

F.No.2/12/2024-PIU
Government of India
Ministry of Finance
Department of Economic Affairs
Infrastructure Finance Secretariat
ISD Division (PIU)

STC Building, Janpath New Delhi
Dated: 2nd December 2024

Record of Discussion

Subject: Record of Discussion of the 117th meeting of the PPPAC for considering "Greenfield Development, Maintenance and Management of a new alignment of National Highway-06 from Mawlyngkhung in Meghalaya (from 61.8 km on existing NH06) to Panchgram in Assam (to 197.4 km on the existing NH06) on Hybrid Annuity Mode of Public Private Partnership.

Reference: 117th Meeting of the PPPAC held on 9th November 2024

Sir/Madam,

The undersigned is directed to forward the Record of Discussion of the 117th Meeting of the PPPAC held on 9th November 2024, under the Chairmanship of Secretary (EA), for information and necessary action.

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


Arya Balan Kumari
(Joint Director-PIU)

To,

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

Copy to:

1. Sr. PPS to Secretary (EA)
2. Sr. PPS to JS (ISD)/PPS to JS(IPP)

Record of Discussion of 117th meeting of PPPAC

Subject: Greenfield Development, Maintenance and Management of a new alignment of National Highway-06 from Mawlyngkhung in Meghalaya (from 61.8 km on existing NH06) to Panchgram in Assam (to 197.4 km on the existing NH06) on Hybrid Annuity Mode of Public Private Partnership

1. The 117th meeting of the PPPAC was held on 9th November 2024 in continuation of an earlier meeting held on 5th September 2024. These meetings were held to consider a proposal from MoRTH / NHIDCL for Greenfield Development, Maintenance and Management of a new alignment of National Highway-06 from Mawlyngkhung in Meghalaya (from 61.8 km on existing NH06) to Panchgram in Assam (to 197.4 km on the existing NH06) on Hybrid Annuity Mode of Public Private Partnership.
2. The list of participants is placed in **Annexure-I**.
3. The basic details of the project are given in the table below:

Table: Details of the project

Project Description	Greenfield Development, Maintenance and Management of a new alignment of National Highway-06 from Mawlyngkhung in Meghalaya (from 61.8 km on existing NH06) to Panchgram in Assam (to 197.4 km on the existing NH06) by 4 laning with paved shoulders.		
PPP Model	Hybrid Annuity Mode (HAM)		
Sponsoring Authority	Ministry of Road Transport and Highways (MoRTH)		
Implementing Agency	National Highways and Infrastructure Development Corporation Limited (NHIDCL)		
Location	State: Meghalaya (144.250 km approx.) and Assam (22.550 km approx.)		
Length	166.800 km (Pkg-I: 27.150 KM, Pkg-II: 29.650 KM, Pkg-III: 22.700 KM, Pkg-IV: 19.750 KM, Pkg-V: 35.450 KM & Pkg-VI: 32.100 KM) ¹		
Concession Period	18 years (including 36 months of construction)		
Estimated Capital Cost with Break-up	Sl. No.	Particulars	Instant Project (INR in Cr)

¹ The number of packages has been rationalized to four based on the decision of 117th PPPAC. The compliance to the 117th PPPAC meeting is placed at Annexure II.

under major heads of expenditure	A	Civil Construction Cost	12086.73
	B	Utility Shifting Cost Excl GST	90.00
	C	Total Civil Construction Cost (A+B)	12176.57
	C1	Per km of Total Civil Cost (Cr. / km)	73.00
	D	IC/pre-operative expenses @1% of (C)	121.77
	E	Financing Cost (1% of debt amount i.e., 5,704.65 Cr.)	56.70
	F	Interest during Construction	551.61
	G	Estimated Project Cost (C+D+E+F)	12906.65
	H	GST @ 18% on(C+D+E)	2,293.91
	I	Estimated Project Cost including GST (G+H)	15,130.55
	J	Labour Cess (1% of I)	151.31
	K	Estimated Project Cost including GST and Labour- Cess (I+J)	15,281.86
	L	LA and Structure Cost	5200.13
	M	Environmental Cost/ Tree Cut	155.29
	N	Contingencies @ 1% (on Total Civil cost)	121.77
	O	Agency Charges @3% (on Total Civil cost)	365.30
	P	Supervision Charges @ 3% (on Total Civil cost)	365.30
	Q	Escalation @5% per Year for 3 Year (on civil cost i/c utility shifting)	1,650.65
	R	O&M Cost for 15 years as per Ministry OM dated 23.05.2022	1,664.52
	S	Total Capital Cost (K+L+M+N+O+P+Q+R)	24804.82
	T	Per km of Total Capital Cost (Cr. / km)	148.71
Land Acquisition Status			
	1	Total Land Required	894.44 ha
	2	Total Land Available	10.73 ha (EROW)
	3	Total Land to be Acquired	883.71 ha
	4	Forest Land Required	210.73 ha
	5	3A Status	Survey under progress, Will be published after 30 days of project approval

	6	3D Status	After 90 days of project approval
Financial Viability	Project IRR: 12.97% Equity IRR: 15% Economic IRR (With LA): 15% Economic IRR (Without LA): 12.97% NPV @12% of revenue stream: Rs. 5948.14 Cr NPV@12% of project: Rs. 297.67 Cr		
Concession Agreement	Based on MCA for Hybrid Annuity Model dated 09.12.2016 and subsequent amendments.		
Bidding parameter	Lowest Bid Project Cost quoted by the bidders		
Bidding process	Single Stage with two envelopes		

4. On behalf of the Chair, Joint Secretary (IPP) welcomed the attendees to the meeting and requested MoRTH to make a presentation to the PPPAC. With the permission of the Chair, MD, NHIDCL made a detailed presentation on the proposal to the PPPAC.

5. The primary goal of the proposed project is to provide high-speed connectivity between Guwahati and Silchar. Silchar is crucial for connecting Mizoram, Tripura, and Manipur, as well as the Barak Valley region of Assam. Currently, there are two routes from Guwahati to Silchar: (i) NH-27 (East-West Corridor), which takes approximately 9 hours and (ii) NH-06 (existing), which reaches Silchar via Shillong.

6. NH-27, a 4-lane road, passes through the upper part of Assam and Haflong before reaching Silchar. Near Haflong, there are significant maintenance challenges due to the geological conditions. As that section of NH27 is not well maintained, most traffic from Guwahati prefers Shillong-Silchar route (NH-06). Once the proposed project is implemented it shall be the:

- (a) Shortest route between Guwahati to Silchar
- (b) The distance shall reduce in length by 100 km.
- (c) In terms of hours, the journey would be reduced by half.

7. The proposed stretch from Mawlynkhung in Meghalaya to Panchgram in Assam is part of the high-speed corridor from Guwahati to Silchar and is presently a 2 lane with paved shoulders with traffic of 17800 PCU and is having a length of 210 km. It takes 10 hours to travel from Mawlynkhung to Panchgram. Therefore, the stretch from Mawlynkhung to Panchgram is proposed to be developed as a greenfield corridor of 4-lane with paved shoulders access-controlled road with design

speed of minimum 80 km/hr. The civil construction cost of the project is estimated to be approximately Rs. 12086 Cr excluding utility shifting.

8. After the presentation, the Chair asked the PPPAC members for their observation. DoLA supported the proposal and stated that no further comments to offer.

9. NITI Aayog raised the following observations:

- (a) According to the proposal, the design speed is minimum of 80 km/hr. What all improvements does the authority intend to make to achieve this design speed in hilly terrain including the variation proposed in the RoW?
- (b) The project has been developed by MoRTH by appointing NHIDCL as the implementing agency and 3% of Civil Construction Cost is included in the TPC as agency charges. It may be clarified whether the agency charges are as per MoRTH guideline? Further, it may be noted that NHIDCL is the implementing agency and hence the liability of the termination payment falls should fall on NHIDCL instead of MoRTH.
- (c) At the time of awarding the contract, 90% of the land acquisition should be completed. The bid due date should be scheduled to ensure that 90% of the land acquisition is completed by that date.

10. DoE raised the following observations:

- (a) There is no normative cost available for the state of Meghalaya and all the costs referred to are of plain terrain available for the State of Assam.
- (b) The escalation costs have not been considered in the proposal.

11. The Chair raised the following observations:

- (a) The recorded PCU (Passenger Car Unit) data on the NH-27 at Lumding (Manderdisa Toll Plaza) is 412 PCUs, which is exceptionally low for a National Highway corridor. This recorded data needs to be verified, and reference data from past years should also be captured. Given that the NHAI developed the corridor based on specific needs and purposes, the exceptionally low traffic suggests there may be underlying issues that need to be identified and addressed.
- (b) With the proposed NH-06 corridor, the traffic of the existing road would divert affecting the toll revenue of the existing road.

- (c) The construction of greenfield road project in hilly region is challenging. The proposed project would involve a fresh cut through the terrain. Comprehensive soil and slope stabilization measures would need to be implemented throughout the construction process to ensure stability and safety.
- (d) The long-term economic impact of developing the Greenfield corridor should be carefully evaluated, considering how the alignment affects local communities, businesses, and overall regional development. It is crucial to ensure that the corridor benefits a broad range of users and supports sustainable economic growth. Additionally, the proposed access-controlled corridor must connect major economic centres and avoid bypassing existing economic centers to prevent adverse impact on local communities that rely on current traffic for their livelihoods. A stakeholder consultation with State Government and local communities may be carried out.
- (e) The rationale for having six packages may be provided as the individual package cost is not very high for HAM projects.

12. MoRTH submitted the following to the queries raised by the PPPAC Members:-

- (a) MoRTH submitted that to maintain the designed speed of 80Km/hr, various structures such as viaduct, ROBs etc. are proposed. Further, MoRTH has also stated that they are in the process of developing schedules for hilly terrain.
- (b) With respect to agency charge, MoRTH has confirmed that the agency charges are as per the Guidelines of MoRTH. With regard to the termination payment obligation, MoRTH stated that an MoU between MoRTH and the NHIDCL can be signed to clearly define the obligation of NHIDCL in the event of termination.
- (c) With respect to land acquisition, MoRTH has assured that the bid due date shall be fixed only after obtaining 90% of 3G.
- (d) Regarding the normative cost, at present there are no normative cost available for hilly terrain. The normative cost for similar hilly project has been considered (Shimla Bypass) for arriving at the Cost.
- (e) With respect to escalation cost, MoRTH has confirmed that an escalation cost of 5% has been considered in the project proposal.

- (f) Regarding the recorded PCUs at the NH-27, the data shall be re-verified and reference from the past years shall also be considered to identify and address the underlying issues with the reduced traffic at that Stretch.
- (g) With regard to the impact of traffic reduction in the existing alternate routes, MoRTH stated that the toll at the existing NH-06 is a public funded self-tolling plaza. With the development of proposed NH-06 corridor, the toll revenues shall again come to the Authority only, hence no significance revenue loss to the Authority.
- (h) The MoRTH has agreed to critically evaluate and adopt a comprehensive soil and slope stabilization measures.
- (i) MoRTH has stated that they have proposed the alignment considering its impact in terms of social, geological, and environmental factors. MoRTH has also agreed to carry out stakeholder consultation with the State Government, local communities etc.
- (j) MoRTH has stated that the project could be consolidated and reduced to 3 or 4 packages.

13. The PPPAC further noted following aspects of the proposal and advised MoRTH to review them before seeking approval of the competent authority. MoRTH may submit an update, to the extent possible, before finalization of the minutes.

- (a) The NH27 is a part of the original East West Corridor providing connectivity from Gujarat to Tripura and Mizoram. The section between Nagaon and Silchar near Haflong seems to be passing through unstable geological terrain and has been facing maintenance challenges. As a result, the traffic on that route appears to be very limited, causing traffic on NH06 to increase.
- (b) The proposal considered by PPPAC in September, 2024 was for the project length of 160 km, which increased to 167 km due to significant changes in the alignment based on consultation with the state government since then.
- (c) Further, the proposal has undergone significant changes in physical components as well within a period of 2 months, e.g., (1) the estimated cost of the earthwork almost doubled from ₹ 1682 crore (September, 2024) to ₹ 3345 crore (November, 2024), (2) the tunnels proposed in the earlier proposal at a cost of ₹ 2915 crore were eliminated altogether, and (3) cost of viaduct / under pass / over pass / bridges / junctions increased from ₹ 3813 crore to ₹ 4931 crore.

- (d) The project requires 210 hectare of forest land and cutting of significant number of trees. A provision of ₹ 155 crore has been made in the cost estimates for this purpose.
- (e) The project also requires almost 750 hectare of non-forest land to be acquired. The survey for the exact alignment is yet to be taken up.
- (f) The cost estimates include agencies charges @ 3% of the civil cost for NHIDCL as well another supervision charges @ 3% of the civil cost. In normal course, only one of these charges should have been provided, or the sum total of these charges should have been far lower.
- (g) The traffic on the existing NH06 is estimated to go down to 5000 PCUs in 2030 as compared to the current traffic (in year 2023) of 17800, when the greenfield alignment is completed. The traffic on the new alignment is estimated to be almost 20000 PCUs in year 2030. The significant reduction in the traffic on the existing alignment seems to confirm the observation of the PPPAC in its first meeting that new greenfield alignment may lead to stranded road asset.
- (h) Currently, there are no specific schedules available for constructing hilly roads. MoRTH may consider initiating the process of introducing schedules for hilly terrain.

14. After detailed deliberations, the PPPAC recommended the proposal of “Greenfield Development, Maintenance and Management of a new Greenfield alignment of NH06 from Mawlyngkhung in Meghalaya to Pachgram in Assam on Hybrid Annuity Mode of Public Private Partnership”. The project is recommended with following observations for consideration of the competent authority for administrative approval.

- 1) The proposal is being recommended at a total capital cost of ₹ 24,805 crore, of which, civil construction cost of ₹ 12,087 crore and land acquisition cost is ₹ 5,200 crore. The project cost to be put out for the bid is estimated to be ₹ 15,282 crore (including GST and labour cess), of which, 60 per cent will be brought in by the concessionaires for which payments will be done through annuities during the concession period.
- 2) The project is being recommended not on the consideration of this being a part of the “Vision 2047 Plan” prepared by MoRTH. Instead, the project is being recommended solely on the consideration of improving connectivity to North Eastern States, in particular, Tripura, Mizoram, Manipur and parts of Assam (Barak valley), in addition to connectivity via NH27.

- 3) MoRTH/NHIDCL should make earnest efforts for proper maintenance of the alternate access via NH27, which seems to have gone into near-disuse due to poor maintenance (reference para 13(a)).
 - 4) In future proposals, consultations with the State Governments and use of GatiShakti should be done in a far better manner so as to avoid the experience of this project, wherein the alignment and physical features required a major change between the first consideration by PPPAC in September, 2024 and the second consideration in November, 2024 (reference para 13(b)).
 - 5) Also, in future projects, technical assessment should also be done in a much better manner so that major changes seen in this proposal within a period of two months are avoided (reference para 13(c)).
 - 6) This being a new alignment of large length in hilly terrain, geological conditions should be assessed well for incorporating slope stabilization features in the technical designs before calling the bids (reference para 13(c)).
 - 7) All issues pertaining to forest clearances and diversion of forest lands should be resolved, and possession of at least 90 per cent of the required non-forest land should be obtained before setting the bid submission (reference para 13(d) and (e)).
 - 8) Total number of packages may be rationalized from 6 to 3 or 4 in order to facilitate participation of bidders with stronger financial and technical capabilities.
 - 9) The towns and district headquarters on the existing alignment of NH06 should be given connectivity and access from the proposed new alignment.
 - 10) MoRTH may review its norm for agency charges and supervision charges (reference para 13(f)).
 - 11) MoRTH may also revisit its approach for deciding greenfield vs brownfield development in future proposals (reference para 13(g)).
- 15.** Revalidation of its recommendation by the PPPAC is not required for the following post-recommendation changes in the project costs/bid documents: -
- (a) Any change in the date/time period for any time-bound actions like appointed date, financial close, construction period etc.
 - (b) Non-substantial change in risk-allocation.

- (c) Any other changes/modification in the project proposal with the overall objective of making project successful.
- (d) 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 NHIDCL as the case may be, without any further need of revalidation by the PPPAC and shall proceed with the approval process accordingly.

List of the participants

117th meeting of the PPPAC for considering the “Greenfield Development, Maintenance and Management of a new alignment of National Highway-06 from Mawlyngkhung in Meghalaya (from 61.8 km on existing NH06) to Panchgram in Assam (to 197.4 km on the existing NH06) on Hybrid Annuity Mode of Public Private Partnership.

a. Department of Economic Affairs, Ministry of Finance

1. Shri Ajay Seth, Secretary, EA- In Chair
2. Shri Solomon Arokiaraj, JS (IPP)
3. Ms. Arya Balan Kumari, Joint Director
4. Shri Rajender Singh, Section Officer
5. Shri Manjeet, Assistant Section Officer
6. Shri Gaurav Jumrani, Consultant

b. Department of Expenditure

1. Shri L. K. Trivedi, Director
2. Shri Ranganth, Deputy Director

c. NITI Aayog

1. Shri. Partha Reddy, Programme Director

d. DoLA

1. Dr. RJR Kasibhatla, Deputy Legal Adviser

e. Ministry of Road Transport and Highways

1. Shri V. Umashankar, Secretary
2. Shri Manoj Kumar, Chief Engineer
3. Shri Shashi Bhushan, Superintend Engineer

f. National Highways and Infrastructure Development Corporation Limited

1. Shri. Krishan Kumar, Managing Director
2. Shri Amarendra Kumar, Director, NHIDCL

Compliance of Discussion Points During PPPAC Meeting dtd. 09.11.2024

Project Name: Development, Maintenance and Management of New NH-06 From Existing km 61.800 at Malyngkhung (Barapani Near Shillong in Meghalaya) to existing Km.197.400 at Panchgram (near silchar in Assam) in the State of Meghalaya and Assam as High-Speed Corridor by 4-Laning with paved Shoulder through greenfield alignment.

Project Brief: The project road starts from Barapani (Near Shillong in the State of Meghalaya) and traverses through the districts of Ri Bhoi, East Khasi Hills, West Jaintia Hills and East Jaintia Hills in Meghalaya and Cachar District in Assam. The total length of the project road is 166.800KM (144.270KM in Meghalaya and 22.530KM in Assam approximately). The project is greenfield. At present, existing NH-06 is the most preferred route for traffic destined to Silchar from Guwahati.

The horizontal and vertical geometry of the project have been so designed to achieve minimum design speed of 80KMPH with no deficient curves. Majority of the corridor passes through mountainous and steep terrain (79%, 130 kms). Maximum gradient provided along the project corridor is 5%. The project will be taken up on HAM (Hybrid Annuity Mode) for construction. Total civil cost of construction (Excluding GST) is 12086 Crores.

Compliance of Points raised in PPPAC

Point No- 01: The packaging of the project needs to be modified with respect to cost & connectivity.

Compliance: Earlier the project road was divided into 06 packages. After the directives of PPPAC, the packaging has been reassessed on the basis of cost and connectivity. It was agreed that higher cost of packages will attract more experienced and technically efficient contractors for bidding. Each package is having connectivity at least at start and end point as well. Since each package will have both end connectivity, the construction work can start from both sides of each package, thereby expediting the work and also each package has individual functionality. The details of packaging are as under-

Packages: The project has been divided into 04 packages. The details of packages are as under: -

Sr. No.	Package	From Km	To Km	Length (Km.)	Civil Cost (Crores)	State	District
1	PKG-01	0.000 (Barapani)	47.300 (Kdohkule)	47.300	3659.00	Meghalaya	Ri-Bhoi, East Khasi Hills & West

							Jaintia Hills
2	PKG-02	47.300 (Kdohkule)	79.400 (Lad rymbai Datsimpein)	32.100	1826.00	Meghalaya	West Jaintia Hills & East Jaintia Hills
3	PKG-03	79.400 (Lad rymbai Datsimpein)	134.700 (Lum Phyllut)	55.300	4542.00	Meghalaya	East Jaintia Hills
4	PKG-04	134.700 (Lum Phyllut)	166.800 (Jagdishpur)	32.100	2060.00	Meghalaya(9.570k m) & Assam(22.530km)	East Jaintia Hills (Meghalaya) & Cachar (Assam)

Nore: MAP showing package details is attached in Annex-01.

Point No.-02:- Important towns and district headquarters coming along the alignment should be given connectivity and access from the project corridor.

Compliance: It is mentioned that important places and district headquarters situated along the project corridor are connected with project corridor at appropriate locations. Important places namely, Ummulong, Jowai (District HQ, West Jaitia Hills), Khlieriat (District HQ, East Jaitia Hills) and Umkiang are connected through project road. Overall, a total of 08 access points with proper entry/exit to project corridor have been included in the proposal. The details of the connectivity are shown below along with map of each location.

Total Access Points: Access points have been proposed at various locations for entry/exit from Project Road. Details of Access point locations are as under: -

Sr.No.	Chainage KM	State	Remark
1	11.75	Meghalaya	Airport Location
2	27.1	Meghalaya	NH-06, (Diengpasoh connected)
3	47.3	Meghalaya	(Ummulong, connected)
4	56.8	Meghalaya	SH-09, (Khlietyrshi connected)
5	66.7	Meghalaya	SH-07, (Phramer connected)
6	79.4	Meghalaya	NH-06, (Khlieriat connected)
7	134.7	Meghalaya	NH-06, (Umkiang/Ratacherra connected)
8	154.05	Assam	NH-06, (Kalain connected)

Nore: MAP showing Access point locations is attached in Annex-02.

Connectivity of Major towns/District HQ:- connectivity of major towns/places and district Headquarters (HQ) situated along the alignment are shown below:-

Sr. No.	Name of Place	Maximum Distance from Project Road	Connected Through
1	Ummulong	3.60 km	SH - 09
2	Jowai, District HQ West Jaintia Hills (WJH)	8.80 km	SH - 09
3	Khlieriat, District HQ East Jaintia Hills (EJH)	4.00 km	NH - 06

Nore: MAP showing connectivity to Major places is attached in Annex-03.

Point No.-03:- State government is need to be apprised of alignment and details of land acquisition requirement.

Compliance: The State government has been apprised of the alignment and details of land acquisition required for project road. Meeting was held in presence of Principal Secretary and Chief secretary of Meghalaya on 06.11.2024 and subsequently on 15.11.2024. The state government has preferred this alignment and also appreciated the significant reductions in requirement of demolition of structures. The State government has assured the proposed land acquisition and expedition of all related activities with the involvement of relevant officials.

Total land required for project road is 894.44 Ha. Out of this, 683.71 Ha. is revenue land and 210.73 Ha. belongs to the forest department. Status of Land Acquisition is as under:-

Sr.No.	Activity	Details
1	Total Land Required (Ha)	895 Ha
2	Existing Land Available (Ha)	NA (Greenfield alignment)
3	Total Land to be Acquired (Ha)	895 Ha
4	Forest Land Required (Ha)	211 Ha.
5	3A Status	Survey under progress, Will be published after 45 days of project approval
6	3D Status	After 90 days of project approval

Point No.-04:- Since the project road passes through reserve forest land, all guidelines released by MoEFCC should be explored for possible options. Also to check whether it will have any additional cost for forest clearance and acquisition of land for Compensatory Afforestation (if needed).

Compliance: The total forest area to be diverted for the project road is 210.73 Ha. State government is requested to expedite the clearance for taking up the project work. The details of forest are as under: -

Sr.No.	Type of Forest	From KM	To KM	Length KM	Area Ha.	Remark
1	Un-classified Forest (UCF)	100.280	118.500	18.220	114.00	Lies in PKG-03
2	Reserve Forest (RF)	118.500	132.800	14.300	87.00	Lies in PKG-03
3	Reserve Forest (RF)	142.300	144.290	1.990	10.00	Lies in PKG-04

Available Guidelines for Forest Diversion: - for diversion of 211 Ha., To User agency (NHIDCL) will have two options.

1. Providing Government land as CA (Compensatory Afforestation) Land which is equal to size of proposed diverted forest land i.e., 211 Ha. of Government land in the state.
 - a. State government will take decision on locating and demarking of such land within the State and shall bear the cost.
 - b. User agency will bear the cost of CA & NPV cost.
2. Providing degraded Forest Land for CA which will be twice in size to that of proposed diverted forest land i.e., 422 Ha. of degraded forest land.
3. If degraded forest land is not available within the State, such degraded forest land creation can be taken up in other State/UT (if the forest cover in the State is more than 2/3rd of Geographical area of State)
 - a. Forest cover in Meghalaya is more than 75% as per Forest Survey Report 2017.
 - b. User agency has to bear CA & NPV cost only (No cost of degraded forest land).

Note: - In light of the above, no additional cost is needed.

Reference: MoEFCC Gazette Notification dated 29 November 2023

Environment Clearance: Exempted as per schedule 7 (f) SO 2559 (E), MoEF Notification of 22.08.2013.

Point No.-05:- Bid Documents and Technical Schedules should be prepared suiting to site conditions to avoid any change of Scope in future.

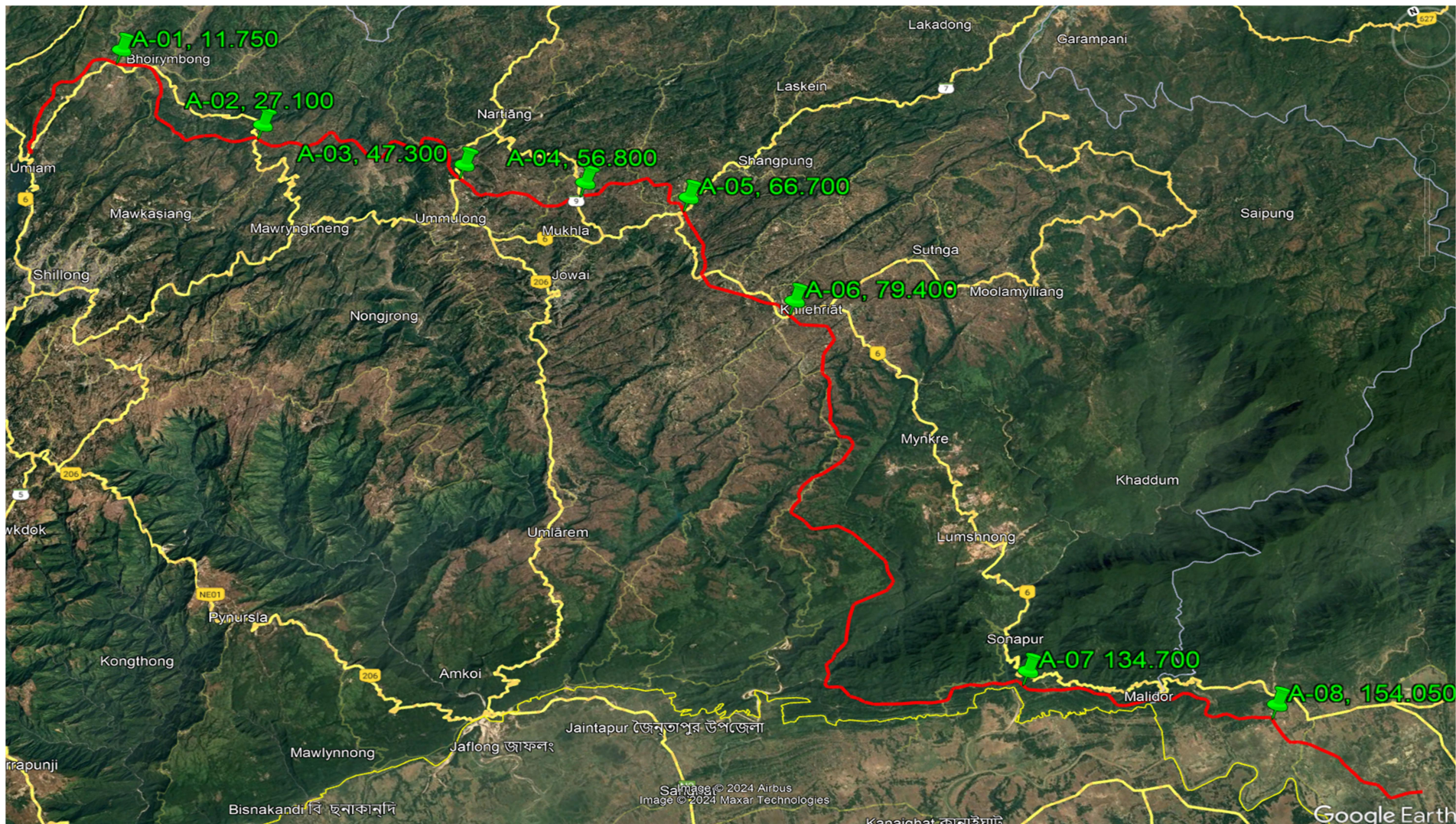
Compliance: Bid Documents and Schedules are being prepared suiting to site conditions. Bid will called after concurrence of PPPAC though Bid receipt and finalisation will be done after approval by the competent authority.

The map displays the Jaintia Hills region in Meghalaya, India, with four proposed road packages highlighted in different colors. The packages are labeled as follows:

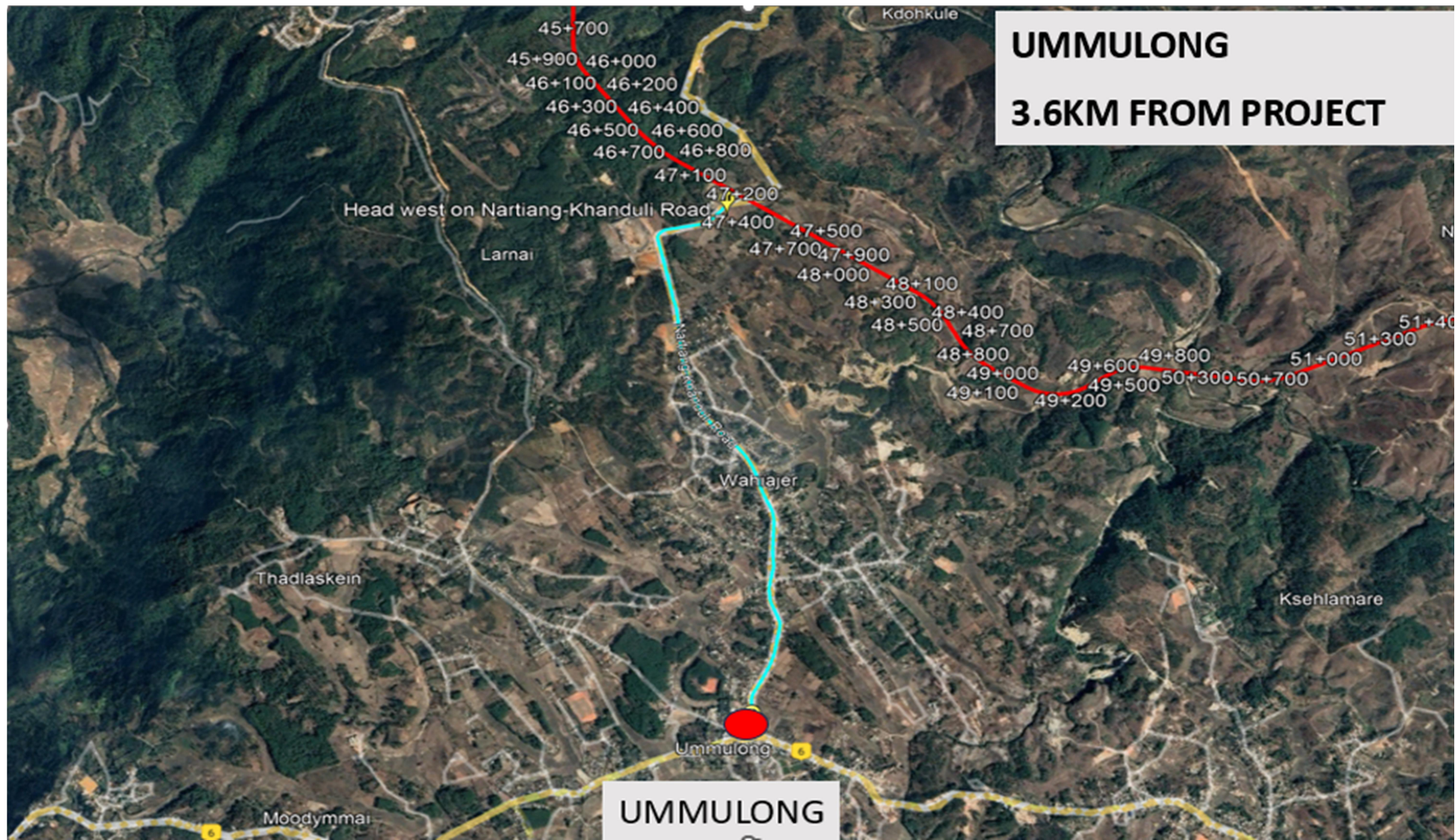
- Package-01 (Red line):** Starts at Umroi (0.000) and ends near Nongirong (47.300).
- Package-02 (Blue line):** Starts at Nongirong (47.300) and ends near Sonapur (79.400).
- Package-03 (Blue line):** Starts at Sonapur (79.400) and ends near Malidor (134.700).
- Package-04 (Blue line):** Starts at Malidor (134.700) and ends near Kalain (171.000).

The map includes various place names and road numbers, such as Umroi, Nongirong, Sonapur, Malidor, and Kalain. The map is credited to Landsat/Copernicus and Maxar Technologies.

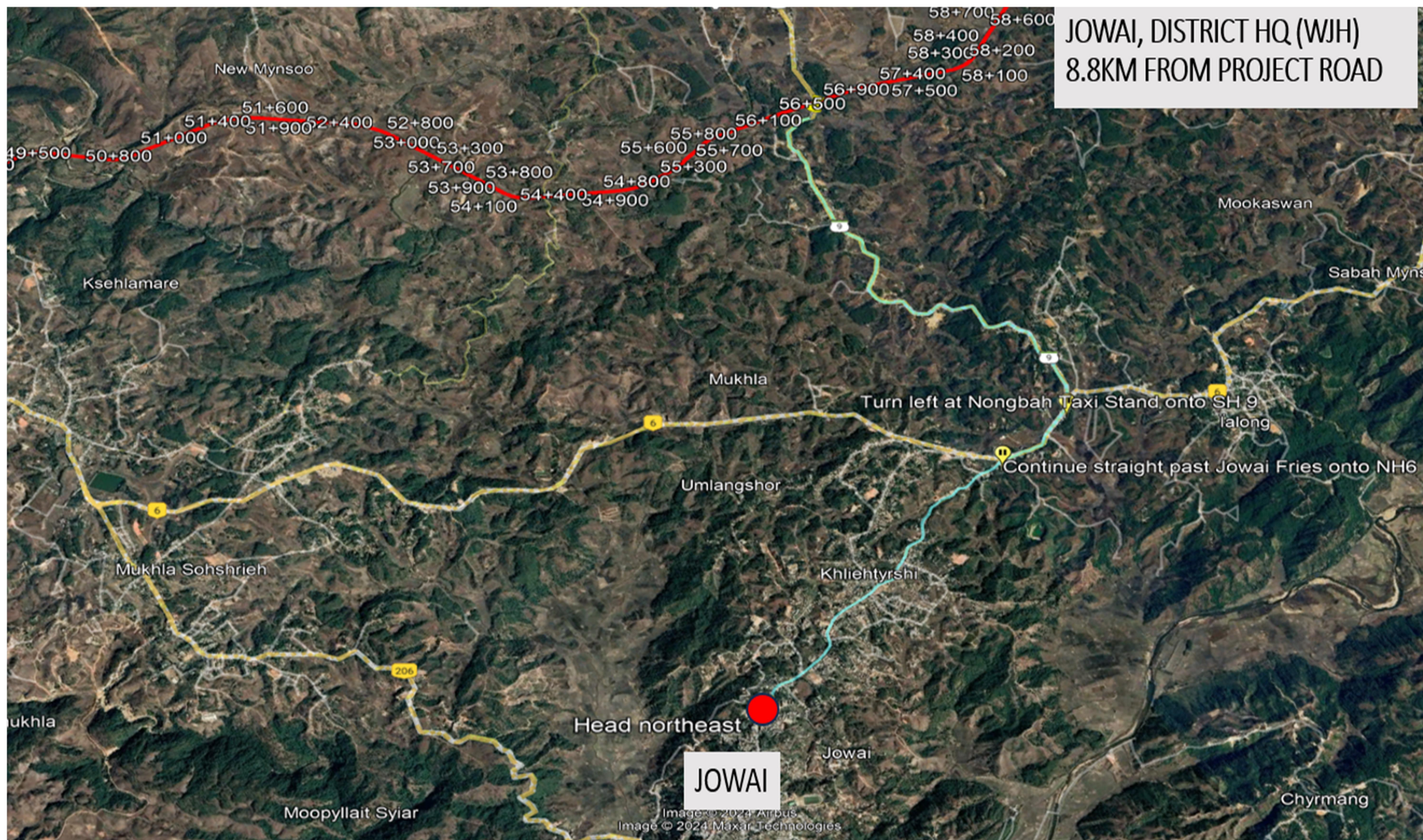
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Annex:03 :- MAP showing Connectivity to Major Towns/District HQ



Annex:03 :- MAP showing Connectivity to Major Towns/District HQ



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