

F.No. 3/28/2015-PPP
Government of India
Ministry of Finance
Department of Economic Affairs
PPP Cell

Empowered Committee for the Scheme for Financial Support to Public Private Partnerships in Infrastructure

24th Meeting on October 15, 2015

Record Note of Discussions

The 24th (twenty fourth) meeting of the Empowered Committee (EC), chaired by Secretary, Department of Economic Affairs (DEA) was held on October 15, 2015. The list of participants is attached.

2. The EC noted that Government of Uttar Pradesh (GoUP) has forwarded a Road sector proposal for in-principle approval of viability gap funding (VGF) under the "Scheme for Financial Support to Public Private Partnerships in Infrastructure" (VGF Scheme).
3. The EC 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 Empowered Institution (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.

Agenda 1: Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: Development of Garhmukteshwar to Meerut Section of SH-14 (from km 0.000 to km 36.500) to four lane with paved shoulder in the State of Uttar Pradesh to be executed as DBFOT (Toll).

Project Details: Length: 36.500 Km.; Total Project Cost: Rs. 370.00 crore; Concession Period: 20 years including 2 years of construction period

Major development works/ structures: Major Bridges: 02, Minor Bridges: 07, ROB: 1, Slip Roads: 850 m, Major Junction: 1, Minor Junctions: 20, Culverts: 49, Toll Plaza 1 at km 8.050 (design), Bus Bays/ Shelters: 10, Truck Lay Bye: 1.

4. CEO, Uttar Pradesh State Highway Authority (UPSHA) presented the proposal. It was informed that the project starts from Garh Chauraha on NH-24 at Km 83.700 in the district Hapur, Connecting Kithore Town and ends at Meerut City (near Kali nadi) in the state of Uttar Pradesh. The existing carriageway is mainly two laned with 1 to 1.5 m shoulder width and proposed to be four laned (18m wide). The existing traffic of about 24,000 PCUs which justifies four laning. The project is viable with estimated VGF requirement of Rs 122.10 Crore i.e. 33% of TPC. The entire VGF is proposed to be disbursed during the construction period.
5. The Chair enquired whether the entire VGF is allowed to be disbursed during construction as per the VGF Scheme. CEO, UPSHA responded that entire VGF during construction would enhance the viability of the project. Joint Secretary, DEA stated that VGF scheme provides that the DEA contribution of VGF upto 20% of TPC would be during construction and balance VGF contribution from the State Government may be either during the construction or O&M period. This has already been allowed in other projects also.
6. Advisor, NITI Aayog indicated that based on the tollable traffic with 5% growth rate, the traffic would breach the designed capacity in the 23rd year, therefore the concession period may be extended up to 23 years. CEO, UPSHA responded that there would be a major maintenance in 22nd year and VGF requirement would enhance in case concession period is kept as 23 years. Joint Secretary (DEA) stated that the breach capacity of the highway is considered based on the Total Traffic and not on Tollable Traffic, therefore the concession period of 20 years is justified. This was agreed to.
7. The Chair desired to know the status of land acquisition, environment and forest clearances. CEO, UPSHA responded that out of 121 ha land required for the project, 109 ha land is already available which is more than 80%, only 12.061 ha land is to be acquired for realignment and toll plaza. Environment and forest clearances are under progress and would be obtained shortly.
8. The EC granted in-principle approval to the development of Garhmukteshwar to Meerut Section of SH-14 (from km 0.000 to km 36.500) to four lane to be executed as

DBFOT (Toll) with TPC of Rs. 370.00 Crore with VGF contribution as per the VGF Scheme subject to fulfilment of the following conditions:

- a. GoUP shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- b. GoUP 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 DCA shall be shared expeditiously with short-listed bidders.
- c. GoUP shall obtain prior approval of the EC on any change in TPC, scope of work or project configuration as noted above.

(Action: GoUP/ UPSHA)

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



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List of Participants

I. Department of Economic Affairs, Ministry of Finance

1. Shri Shaktikanta Das, Secretary, Economic Affairs (In Chair)
2. Ms. Sharmila Chavaly, Joint Secretary
3. Ms. Abhilasha Mahapatra, Director (PPP)
4. Shri. Rajesh Gupta, SO(PPP)

II. Department of Expenditure, Ministry of Finance

5. Shri Arunish Chawla, Joint Secretary(PF-II)
6. Shri Chittaranjan Dash, Director (PF-II)

III. NITIAAYOG

7. Shri Praveen Mahto, Advisor
8. Shri CPS Reddy, Director

IV. Ministry of Road Transport & Highways (MoRTH)

9. Shri Rohit K. Singh, Joint Secretary
10. Shri Rakesh Kumar, SE (PPP)
11. Shri Rajneesh Kapoor, SE (PPP)

V. National Highway Authority of India

12. Shri M.P.Sharma, Member (T)
13. Shri J.K.Goyal, CGM (T)
14. Shri Anil Kumar, GM (T)
15. Shri Prashant Kumar, Manager (T)

VI. Uttar Pradesh State Highway Authority (UPSHA)

16. Shri Navneet Sehgal, CEO
17. Shri S.K.Gupta, Member (Finance)