

F. No. 2/12/2026-PIU  
Government of India  
Ministry of Finance  
Department of Economic Affairs  
Infrastructure Finance Secretariat  
ISD Division  
(PIU)  
\*\*\*\*\*

5<sup>th</sup> Floor, STCs Building,  
Janpath New Delhi  
Dated: 21<sup>st</sup> April 2026

Record of Discussion

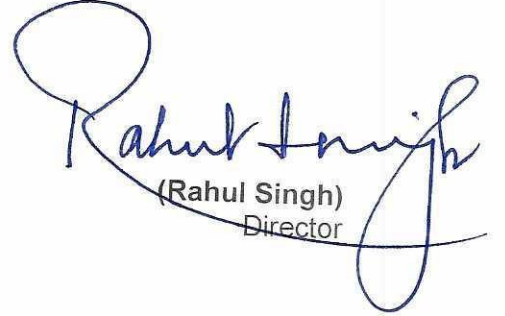
**Subject:** Record of Discussion of the 143<sup>rd</sup> meeting of the PPPAC for considering three road project proposals by Ministry of Road Transport & Highways on PPP mode.

**Reference:** 143<sup>rd</sup> meeting of the PPPAC held on 10<sup>th</sup> April 2026.

Sir/Madam,

The undersigned is directed to forward the Record of Discussion of the 143<sup>rd</sup> meeting of the PPPAC held on 10<sup>th</sup> April 2026 under the chairmanship of Secretary (EA) for information and necessary action.

2. This issues with the approval of the Competent Authority.

  
(Rahul Singh)  
Director

To,

1. Secretary, Department of Expenditure, New Delhi-01
2. CEO, NITI Aayog, Yojana Bhawan, New Delhi-01
3. Secretary, Ministry of Road Transport & Highways, Transport Bhawan, New Delhi
4. Secretary, Department of Legal Affairs, Shastri Bhawan, New Delhi.

Copy to:

1. Sr. PPS to Secretary (EA)
2. PPS to JS (IFS)

**Subject: Record of Discussion of the 143<sup>rd</sup> meeting of the PPPAC for considering the following three road project proposals:**

- I. **Greenfield Regional Expressway on Northern side of Hyderabad:** Development of 6-Lane Access Controlled Greenfield Regional Expressway on Northern side of Hyderabad for a Design Length of 161.518 Km in the State of Telangana under NH(O) on Hybrid Annuity Mode
- II. **Indore Eastern Bypass:** Development of 6-Lane Access Controlled Greenfield for Package 1 & 2 of Indore Eastern Bypass in the State of Madhya Pradesh under NH(O) on Hybrid Annuity Mode
- III. **Darugre to Dalu:** Upgradation of Existing Road to Two-Lane with Paved Shoulder from Darugre (Design Ch 49+600/ Ex. Ch. 53+601) to Dalu (Design Ch 185+711/ Ex. Ch. 203+132) Section of Nh-217 (Old Nh-62) (Design Length=136.11 Km) in Meghalaya

1. The 143<sup>rd</sup> meeting of the PPPAC was held on 10<sup>th</sup> April 2026 at 10:30 hours to consider the above mentioned three proposals of Ministry of Road Transport & Highways (MoRTH). **Discussion on the proposal mentioned at S. No. III was deferred as MoRTH requested that certain revisions in the proposals are to be made.**

2. List of attendees is placed at **Annexure-I**.

3. With the permission of Secretary (EA), Joint Secretary (IFS) welcomed all the attendees to the meeting. NHAI officials made detailed presentations on projects at S. No. I and II as mentioned above.

**Development of 6-Lane Access Controlled Greenfield Regional Expressway on Northern side of Hyderabad for a Design Length of 161.518 Km in the State of Telangana under NH(O) on Hybrid Annuity Mode**

1. The details of the proposal are as given below:

S.No.	Item	Description
I.	Name of the Project	Development of 6-Lane Access Controlled Greenfield Regional Expressway on Northern side of Hyderabad from Girmapur Village (Design Ch.-1+518) to Tangad Palle Village (Design Ch. 160+000) for a Design Length of 161.518 Km in the State of Telangana under NH(O) on Hybrid Annuity Mode.  <b>Package-1:</b> From Girmapur village (design chainage Km. -1+518) in Sangareddy District to Pragnapur (design chainage Km. 82+000) in Siddipet District.  <b>Package-2:</b> From Pragnapur (design chainage Km. 82+000) in Siddipet District to Tangad Palle village (design chainage Km. 160+000) in Yadadri Bhuvanagiri District.
II.	Type of PPP (BOT, BOOT, BOLT, OMT etc.)	HAM
III.	Location (State/District/Town)	State: Telangana District: Sangareddy, Medak & Siddipet, Siddipet & Yadadri Bhuvanagiri

S.No.	Item	Description				
IV.	Sponsoring Authority	Ministry of Road Transport and Highways, Government of India				
V.	Implementing Agency	National Highways Authority of India				
VI.	Details of structures					
		<b>S.No.</b>	<b>Particulars</b>	<b>Package 1</b>	<b>Package 2</b>	<b>Total</b>
		i.	Length	83.518	78.000	161.518
		ii.	Major Bridge	17 Nos. on MCW and 04 Nos. on IC.	23 Nos. on MCW	44 No.
		iii.	Minor Bridge	53+1 on cross road+02 Nos. on connecting roads	55 Nos.	111 No.
			a. On Main Carriageway (Nos.)	02		
			b. On Interchange (Nos.)		14	16
		iv.	Box Culverts			
			i. On Main Carriageway (Nos.)	240	185	425 No.
			ii. On Interchange (Nos.)	109	41	150 No.
			iii. Additional	30 Additional 3 Nos. on cross roads	20 Additional 3 Nos. on cross roads	56 No.
			iv. HPCs at Cross roads (1200mmdia) for drainage	350	281	631 No.
		v.	ROBs	02 Nos.	02 Nos.	04 No.
		vi.	RUB	Nil	Nil	Nil.
		vii.	VUP on Main carriageway (Nos.)	25	23	48 No.
		viii.	VUP @ Interchanges (Nos.)	04	01	05 No.
		ix.	LVUP on Main carriageway (Nos.)	14	18	32 No.
		x.	Additional LVUP (Nos.)	Nil	Nil	Nil
		xi.	SVUP on Main carriageway (Nos.)	01	01	02 No.

S.No.	Item	Description				
		xii.	SVUP @ Interchanges (Nos.)	03	02	05 No.
		xiii.	Additional SVUP (Nos.)	Nil	Nil	Nil
		xiv.	VOP (Nos.)	Nil	01	01 No.
		xv.	Major Junctions	Nil	Nil	Nil
		xvi.	Minor Junctions	Nil	Nil	Nil
		xvii.	Interchanges (Nos.)	NH-65 (Hyderabad-Pune) km: 0+000	MDR (Keesara – Yadagirigutta ) km: 109+815	09 Locations
				NH-161 (Hyderabad to Nanded) km: 10+458	NH-163 (Warangal-Hyderabad) km : 123+650	
				NH-765D (Hyderabad to Medak) km: 31+470	MDR (Bhuvanagiri-Nalgonda) km: 141+215	
				NH-44 (Nagpur – Hyderabad) km: 57+335	NH-65 (Vijaywada-Hyderabad) km: 158+645	
				SH-1 (Karimnagar – Hyderabad) km: 80+947		
		xviii.	Length of Service Road	1.100	1.800	2.900 Km.
		xix.	Slip road/ Loops and Ramps at Interchange Locations (km)	35.16	26.239	61.399 Km.
		xx.	Service Road @ Interchange (km)	1.000	Nil	1.000 Km.
		xxi.	Connecting Road (km)	1.842	0.000	1.842 Km
		xxii.	Access paths (km)	Nil	Nil	Nil
		xxiii.	Widening of Cross Road (km)	NH-65 @ 0+000: 0.890 Km	Keesara – Yadagirigutta Road @ 109+815: 0.390	9.265 Km.

S.No.	Item	Description																																											
			NH-161 @ 10+458: 1.465 Km	NH-163 @ 123+650: 1.423																																									
			NH-765D @ 31+470: 0.555 Km.	Bhuvanagiri- Nalgonda road @ 141+215 :0.282																																									
			NH-44 @ 57+335: 1.300	NH-65 @ 158+645:1.5 00																																									
			SH-1 @ 80+950: 1.460																																										
		xxiv. Toll Plaza	TP-1 @ 0+000	TP-2 @ 109+815	At 09 Intercha nges																																								
			TP-2 @ 10+458	TP-1 @ 123+650																																									
			TP-3 @ 31+470	TP-2 @ 141+218																																									
			TP-1 @ 57+335	TP-1 @ 158+645																																									
			TP-2 @ 80+947																																										
	xxv. Bus bays		Nil	Nil	Nil																																								
	xxvi. Truck Lay Bye		Nil	Nil	Nil																																								
	xxvii. Border Check Post		Nil	Nil	Nil																																								
VII.	Estimated capital costs with break-up under major heads of expenditure.	<table border="1"> <thead> <tr> <th>S.No</th> <th>Details</th> <th>Package-I</th> <th>Package-II</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Length (Km)</td> <td>83.52</td> <td>78</td> <td>161.52</td> </tr> <tr> <td>A1</td> <td>Civil Construction Cost (A1)</td> <td>3840.66</td> <td>3394.26</td> <td>7234.92</td> </tr> <tr> <td>A2</td> <td>Utility Shifting Cost (A2)</td> <td>151.9</td> <td>205.69</td> <td>357.59</td> </tr> <tr> <td>A</td> <td>Total Cost including Utility Shifting [A=(A1+A2)]</td> <td>3992.56</td> <td>3599.95</td> <td>7592.51</td> </tr> <tr> <td>B</td> <td>IC/ Pre-operative Expenses (B=1% of A)</td> <td>39.93</td> <td>36</td> <td>75.93</td> </tr> <tr> <td>C</td> <td>Financing Cost (C=0.50% of Debt amount subject to minimum 15 Cr)</td> <td>15</td> <td>15</td> <td>30</td> </tr> <tr> <td>D</td> <td>Interest during construction (D)</td> <td>214.91</td> <td>192.84</td> <td>407.75</td> </tr> </tbody> </table>				S.No	Details	Package-I	Package-II	Total	1	Length (Km)	83.52	78	161.52	A1	Civil Construction Cost (A1)	3840.66	3394.26	7234.92	A2	Utility Shifting Cost (A2)	151.9	205.69	357.59	A	Total Cost including Utility Shifting [A=(A1+A2)]	3992.56	3599.95	7592.51	B	IC/ Pre-operative Expenses (B=1% of A)	39.93	36	75.93	C	Financing Cost (C=0.50% of Debt amount subject to minimum 15 Cr)	15	15	30	D	Interest during construction (D)	214.91	192.84	407.75
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S.No.	Item	Description				
		<b>E</b>	<b>Estimated Project Cost (EPC), E=Sum(A:D)</b>	<b>4262.40</b>	<b>3843.79</b>	<b>8106.19</b>
			GST, (18% of A)	718.66	647.99	1366.65
			<b>Estimated project Cost (EPC) with GST</b>	<b>4981.06</b>	<b>4491.78</b>	<b>9472.84</b>
		<b>F</b>	<b>Bid Project cost (BPC), F</b>	<b>5066.67</b>	<b>4578.71</b>	<b>9654.38</b>
		<b>G</b>	Contingencies (G= 1% of A1 subject to minimum of Rs. 15 cr.)	38.41	33.94	72.35
		<b>H</b>	Price Escalation during construction Period, H= 9% of A	359.33	324	683.33
		<b>I</b>	Maintenance Charges	639.36	576.57	1215.93
		<b>J</b>	Interest on Annuity	2131.20	1921.89	4053.09
		<b>K</b>	GST, K = 18% of (F+G+H+I+J)	1489.97	1345.24	2835.21
		<b>L</b>	Agency Charges (Not applicable for NHAI)	0	0	0
		<b>M</b>	Supervision charges including GST, M= 1% of E	42.62	38.44	81.06
		<b>N</b>	<b>LA Cost and Other Preconstruction Cost, N</b>	<b>2023.54</b>	<b>3325.72</b>	<b>5349.26</b>
		<b>i</b>	Land acquisition Cost	1992	3294	5286
		<b>ii</b>	Forest Land Diversion Land Cost + CA Land Cost + EIA Cost + EMP Cost	28.46	26.58	55.04
		<b>iii</b>	Cost supervision charges of utility shifting 2.5% of Utl Cost	3.08	5.14	8.22
		<b>O</b>	<b>Total Capital Cost (F:N)</b>	<b>11791.09</b>	<b>12144.51</b>	<b>23935.6</b>
VIII.	Financial Viability	<b>Particulars</b>		<b>Package 1</b>	<b>Package 2</b>	
		Equity IRR		12%	12%	
		Project IRR		10.32%	10.32%	

S.No.	Item	Description				
		Sr. No	Description	Present Status		
PKG-I	PKG-II			Total		
IX.	Land Acquisition status and other clearances	1	Total Land Required for the project (Ha.)	1026.205	906.958	1933.164
		2	Land already Available (Ha.)	34.487	11.857	46.344
		3	Land to be acquired, of which (Ha.)	991.718	895.101	1886.82
			(i) Forest Land (Ha.)	63.842	8.511	72.353
			(ii) Govt. Land (Ha.)	168.345	94.335	262.68
			(iii) Pvt. Land (Ha.)	759.53	792.26	1551.79
		4	3(A) Status	100%	100%	100%
		5	3(D) Status	98% completed	100% completed	99%
		6	3(G) Status	92 %	79 %	85%
		<b>Approvals / Clearances</b>		<b>Status / Expected Timeline</b>		
Environment Clearance		Following the EAC meeting on 27.02.2025, the MoEF&CC granted Environmental Clearance on 13.04.2025.				
GAD Approval from Railways		Approval for all ROB GADs at km.56+683, km.65+270, km.121+370 and km.141+822 is in progress.				
Irrigation Canal NOC approval		Joint site visits along with concerned departments completed in 2022. In progress.				
Cutting of Live Trees		In Progress.				
Forest Clearance status		In Progress. Stage-1 granted on 03 <sup>rd</sup> Dec 2024. Stage-II in progress				
Utility Shifting status		<p><b>Utility Estimates (GAS Pipelines):</b> Out of 8 nos. locations, 6 nos. NOC were approved, and 2 nos. are under scrutiny with respective Gas owing agencies. Revised GADs (6 lane configuration) drawings for all Gas pipe crossing locations need to be submitted for obtaining NOC from gas owing agencies.</p> <p><b>Utility Estimates (EHT lines):</b> Out of 35 nos. locations, estimates received for 35 nos.</p> <p><b>Utility Estimates (Mission Bhagiratha pipe lines):</b></p>				

S.No.	Item	Description
		Out of 81 nos. locations, estimates received for 77 nos. and awaited for 4 nos. (1+100, 1+100, 4+840, 81+000).
X.	<b>Concession Agreement</b>	The project is proposed to be implemented as per Model Concession Agreement uploaded on MoRTH web site in November 2020 with subsequent amendments issued thereafter.
XI.	<b>Bidding process</b>	Single Stage two-part system of bidding.
XII.	<b>Bidding parameter</b>	Lowest bid project cost.

2. The primary purpose of proposed project is to provide shorter and more efficient connectivity for commercial traffic originating from the North-South Corridor and destined for the Pune-Vijayawada and Warangal-Bijapur corridors, and vice versa. Similarly, traffic moving along the Pune-Vijayawada Corridor and heading toward the Nagpur-Bangalore stretch and the Bijapur-Bhoopalapatnam section will benefit from reduced travel distances compared to the existing route via the Hyderabad Outer Ring Road. The proposed expressway will pass through four districts namely Sangareddy, Medak, Siddipet, Yadadri Bhuvangiri, in the State of Telangana. The projected traffic for the year 2028 is 28,163 PCU and shall cross 75,506 PCUs in the year 2047. Additionally, it will boost the industrial and economic connectivity to two national industrial corridors, one Mega Food Park, six pharma and medical clusters, Multi-Modal Logistics Park in Medak district and will connect nine Special Economic Zones and two textile clusters across four districts.

3. The instant project will be executed under the HAM model with a Total Capital Cost of Rs. 23,935.6 crore and an Estimated Project Cost (EPC) of Rs. 8,106.19 crore excluding GST. The project is included under the NH(O) scheme. The financial assessment indicates that the project IRR for both packages is 10.32% and the equity IRR is 12%.

4. After the detailed presentation, the Chair asked the PPPAC members for their observations. DoLA supported the proposal and stated that there were no further comments to offer.

5. The observations raised by the **Deputy Secretary, Department of Expenditure** and the responses thereto by MoRTH / NHAI are given below:

i. **The project is proposed to be implemented in two separate packages. The feasibility of implementing the project as a single comprehensive package, instead of two packages, may be explored for improved project management and potential cost efficiency.**

**Response:** Implementation as a single package is likely to restrict bidder participation due to high financial exposure, banking limits and performance security requirements, thereby reducing competition and increasing execution risk. Division of the project into two packages will widen the bidder base, facilitate more competitive and realistic bidding and allow parallel construction with better deployment of manpower, machinery and resources.

6. The observations raised by the PD, NITI Aayog and the responses thereto by MoRTH / NHAI are given below:

i. **Based on the numbers assessed by MoRTH / NHAI, the project seems to be viable on BOT model (with VGF) also. The rationale for adoption of HAM over BOT may be clarified.**

**Response:** Although the project is assessed to be viable under the BOT model with VGF, MoRTH/NHAI has considered that traffic is likely to grow substantially over the next five years due to significant urban development in the surrounding area. In that event, implementation under the BOT model would result in a considerable share of the future upside accruing to the concessionaire. In contrast, implementation under HAM would allow MoRTH/NHAI to retain this upside and, upon materialisation of traffic growth in five years, monetise the project under the TOT model. Accordingly, the HAM mode is considered more appropriate from the standpoint of maximising Government returns.

ii. **The success of the proposed expressway depends on the radial roads which will have to be developed by the State Government. Devising a mechanism to ensure such radial roads are developed would be imperative.**

**Response:** MoRTH/NHAI will examine the development of radial roads under the SASCI Scheme in consultation with the State Government.

7. The observations made by Joint Secretary (IFS), DEA and the responses thereto by MoRTH / NHAI are given below:

i. **Whether any comparative financial analysis has been undertaken to establish that the return to the Authority/Government under HAM followed by subsequent TOT monetisation would be higher than that under the BOT mode?**

**Response:** The present assessment is based on existing traffic levels, whereas such a comparative analysis would require a separate exercise to assess the urban development potential of the abutting areas, which is expected to drive future traffic growth. It is understood that the State Government has also initiated plans for industrial development in the adjoining areas, the actual offtake of which would determine the extent of traffic build-up on the proposed expressway.

However, henceforth, in all project proposals where HAM is preferred over BOT despite the project being assessed as viable under the BOT mode, a comparative financial analysis with different urban development scenarios shall also be undertaken.

ii. **It may be clarified if the construction schedule of 36 months is required for the project considering that the average length of both the packages is around 80km.**

**Response:** The typical construction timeline of two years proven to be challenging, especially due to seasonal constraints. Historically, projects have been completed in around three years. Further, it has been observed that the construction schedule of a project should be customised as per the specific requirements and constraints of the project. In this regard, MoRTH has recently issued a circular which provides a 'plug-and-play' approach in deciding the construction schedule of the project.

8. The observations made by **Director (ISD), DEA** and the responses thereto by **MoRTH / NHAI** are given below:

i. **The DSCR for the third year is below 1. The same may be corrected.**

**Response:** The error has been subsequently rectified.

9. The observations made by **Secretary, MoRTH** and the responses thereto by **NHAI** are given below:

i. **The proposed RoW seems to be on the higher side. What is the rationale for seeking 100m?**

**Response:** 6-lane expressways typically need additional RoW due to wider median requirement as well as need for service roads. In future, 2-lane service roads on both sides of the expressway will need to be developed in view of the existing eight National Highways and planned ten State Highways which will act as radial roads. The 100m RoW has been proposed foreseeing possible difficulties in land acquisition at later stage for developing these service roads. However, strictly considering NHAI's requirements for expressway development, a maximum of 90m RoW should prove to be sufficient.

ii. **Considering a maximum of 90m RoW would be sufficient for NHAI, can the State Government be requested to bear the cost for balance 10m RoW?**

**Response:** The same will be examined and discussed with the State Government.

iii. **The requirement of SVUP may be revisited, in view of the additional traffic build up which is expected on account of the regional development.**

**Response:** All SVUPs will be converted to VUP or LVUP, as appropriate.

iv. **Considering the complexity and cost involved in shifting of Extra High Tension (EHT) power lines, the feasibility of reducing the embankment requirement at such locations may be examined so as that the EHT shifting can be avoided to the extent feasible.**

**Response:** The embankment requirements will be revisited to minimise the EHT shifting requirements.

10. The observations made by the **Chair** and the responses therein by **MoRTH / NHAI** are given below:

i. **What is the need for this project? There is an already existing road, i.e., NH-161AA which is parallel to the proposed alignment. Whether the option of upgrading the existing corridor has been explored?**

**Response:** The intent of this project is to ensure that the through traffic is not required to enter the city, similar to peripheral Expressways around Delhi NCR. It has been seen that major cities globally have such peripheral expressways, which leads to industrial development radially away from the city centre. Further, the existing Ring Road has achieved saturation and therefore the development a new Ring Road is warranted in view of multiple radial feeder roads. Additionally, the NH-161AA has been denotified as a NH and

handed over to the State Government considering it is of 2-lane, non-standard configuration and cannot be expanded to a 6-lane expressway.

- ii. **Considering the objective of developing this expressway is to encourage growth away from the city, is there a possibility of proposing it further away from the current alignment?**

**Response:** On account of the ensuing development due to multiplier effect, the expressway is likely to be the outermost limit of the Greater Hyderabad region, considering the traffic expected in 2047. Since the proposed alignment is broadly 50km from the city centre, moving it further away is likely to see reduced traffic which can affect project viability.

### Recommendations

11. After detailed deliberations, the PPPAC unanimously recommended the proposal for "Development of 6-Lane Access Controlled Greenfield Regional Expressway on Northern side of Hyderabad for a Design Length of 161.518 Km in the State of Telangana under NH(O) on Hybrid Annuity Mode" for consideration of the Competent Authority for giving Administrative Approval, subject to following recommendations:

- i. The appraised Total Capital Cost of the project is Rs. 23,935.6 crore (Package-I: Rs. 11,791.09 crore, Package-II: Rs. 12,144.51 crore). The Estimated Project Cost excluding GST is Rs. 8,106.19 crore (Package-I: Rs. 4,262.40 crore, Package-II: Rs. 3,843.79 crore).
- ii. The project should be taken up on HAM under the NH(O) scheme.
- iii. The concession period of the project is 18 years including 3 years construction period.
- iv. The project shall be taken up in two packages.
- v. The State Government may consider supporting the project through SASCI, as deemed appropriate by the State Government.
- vi. Land acquisition and necessary clearances to be obtained in a time bound manner before the bid due date as to avoid and delay in the project.
- vii. MoRTH/NHAI, in all future project proposals where HAM is preferred over BOT despite the project being assessed as viable under the BOT mode (with or without VGF), a comparative financial analysis with different urban development scenarios shall also be undertaken and submitted to PPPAC.

12. Revalidation of its recommendation by the PPPAC is not required for following post-recommendation changes in the project costs/bid documents:

- i. Any change in the date/time period for any time-bound actions like appointed date, financial close, construction period etc.
- ii. Non-substantial change in risk-allocation.
- iii. Any other changes/modification in the project proposal with the overall objective of making project successful.
- iv. Further, MoRTH/NHAI may decide whether the changes proposed post recommendations of the project proposal by the PPPAC fall within the threshold criteria as stated above. All such changes falling within the threshold criteria shall be appraised at the level of Secretary (RTH) / BoD of NHAI as the case may be, without any further need of revalidation by the PPPAC and shall proceed with the approval process accordingly.

**Development of 6-Lane Access Controlled Greenfield for Package 1 & 2 of Indore Eastern Bypass in the State of Madhya Pradesh under NH(O) on Hybrid Annuity Mode**

1. The details of the proposal are as given below:

S. N	Item	Description																											
I.	Name of the Project	Development of 6-Lane Access Controlled Greenfield for Package 1 & 2 of Indore Eastern Bypass in the State of Madhya Pradesh under NH(O) on Hybrid Annuity Mode: <b>Package 1:</b> 6L Pirkaradiya to Simrol / Datoda Pkg-1 (from Km 64+000 to 113+000) <b>Package 2:</b> 6L Simrol / Datoda to Nanded Pkg-2 (from Km 113+000 to 139+630) Including Existing NH-52 from village Nanded to Khandwa Upgradation within 60m EROW																											
II.	Type of PPP (BOT, BOOT, BOLT, OMT etc.)	HAM																											
III.	Location (State/District/Town)	State: Madhya Pradesh District: Indore																											
IV.	Sponsoring Authority	Ministry of Road Transport and Highways, Government of India																											
V.	Implementing Agency	National Highways Authority of India (NHAI)																											
VI.	Details of structures	<table border="1"> <thead> <tr> <th>Sr. No</th> <th>Particulars</th> <th>Package 1</th> <th>Package 2</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>i.</td> <td>Length</td> <td>49.0</td> <td>35.6</td> <td>84.6</td> </tr> <tr> <td>ii.</td> <td>Major Bridge</td> <td>7 Nos. (2x40, 2x 45, 2x30, 4x30, 2x35, 6x30, 4x30)</td> <td>2 (8x45m, 2x45m)</td> <td>9</td> </tr> <tr> <td rowspan="2">iii.</td> <td>Minor Bridge</td> <td></td> <td></td> <td></td> </tr> <tr> <td>a. On Main Carriageway (Nos.)</td> <td>17 Nos. MCW</td> <td>14 Nos. MCW</td> <td rowspan="2">57</td> </tr> <tr> <td>b. On Interchange (Nos.)</td> <td>2 Nos. Interchange</td> <td>1 Nos. Interchange &amp;</td> </tr> </tbody> </table>	Sr. No	Particulars	Package 1	Package 2	Total	i.	Length	49.0	35.6	84.6	ii.	Major Bridge	7 Nos. (2x40, 2x 45, 2x30, 4x30, 2x35, 6x30, 4x30)	2 (8x45m, 2x45m)	9	iii.	Minor Bridge				a. On Main Carriageway (Nos.)	17 Nos. MCW	14 Nos. MCW	57	b. On Interchange (Nos.)	2 Nos. Interchange	1 Nos. Interchange &
Sr. No	Particulars	Package 1	Package 2	Total																									
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S. N	Item	Description			
			&10 Nos. On SR RHS	8 Nos. On SR RHS 05 Nos (Retained & Widened)	
			191	68	259
		a. On Main Carriageway (Nos.)	145	63	208
			46		
		b. On Interchange (Nos.)		05	68
				17 Nos (Retained & Widened)	
			43 (1x5x4)	28 (1x5x4) &	
		Box Crossings		01 Nos (1x5x4- Retained +Widening)	72
		v. ROB	01 Nos.	01 Nos.	02 No.
		vi. RUB	Nil	Nil	Nil.
		vii. VUP on Main carriageway (Nos.)	11	09	20 No.
		viii. VUP @ Interchanges (Nos.)	Nil	Nil	Nil
		ix. LVUP on Main carriageway (Nos.)	15	05 Nos (1x12m- New Construction) 4 Nos (1x10.0 Retained & Widened)	24
		x. Additional LVUP (Nos.)	Nil	Nil	Nil
		xi. SVUP on Main carriageway (Nos.)	Nil	Nil	Nil
		xii. SVUP @ Interchanges (Nos.)	Nil	Nil	Nil
		xiii. Additional SVUP (Nos.)	Nil	Nil	Nil

S. N	Item	Description				
		xiv.	VOP (Nos.)	Nil	Nil	Nil
		xv.	Major Junctions	03(Proposed with Interchange)	01(Proposed with Interchange)	04
		xvi.	Minor Junctions	26 (Proposed with LVUPs & VUP)	18 (Proposed with LVUPs & VUP)	Nil
		xvii.	Length of Service Road	31.847 km	22.145 km	53.992 Km.
		xviii.	Toll Plaza	Entry & Exit locations at 3 Interchange	Entry & Exit locations at 1 Interchange Locations	At 04 Interchanges
		xix.	Bus bays	00/00	00/04	00/04
		xx.	Truck Lay Bye	Nil	01 @ km 118+600	1
		xxi.	Rest Area	01 (83+000 Inside Double Trumpet Interchange)	Nil	01
		xxii.	EHT Crossings	7 Nos	01 Nos	8 Nos
VII.	Estimated capital costs with break-up under major heads of expenditure.					
		<b>SrNo</b>	<b>Details</b>	<b>Package-I</b>	<b>Package-II</b>	<b>Total</b>
		1	Length (Km)	49.0	35.6	84.6
		A1	Civil Construction Cost (A1) Cr.	2,020.73	1203.16	3,223.89
		A2	Utility Shifting Cost (A2)	125.5	76.56	202.06
		A	Total Cost including Utility Shifting [A=(A1+A2)]	2,146.23	1,279.72	3,425.95
		B	IC/ Pre-operative Expenses (B=1% of A)	21.46	12.8	34.26
		C	Financing Cost (C=0.50% of Debt amount subject to minimum 15 Cr	15.00	4.36	19.36

S. N	Item	Description			
		D	Interest during construction (D)	89.04	48.47
E	Estimated Project Cost (EPC), E=Sum(A:D)	2271.73	1345.35	3617.08	
F	Bid Project cost (BPC) , F	2524.43	1702.3	4226.73	
G	Contingencies (G= 1% of A1 subject to minimum of Rs. 15 cr.)	20.21	15	35.21	
H	Price Escalation during construction Period, H= 9% of A	150.24	89.58	239.82	
I	Maintenance Charges	340.76	201.8	542.56	
J	Interest on Annuity	1135.86	672.67	1808.53	
K	GST, K = 18% of (F+G+H+I+J)	754.96	485.07	1240.07	
L	Agency Charges ( Not applicable for NHA)	NA	NA	NA	
M	Supervision charges including GST, M= 1% of E	22.72	13.45	36.17	
N	LA Cost and Other Preconstruction Cost, N	688.83	519.98	1208.81	
O	Total Capital Cost (F:N)	5,638	3,699.86	9337.86	
VIII.	Financial Viability	<b>Particulars</b>		<b>Package 1</b>	<b>Package 2</b>
		Equity IRR		8.14%	11.46%
		Project IRR		10.65%	12.75%

S. N	Item	Description					
		Sr. No	Description	Present Status			
PKG-I	PKG-II			Total			
IX.	Land Acquisition status and other clearances	1	Total Land Required for the project (Ha.)	430.394	222.455	<b>652.849</b>	
		2	Land already Available (Ha.)	-	-	-	
		3	Land to be acquired, of which (Ha.)				
			(i) Forest Land (Ha.)	31.25	11.08	<b>42.33</b>	
			(ii) Govt. Land (Ha.)	50.87	13.946	<b>64.816</b>	
			(iii) Pvt. Land (Ha.)	379.524	208.509	<b>588.133</b>	
			<b>Approvals / Clearances</b>	<b>Status / Expected Timeline</b>			
			Environment Clearance	EAC meeting held on dated 09.12.2025 approved the proposal			
	Forest Clearance status	The Combined Forest Clearance Proposal No. FP/MP/Road/458688/2024 uploaded on 30/01/2024. Stage I clearance obtained on 25.10.2025.					
X.	Concession Agreement	The project is proposed to be implemented as per Model Concession Agreement uploaded on MoRTH web site in November 2020 with subsequent amendments issued thereafter.					
XI.	Bidding process	Single Stage two-part system of bidding.					
XII.	Bidding parameter	Lowest bid project cost.					

2. The primary purpose of the proposed project is to establish a six-lane, access-controlled Greenfield highway serving the Indore city region in Madhya Pradesh. It involves rehabilitation & upgradation of existing NH-52 from Ex. km 18+000 near Khandwa Village to km 27+000 near Ahilyapur village from 4 lane to 6 lane configurations. This will lead to faster access to important nodes in the Indore city and connect various urban nodes outside the city by joining the National Highway and State Highway network and other important city roads. Further it will act as a bypass for traffic on the National Highways and State Highways and in turn reduce the accidents by avoiding movement of commercial traffic in the city and reduce congestion in the metropolitan areas and inner ring road by connecting NH-47, NH-52 and SH-27 and other major State roads

3. The instant project will be executed under the HAM model with a Total Capital Cost of Rs.9337.86 crore and an Estimated Project Cost (EPC) of Rs.3617.08 crore excluding GST. The project is included under the NH(O) scheme. The financial assessment indicates that the project IRR for both packages is 10.65% for package I & 12.75% for package II and the equity IRR is 8.14% for package I & 11.46% for package II.

4. After the detailed presentation, the Chair asked the PPPAC members for their observations. DoLA and Department of Expenditure supported the proposal and stated that there were no further comments to offer.

5. The observations raised by the PD, NITI Aayog and the responses thereto by MoRTH / NHAI are given below:

- i. **The project is currently proposed to be bid out under two packages. However, with estimated project cost being around Rs 3,600 crore, possibility of the project to be bid out as a single package may be explored**

**Response:** The Bid Project cost for a single-package bid under HAM would be Rs. 4,226.73 crore. Consequently, the qualification criteria would be correspondingly high, which may limit bidder participation. Based on experience from similar HAM projects, it is expected that dividing the project into two packages would attract wider competition, thereby leading to more competitive bids and better value for money.

6. The observations raised by the representative from the Chair and the responses thereto by MoRTH / NHAI are given below:

- i. **A boundary wall civil construction cost has been considered in package 1 & package 2 construction costs. If there exists a need for a boundary wall for the road?**

**Response:** Boundary wall acts as access control against wild animals, stray cattle and other encroachments

- ii. **Has BOT vs HAM analysis been done and what is the impact on the budget of the project.**

**Response:** Since commercial traffic is minimal i.e. approximately only about 30%, BOT vs HAM analysis has not been carried out. However, henceforth, in all project proposals where HAM is preferred over BOT despite the project being assessed as viable under the BOT mode, a comparative financial analysis with different urban development scenarios shall also be undertaken

## Recommendations

7. After detailed deliberations, the PPPAC unanimously recommended the proposal for "Development of 6-Lane Access Controlled Greenfield for Package 1 & 2 of Indore Eastern Bypass in the State of Madhya Pradesh under NH(O) on Hybrid Annuity Mode" subject to following recommendations, for consideration of the Competent Authority for giving Administrative Approval:

- i. The appraised Total Capital Cost of the project is Rs crore 9337.86 (Package-I: Rs. 5638 crore, Package-II: Rs. 3699.86 crore). The Estimated Project Cost excluding GST is Rs. 3,617.08 crore (Package-I: Rs. 2271.73 crore, Package-II: Rs. 1345.35 crore).
- ii. The project should be taken up on HAM under the NH(O) scheme.
- iii. The concession period of the project is 17 years including 2 years construction period.
- iv. The project shall be taken up in two packages.

- v. MoRTH/NHAI, in all future project proposals where HAM is preferred over BOT despite the project being assessed as viable under the BOT mode (with or without VGF), a comparative financial analysis with different urban development scenarios shall also be undertaken and submitted to PPPAC.
8. Revalidation of its recommendation by the PPPAC is not required for following post-recommendation changes in the project costs/bid documents:
    - i. Any change in the date/time period for any time-bound actions like appointed date, financial close, construction period etc.
    - ii. Non-substantial change in risk-allocation.
    - iii. Any other changes/modification in the project proposal with the overall objective of making project successful.
    - iv. Further, MoRTH/NHAI may decide whether the changes proposed post recommendations of the project proposal by the PPPAC fall within the threshold criteria as stated above. All such changes falling within the threshold criteria shall be appraised at the level of Secretary (RTH) / BoD of NHAI as the case may be, without any further need of revalidation by the PPPAC and shall proceed with the approval process accordingly.
  9. The meeting ended with a vote of thanks to the Chair

**List of the attendees of the 143<sup>rd</sup> meeting of the PPPAC**

**a. Department of Economic Affairs**

1. Ms. Anuradha Thakur, Secretary
2. Sh. Alok Tiwari, Joint Secretary (IFS)
3. Sh. Rahul Singh, Director (PIU)
4. Ms. Shraddha Narwade, Assistant Director (PIU)
5. Sh. Anurag Gautam, Assistant Director (PIU)
6. Shri Shyam Shankar, Section Officer
7. Shri. Rajender Singh, Section Officer
8. Shri. Manjeet, Assistant Section Officer

**b. Department of Expenditure**

1. Sh. Rakesh Kumar, Deputy Secretary
2. Sh. Bharat Singh, Under Secretary

**c. NITI Aayog**

1. Sh. Partha Sarathi Reddy, Program Director
2. Ms. Anneka Majhi, Consultant
3. Sh. Sudhanshu Singh, Consultant

**d. Department of Legal Affairs**

1. Ms. Prerna, Assistant Legal Adviser

**e. Ministry of Road Transport & Highways**

1. Sh. V. Umashankar, Secretary
2. Sh. Puneet Aggarwal, Additional Secretary & Financial Adviser
3. Sh. Manoj Kumar, CE (BP & SP)

**f. National Highways Authority of India**

1. Sh. Santosh Yadav, Chairman
2. Sh. Alok Deepankar, Member (Technical)
3. Sh. Vipnesh Sharma, Member (P)
4. Sh. Navin Kumar, CGM (T)
5. Sh. Vinod Choudhary, Manager (T)