors could be taken up through EPC mode. In addition, it was suggested to finalize the location of toll plaza after analyzing the location of other toll plazas in the hinterland and Toll Policy of the state.
26. Joint Advisor, Planning Commission informed that the tollable traffic volume adopted in 2012 is 8676 PCUs; assuming a CAGR of 5%, it will reach the design capacity i.e. 25000 PCUs in 2034. As the Project is likely to start in 2015, hence the concession period should be 20 years instead of 25 years.
27. EI agreed to return the proposal to GoM with the request to submit the proposal afresh for consideration with justification for all the changes undertaken during project re-structuring.

(Action: GoM)

C. Additional Agenda

Development of Rajauli – Bhakhtiyarpur section of NH 31 in the State of Bihar on DBFOT (Toll) basis

28. Deputy Secretary, DEA informed the EI that the project was granted in-principle approval in the 34th EI meeting held on August 10, 2011 and Final approval in the 15th EC meeting held on August 27, 2012 with Nil VGF.
29. Meanwhile, Bihar State Road Development Corporation Ltd. (BSRDCL) vide letter no. BSRDCL-40/2009/Part-III/2013-330 dated February 13, 2014 have submitted a fresh Memorandum along with Concession Agreement and requested for approval of PPPAC. However, this could be for consideration of EI as only Central Sector projects fall under the purview of PPPAC. Since, there is no VGF involved, the above status is submitted for information of EI members.
30. The EI stated that the project should have been brought to the PPPAC for approval by the line ministry and directed BSRDCL to follow-up with the line ministry i.e. MoRT&H, for submission of the project for PPPAC approval. Further, this being a central sector project, BSRDCL shall finalise the toll notification, project specifications, standard etc. based on the guidelines prescribed by MoRT&H and submit to PPPAC for approval.

(Action: MoRT&H and BSRDCL)

Four laning of Sambalpur – Rourkela section of SH 10 from Km 4.900 to Km 167.900 in the State of Odisha on BOT (toll) basis

31. Deputy Secretary, DEA informed the EI that the project was granted in-principle approval in the 42nd EI meeting held on September 25, 2012. VGF of Rs. 258.51 crore was approved. Government of Odisha subsequently issued RfP for the project and L&T IDPL was declared as the selected bidder and Letter of Award (LoA) was issued to them on October 05, 2013. Subsequently, Concession Agreement was executed with the SPV (L&TSRTL) on November 08, 2013.
32. Government of Odisha (GoO) vide letter dated January 17, 2014 has requested for extension of time line for final approval of VGF support till May 2014.
33. As per Clause 7.1 of the VGF Scheme, the Lead Financial Institution (LFI) is required to present their appraisal of the project to EI within three months of LoA or such extended period may be permitted. L&TSRTL has intimated GoO that they are in the process of completing Financial Closure within the stipulated 180 days as per Article 24 of the Concession Agreement and that the LFI would be identified towards the end of this period. L&TSRTL have now requested for extension of time for presentation of the Appraisal of LFI till Financial Closure is achieved. GoO has observed that L&TSRTL is not in default of the Concession Agreement and have not achieved Financial Closure. Hence, GoO has sought the extension of time for presentation of project appraisal by the LFI till May 2014.

34. Clause 7.1 of the Scheme & Guidelines for Financial Support to PPPs in Infrastructure is reproduced below:

"Within three months from the date of award, or such extended period as may be permitted, the Lead Financial Institution shall present its appraisal of the project (in six copies, both in hard and soft form) for consideration and approval of the Empowered Institution. The appraisal shall be accompanied by an updated application in the format specified at Annex-III along with the project report and project agreements. The Lead Financial Institution shall verify the contents of the application and convey its recommendations to the Empowered Institution."

35. Joint Secretary, DEA informed the EI that in most cases this timeline was not adhered to and it appears that some modifications to the VGF Guidelines would need to be made in keeping with the practical experiences in terms of various timelines for awarding of projects, signing of Concession Agreements, achieving financial closure and placing the projects for final approval before the EI etc. These would be examined by the EI secretariat who would then formulate a formal proposal.

(Action: EI Secretariat/DEA)

36. EI considered the proposal and granted GoO the requested extension of timelines.

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

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Government of India
Ministry of Finance
Department of Economic Affairs
PPP Cell

Empowered Institution for the
Scheme to Support Public Private Partnerships in Infrastructure
53rd Meeting on March 03, 2014

List of Participants

- I. **Department of Economic Affairs**
 1. Shri Arvind Mayaram, Secretary (In Chair)
 2. Ms. Sharmila Chavaly, Joint Secretary
 3. Smt. Abhilasha Mahapatra, Deputy Secretary
 4. Shri V. Srikanth, Deputy Director
- II. **Planning Commission**
 5. Dr. A. Manohar, Joint Advisor
 6. Shri Amitabh Ray, Joint Advisor
- III. **Department of Expenditure**
 7. Smt. Sabeli Ghosh Ray, Director, PF II
- IV. **Department of Legal Affairs**
 8. Smt. Poonam Suri
- V. **Ministry of Road Transport and Highways**
 9. Shri Amarendra Kumar, SE
- VI. **Ministry of Power**
 10. Shri Goutam Roy, Director, CEA
- VII. **Department of Food and Public Distribution**
 11. Shri Prashant Trivedi, Joint Secretary (Storage)
- VIII. **Government of Maharashtra**
 12. Shri M. N. Dakate, Dy. Secretary, PWD
 13. Shri Eknath Mojile, Chief Engineer, PWD
- IX. **Government of Madhya Pradesh**
 14. Shri Arun Paliwal, GM (Finance), MP Road Development Corporation
 15. Shri Sheo Shekhar Shukla, Managing Director, MP Warehousing & Logistics Corporation Ltd.
 16. Shri J.K.Dubey, Chief Engineer, MP Warehousing & Logistics Corporation Ltd.
- X. **Government of Bihar**
 17. Shri Sanjeet Pandey, Bihar State Road Development Corporation Ltd.
 18. Shri Mahesh Prasad, DGM, Bihar State Road Development Corporation Ltd.
- XI. **Government of Odisha**
 19. Shri N.K.Pradhan, Secretary (Works)

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