

**F.No.2A/3/2014-PPP
Government of India
Ministry of Finance
Department of Economic Affairs
(PPP Cell)**

**North Block,
New Delhi the, May 8, 2014**

**Subject: 64th Meeting of the Public Private Partnership Appraisal
Committee (PPPAC)**

The Record of Discussions of the **64th meeting of the PPPAC** held on **April 28, 2014 at North Block**, New Delhi, is enclosed.

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

V. Srikanth
8/5/2014
(V. Srikanth)
Deputy Director (PPP)

1. Secretary, Department of Expenditure, Ministry of Finance, North Block, New Delhi.
2. Secretary, Planning Commission, Yojana Bhawan, New Delhi.
3. Secretary, Ministry of Road Transport & Highways, Transport Bhawan, New Delhi.
4. Secretary, Department of Legal Affairs, Shastri Bhavan, New Delhi.
5. Secretary, Ministry of Environment and Forests, Paryavaran Bhavan, CGO Complex, New Delhi.

Copy to:

1. PSO to Finance Secretary,
2. Sr. PPS to AS (EA),
3. Sr. PS to JS (Infra),
4. PA to Dir (PPP).

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Public Private Partnership Appraisal Committee

64th Meeting on April 28, 2014

Record Note of Discussion

The 64th meeting of the Public-Private-Partnership-Appraisal-Committee (PPPAC), chaired by Secretary, Economic Affairs, was held on April 28, 2014. The list of participants is **annexed**.

2. The Chairman welcomed the participants and noted that the PPPAC would consider one proposal in the road sector from Ministry of Road Transport & Highways (MoRTH) for grant of final approval.

Agenda Item I: Proposal from Ministry of Road Transport & Highways for grant of final approval: 4-laning of Yadgiri-Warangal section of NH 163 (old NH 202) from km 54 to km 150 in the State of Andhra Pradesh under NHDP – IV on Design Build, Finance, Operate and Transfer (DBFOT) basis

Total length: 99.103 km; Total Project Cost: Rs. 1123.17 crore; Cost of pre-construction activities to be financed by NHAI: Rs. 364.78 crore; Concession Period: 24 years including 2.5 years of construction period.

Land status: Total land required: 582.8 ha, Land available: 150 ha (25.7%), Land to be acquired: 432.80 ha, Govt land: 43.28ha (7.43%), Private land to be acquired: 389.52 ha (66.8%), 3 (A) Published: 389.52 ha (100%), 3 (D) Published: 263.89 ha (45.28%), Land Available + 3(D): 413.89 ha (71%)

Major development works/ structures: 3 Major Bridge; 2 Fly-overs; 21 Minor bridge (new-10 on main carriageway, 2 new on service road, 9 for widening); 3 ROBs (new 2 lane-1, new 4 lane-1, existing 2 lane retained); 4 Bypass (48.610 km); Service roads: 25.120 km; 8 Major road junctions; 31 Minor road junctions; 1 Toll plazas (km 100.55 & km 137.300); Vehicular/pedestrian underpass: 4/3; culverts: 171; busbays/shelters: 50, truck lay byes: 2; Rest Area: 1; Relignments: 2.884 km at 5 locations

3. Deputy Secretary, DEA informed the PPAC that proposal was earlier deferred by PPPAC in its 56th meeting held on December, 21 2012 due to inadequate land availability. Chief General Manager (CGM), NHAI informed that 150 ha comprising 25.7% of the total land is already available and Notification under section 3 (D) has been issued for 263.89 ha (45.28%). Thus, 71 percent land is available; accordingly project is eligible for consideration of PPPAC. Revised proposal after updation of TPC and land availability has been submitted for consideration of PPPAC.

4. Joint Advisor, Planning Commission sought clarification on the total land required which has been shown as 389.54 in the earlier proposal examined in 2012 while the present revised proposal shows land requirement as 582.8 ha. Joint Advisor, Planning Commission also requested clarification on availability of adequate land for the 4 bypasses of 48.610 km length (49% of total length) along with structures on the existing road. Member, NHAI responded that the land acquisition figure has not changed and Planning Commission is referring only to the 389.54 ha which is private land to be acquired. As regards the by-passes, these are necessary as 4 laning with PSS and service roads in urban areas is not possible with the existing carriageway and heavy demolition in the existing built up area on both sides is not advisable in public interest. A detailed justification has been submitted along with the replies submitted to the Appraisal note of DEA and Planning Commission. Member, NHAI also stated that in case bypasses are not constructed along with the 4 laning of the entire highway, construction in future would be difficult and would create traffic hazard. It was clarified that no structures are proposed on the bypasses except culverts. The adjoining stretch i.e. Hyderabad-Yadgiri is already 4 laned and the project falls in newly declared Telangana State. It was requested to allow the bypasses as proposed. This was agreed to.

5. On the issue raised by Planning Commission in their Appraisal Note with respect to the increase in VGF from 20% to 40% during construction period and construction of bypasses at grade, Member NHAI responded that increase in VGF upto 40% of TPC is based on B.K. Chaturvedi Report approved by the Cabinet and construction of bypasses at grade has been discussed in the 46th meeting of PPPAC held on 14.09.2011 wherein it was decided that at grade underpasses are necessary in Indian context for safety and conveniences of the users like, bullock cart, Cycle Rickshaw, etc. This was agreed to.

6. Deputy Secretary, DEA indicated that in the Schedule 'R', total tollable length has been shown as 102.258 km against the total length of highway as 99.103 km this needs to be reconciled. CGM, NHAI agreed to rectify the discrepancies if any.

(Action: MoRTH/NHAI)



