

**F. No. 2/3/2017-PPP  
Ministry of Finance  
Department of Economic Affairs  
Infrastructure Section**

**North Block, New Delhi  
Dated the 29th May, 2017**

**OFFICE MEMORANDUM**

**Subject: Record of Discussion of the 82<sup>nd</sup> Meeting of the Public Private Partnership Appraisal Committee (PPPAC) held on May 17<sup>th</sup>, 2017 – reg.**

Please find enclosed the Record of Discussions (RoD) of the 82<sup>nd</sup> meeting of PPPAC held on May 17<sup>th</sup>, 2017 **under the Chairmanship of Secretary (Economic Affairs).**

**Encls: As above.**

  
**(Mrutyunjay Behera)**

**Director (Infra.)**

**Phone No: 011-23092528**

1. Finance Secretary & Secretary (Expenditure), Ministry of Finance, North Block, New Delhi.
2. CEO, NITI Aayog, Yojana Bhawan, New Delhi.
3. Secretary, Ministry of Road Transport & Highways, Transport Bhawan, New Delhi.
4. Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi.
5. Secretary, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh, New Delhi.
6. Secretary, Department of Legal Affairs, Shastri Bhawan, New Delhi.

**Copy for information to:**

1. Sr. PPS to Secretary, EA
2. Sr. PPS to Special Secretary, EA
3. PPS to JS (Infra)
4. PS to Director (Infra)
5. DD(PPP) (with the request to upload on pppinindia.gov.in website).

**F. No. 2/3/2017-PPP**  
**Government of India**  
**Ministry of Finance**  
**Department of Economic Affairs**  
**Infrastructure Section**

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**Public Private Partnership Appraisal Committee**

**82<sup>nd</sup> Meeting held on May 17<sup>th</sup>, 2017**

**Record of Discussion**

The 82<sup>nd</sup> meeting of Public Private Partnership Appraisal Committee (PPPAC), chaired by Secretary, Economic Affairs, was held on May 17<sup>th</sup>, 2017. The list of participants is annexed.

It was noted that the PPPAC would consider five proposals - four proposals in the Roads sector from the Ministry of Road Transport and Highways (MoRTH) and one proposal from Ministry of Civil Aviation (MoCA). The Record of Discussions is as follows:

**I. Proposal from Ministry of Civil Aviation (MoCA)**

**Agenda Item I: Proposal from Ministry of Civil Aviation for City Side Development (Two Five Star Hotels with 200 rooms each) of Netaji Subhash Chandra Bose International Airport, Kolkata Phase I A on DBFOT Basis under PPP Mode**

**Project Details:** Two Five Star Hotels on DBFOT basis under PPP mode

**Total Project Cost: Rs.279.40 crore** (Rs.139.70 cr for each hotel) **Concession Period:** 60 years (30 years and further extendable to 30 years) **Construction Period:** 3 years

**Land Status and Clearances:** Land 100% owned by AAI and all the clearances shall be the obtained by preferred bidder

**Bidding Process:** Single Stage Two Envelope

**Bidding Parameter:** Highest revenue sharing

**Project Components:**

a) **5 Star Upscale Hotel**

Earmarked site area: 3.46 acre, Proposed number of rooms: 200

b) **5 Star Upscale Hotel**

Earmarked site area: 3.46 acre, Proposed number of rooms: 200

1. JS (Infra) informed the PPPAC that a proposal was received for consideration from Ministry of Civil Aviation for “Development of two Five Star Hotels on DBFOT basis under PPP mode” as a part of City Side Development of International Kolkata Airport proposed by AAI.

2. A presentation on the proposal was made by representative of the MoCA, who explained that the AAI would like to initiate the City Side Development of International Kolkata Airport to augment revenues from non-aeronautical facilities, which is in line with National Civil Aviation Policy 2016 which states that “AAI airports with throughput above 0.5mppa will strive to generate non-aeronautical revenue in excess of 35% of the airport’s total revenue”.

3. JS (Infra) informed the PPPAC that as AAI has indicated that it wants to monetize land holdings to augment the revenue sources from the non-aeronautical sources, this could be treated as a simple real estate development model through land monetization. This is because, after lease/ licence of land to the developer, the AAI role is limited to only receiving the revenues from the project and the developer is free to charge users as per the market rates. To a query, JS Infra stated that “integrated

development of airports," including hotels/commercial buildings would, however, be classified into the PPP category.

4. Secretary, MOCA stated that in the PPP projects, the roles of Private Developer and the Government are clearly outlined in the Concession Agreement and both the parties are involved in the project to cater the social need such as sectors like Roads, Ports, Power, Railways, Airports, etc (five star hotels are not "essential infrastructure").

5. During deliberations, PPPAC members noted that the procedure approved for appraisal of Public Private Partnership (PPP) projects by decision of CCEA in its meeting of October 27, 2005 as notified vide DEA notification No. 2/10/2004-INF dated November 29, 2005, mandated that Infrastructure Projects in the sectors such as Roads, Ports, Airports and Urban Infrastructures would be appraised by PPPAC. This project is not comparable with PPP projects which are actually responsibilities of the Government and are implemented as part of its public obligations, like provisioning of Roads, Ports, Power, Railways, Airports, etc.

6. The Chair stated that there is consensus that the proposed project may be considered a land monetization project and may not be classified as PPP project. Therefore, AAI may prepare a Cabinet Note for approval of the project of land monetization.

7. The Committee was of the view that the development of such Hotel Projects may not need to be implemented under PPP mode considering the objective of the land monetization from the Real Estate Project and limited role of the Authority after transferring of the land for the development of the project. Ministry of Civil Aviation, may accordingly, seek approval of the Cabinet for the project.

**(Action: MoCA)**

## **II. Proposals from Ministry of Road Transport and Highways**

**Agenda Item 2: Six laning of Bangalore- Nidagatta Section of NH-275 from km 18.00 to km 74.20 in the State of Karnataka on Hybrid Annuity Mode (Package I)**

**Total Length:** 56.20 km; Estimate Project Cost: Rs. 1995.34 crore (Rs 35.50 crore per km), Cost of Pre-construction Activities to be financed by NHAI: 1505.665 crore; Civil Construction Cost: Rs. 1841.87 crore; Concession Period: 17.5 years including 2.5 years of construction period.

**Bidding Parameter:** Lowest Bid Price (Life Cycle Cost of the Project)

**Land Status:** Total land required: 348.73 ha; Available ROW: 127.67 ha (36.60% of total land ); Land to be acquired: 221.06 ha (63.39% of total land); 3(A) Notification: 203.56 ha (58.37% of total land ); 3(D) Notification: 179.95 ha (51.60% of total land).

**Status of Clearances:** Environmental Clearance: Not warranted; Forest Clearance: Stage I clearance is expected to be obtained by Jun, 2017.

**Major Development Works:**

Bypasses (New) - 2 No.s (length: 29.33 km); ROB: 2 No.s; Major Bridges (New): 4 No.s; Minor Bridges (New): 17 No.s; Culverts: 63 No.s (Widening-26, New & Repair-37 No.s) No. of Toll Plaza-1 No. staggered 2 km part; Vehicular Underpass/Overpass- 20 No.s (New); Overpass- 5 (new); LVUP: 5 No.s (New); Major Junction: 1 No.; VUP: 6 No.s; PUP: 6 No.s; CUP: 6 No.s; Elevated Road- 1 Location (4.420km length); Length of service road: 2\*55.83 km; Major Road Junctions- 01 No.; Truck Lay Bye: 1 No.; Bus Shelter: 27 No.s; Protection Work: RCC retaining wall: 28.3 km; Reinforced Earth Wall: 6.86 km ; Soil nailing: 4.68 km

8. Member (Projects), NHAI presented the proposal and informed the PPPAC that the proposed project is a part of NH-275 connecting two prominent cities, Bangalore & Mysore, linking important places like Mangalore, Kodagu, parts of Kerala to Bangalore. The entire length has been divided into two packages i.e. (i) Bangalore - Nidagatta Section of NH-275 from km 18.00 to km 74.20, existing length of 56.20 km, (ii) Nidagatta – Mysore Section from km 74.20 to km 135.304; existing length of 61.104 km. Presently the project Highway is of 4 lane.

9. The Chair desired to know the reason for splitting the project into two phases and the status of land acquisition for the project. Chairman, NHAI informed the PPPAC members that the project is split into two packages due to reduce risk perception of land acquisition for the project. It was stated that for Bangalore–Nidagatta section under package–I, the total land required is 348.73 ha, available RoW

is 127.67 ha (36%), land to be acquired is 221.06 ha (63%) and for the Nidagatta- Mysore section under package –II, the total land required is 376.69 ha, available RoW is 150.69 ha (40.00%), land to be acquired is 226.00 ha (60.00%), ) The process of land acquisition has been started for the land yet to be acquired. The Chair sought to know that by when the Authority expects to reach 90% of the RoW . Chairman, NHAI stated that it will take 6 to 8 months excluding the Conditions Precedent Period.

10. Joint Secretary (Infra.) asked for the reason behind very high per km cost of the Project at Rs. 35.50 crore. Member (Projects), NHAI responded that this is due to the substantial expenditure to be incurred on elevated structures (Rs.446.95 crore), drainage & protection works (Rs.448.87 crore), Major (2 no.s) & Minor Bridges (17 no.s) (Rs.150.46 crore) and VLUP / Underpass / Overpass (Rs.194.02 crore), which accounts for 67% of the civil cost. Hence, higher cost is justified.

11. The Chair stated that several PPP projects related to road sector get stuck due to delay in acquisition of land, and obtaining Environment and Forest clearances. Therefore, it is necessary that the Letter of Award for the present Project is issued only after 90% RoW is available with the Authority, and Environment and Forest clearances have been obtained. NHAI/MoRTH agreed to this. Chairman NHAI also stated that they will be ensuring that for future projects, all land-related actions will be completed before bid award.

**12. The PPPAC recommended the proposal of MoRTH for Six laning of Bangalore-Nidagatta Section of NH-275 from km 18.00 to km 74.20 in the State of Karnataka on Hybrid Annuity Mode (Package I) with Estimated Project Cost of Rs. 1995.34 crore for grant of final approval subject to fulfillment of the following conditions:**

Request for Proposal (RfP) to be issued only after:

12.1 MoRTH incorporates the observations of NITI Aayog and DEA with respect to the project DCA, as agreed to by MoRTH in their written response.

12.2 MoRTH complies with the observations of the 76<sup>th</sup> PPPAC held on February 02, 2016 as listed at para 17 of the RoD for implementation of projects on Hybrid Annuity Mode.

12.3 MoRTH obtains prior approval of the PPPAC for any change in scope of work or project configuration.

12.4 MoRTH circulates the revised documents and calculations to the members of PPPAC for record.

12.5 The State Support Agreement has been signed.

Further, Letter of Award to be issued only after:

- 12.6 90% RoW is available with the Authority. It may also be certified that balance 10% does not impede construction or impact user comfort and traffic flows.
- 12.7 Environment and Forest Clearances have been obtained
- 12.8 Estimates and alignment for the Utilities shifting have been approved.

**(Action: MoRTH /NHAI)**

**Agenda Item 3: Six laning of Nidagatta- Mysore Section of NH- 275 from km 74.20 to km 135.304 in the State of Karnataka on Hybrid Annuity Mode (Package II).**

**Total Length:** 61.104 km; Estimate Project Cost: Rs. 2177.80 crore (Rs 35.64 crore per km), Cost of Pre-construction Activities to be financed by NHAI: Rs 742.01 crore; Civil Construction Cost: Rs. 2028.93crore; Concession Period: 17.5 years including 2.5 years of construction period.

**Bidding Parameter:** Lowest Bid Price (Life Cycle Cost of the Project)

**Land Status:** Total land required: 376.69 ha, Available ROW: 150.69 ha (40.00%), Land to be acquired: 226.00 ha (60.00%), 3(A) Notification: 245.47 ha (65.16%), 3(D) Notification: 208.25 ha (55.28%).

**Status of Clearances:** Environmental Clearance: Not required; Forest clearance: Stage I clearance is expected to be obtained by May, 2017.

**Major Development Works:**

Bypasses (New) - 3 No.s (length: 22.693 km); ROB: 2 No.s; Major Bridges : 5 No.s; (New) ; Minor Bridges : 27 No.s (New : 18, Widening: 9); Culverts: 117 No.s; (Widening- 45 No.s, New & Repair-72 No.s); No. of Toll Plaza - 1 No.; Vehicular Underpass/Overpass – 16 No.s; LVUP: 8 No.s; PUP / CUP : 7 No.s; Elevated Road - 2 Location (3.655 km length); Length of service road: 2 x 60.35 km; Major Road Junctions - 3 No.s; Bus Shelter: 21 No.s (Both side); RCC Retaining Wall: 29.52 Km; Reinforced Earth Wall: 6.44 Km; Soil Nailing: 0.65 Km.

13. Member (Projects), NHAI presented the proposal and informed the PPPAC that the proposed project is a part of NH-275 connecting two prominent cities, Bangalore & Mysore, linking important places like Mangalore, Kodagu, parts of Kerala to Bangalore. The entire length has been divided into two packages i.e. (i) Bangalore - Nidagatta Section of NH-275 from km 18.00 to km 74.20, existing length of 56.20 km, (ii) Nidagatta – Mysore Section from km 74.20 to km 135.304; existing length of 61.104 km. Presently the project Highway is of 4 lane.

14. To a query on the reason behind very high per km cost of the Project at Rs. 35.64 crore. Member (Projects), NHAI responded that this is due to the substantial expenditure to be incurred on elevated structures (Rs.423.94 crore), drainage & protection works (Rs.360.05 crore), Major (5 no.s) & Minor Bridges (27 no.s) (Rs.230.20 crore) and VLUP / Underpass / Overpass (Rs.330.72 crore), which accounts for 72% of the civil cost. Hence, higher cost is justified.

15. The Chair stated that several PPP projects related to road sector get stuck due to delay in acquisition of land, and obtaining Environment and Forest clearances. Therefore, it is necessary that the Letter of Award for the present Project is issued only after 90% RoW is available with the Authority, and Environment and Forest clearances have been obtained. NHAI/MoRTH agreed to this. Chairman NHAI also stated that they will be ensuring that for future projects, all land-related actions will be completed before bid award.

**16. The PPPAC recommended the proposal of MoRTH for six laning of Nidagatta- Mysore Section of NH-275 from km 74.20 to km 135.304 in the State of Karnataka on Hybrid Annuity Mode (Package II) with Estimated Project Cost of Rs. 2177.80 crore for grant of final approval subject to fulfillment of the following conditions:**

Request for Proposal (RfP) to be issued only after:

16.1 MoRTH incorporates the observations of NITI Aayog and DEA with respect to the project DCA, as agreed to by MoRTH in their written response.

16.2 MoRTH complies with the observations of the 76<sup>th</sup> PPPAC held on February 02, 2016 as listed at para 17 of the RoD for implementation of projects on Hybrid Annuity Mode.

16.3 MoRTH obtains prior approval of the PPPAC for any change in scope of work or project configuration.

16.4 MoRTH circulates the revised documents and calculations to the members of PPPAC for record.

16.5 The State Support Agreement has been signed.



Further, Letter of Award to be issued only after:

16.6 90% RoW is available with the Authority. It may also be certified that balance 10% does not impede Construction or impact user comfort and traffic flows.

16.7 Environment and Forest Clearances have been obtained

16.8 Estimates and alignment for the Utilities shifting have been approved.

**(Action: MoRTH /NHAI)**

**Agenda Item 4: Six laning of Narasannapeta – Ranastalam Section of NH-16 (old NH-5) from km 580.671 (existing chainage km 580.700) to km 634.861 (existing chainage km 634.000) in the State of Andhra Pradesh under NHDP Phase-V on Hybrid Annuity Mode.**

**Total Length:** 54.19 km; Estimate Project Cost: Rs. 1323.15 crore (Rs 24.42 crore per km); Cost of Pre-construction Activities to be financed by NHAI: Rs 100 crore; Civil Construction Cost: Rs. 1240.51 crore; Concession Period: 17.5 years including 2.5 years of construction period;

**Bidding Parameter:** Lowest Bid Price (Life Cycle Cost of the Project)

**Land Status:** Total Land Required: 337.20 Ha; Land Available (in possession): 275.00 Ha (81.55%); Additional Land to be acquired: 62.20 Ha (18.45%) (Land for By pass: 50.20 Ha and for Truck Parking, Rest Area & Toll Plaza is 12 Ha), Preparation of 3 (A) is in progress.

**Status of Clearances:** Environmental Clearance: Not required; Forest Clearance: Not required.

**Major Development Works:**

Major Bridges: 3 No.s (1 Bridge is to be retained and 2 no.s new 3 lane bridge will be constructed); Minor Bridges: 14 No.s; 7 No.s retained and widening for main carriageway, 6 No.s reconstruction for main carriageway bridges on both sides, 1 No. new bridge for main carriageway, Additional 11 Nos. new service road bridges on either side of main carriageway and 1 no.s new service road bridge on LHS; Flyovers: 2 No.s; Major Junction: 10 No.; Minor Junctions: 41 No.s; VUP & LVUP: 11 No.s each (Total 22 No.s); Existing Underpass: 5 no.s (Reconstruction: 1 no., Repair & Rehabilitation 4 no.s); CUP: 7 No.s; Culverts: (Rehab / Repairs / Widening): Total 195 No.s; Slab / Box: New Construction 25 No.s, Reconstruction: 16 No.s, widening: 16 No.s; HP: New Construction 7 No.s, Reconstruction: 9 No.s, widening: 122 No.s; Toll Plaza: 1 No. at km 589.477 km at Madapam; By Pass 2 No.s (8.37 Km); Etcherla By Pass: 4.47 Km and Ranastalam By Pass: 3.90 Km; Bus Bays: 42 No.s (Both sides); Truck Parking: 3 Nos.; Service Road: LHS-21.7888 km, RHS 15.120 km (Total 36.908 km); Slip Road: LHS-21.320 km , RHS-21.320 km (Total-42.640 km), Cart Track: LHS-7.405 km, RHS-7.405 km ( Total- 14.810 km)

17. Member (Projects), NHAI presented the proposal and informed the PPPAC that the proposed project is 6 laning of Narasannapeta – Ranastalam Section of NH-

16 (old NH-5) from km 580.671 (existing Chainage km 580.700) to km 634.861 (existing Chainage km 634.000) in the State of Andhra Pradesh under NHDP Phase – V. Project Corridor on NH-16 (Old NH 5), a part of Golden Quadrilateral, connects Chennai in Tamil Nadu to Kolkata in West Bengal and passes through Cuttack, Bhubaneswar, Visakhapatnam and Vijaywada. The instant project stretch is part of the above Highway. Major Industrial centers of Gannavaram Port, Vizag Steel Plant, Vishakapatnam Port, Divi's Laboratories, Bhogapuram Airport, APIIC SEZ, Pydibhimavaram, INS Varsha will influence the Project Corridor. The Project road is already a 4-lane carriageway corridor. Project has been advised to be widened to 6 Lane Corridor.

18. The Chair desired to know why the Project does not include the stretch from Ichchapuram to Ranastalam. Member (Projects), NHAI informed PPPAC that the traffic volume on Ichchapuram-Narasannapeta stretch is less than 25000 PCU and from Narasannapeta – Ranastalam stretch, it is more than 25000 PCU. As 6-laning of the project has been considered for road stretch with minimum traffic volume of 25000 PCU, the Project was not considered from Ichchapuram to Narasannapeta.

19. The Chair, sought details of the status of land available for the project. Chairman NHAI stated that the total land required is 337.20 ha, out of which 275 ha (81.55%) of land is available and 62.20 ha (18.45%) of land is required to be acquired.

20. The Chair stated that several PPP projects related to road sector get stuck due to delay in acquisition of land, and obtaining Environment and Forest clearances. Therefore, it is necessary that the Letter of Award for the present Project is issued only after 90% RoW is available with the Authority, and Environment and Forest clearances have been obtained. NHAI/MoRTH agreed to this. Chairman NHAI also stated that they will be ensuring that for future projects, all land-related actions will be completed before bid award.

21. **The PPPAC recommended the proposal of MoRTH for 6 laning of Narasannapeta – Ranastalam Section of NH-16 (old NH-5) from km 580.671 (existing chainage km 580.700) to km 634.861 (existing chainage km 634.000) in the State of Andhra Pradesh under NHDP Phase-V on Hybrid Annuity Mode with Estimated Project Cost of Rs. 1323.15 crore for grant of final approval subject to fulfilment of the following conditions:**

21.1 MoRTH incorporates the observations of NITI Aayog and DEA with respect to the project DCA, as agreed to by MoRTH in their written response.

21.2 MoRTH complies with the observations of the 76<sup>th</sup> PPPAC held on February 02, 2016 as listed at para 17 of the RoD for implementation of projects on Hybrid Annuity Mode.

21.3 MoRTH obtains prior approval of the PPPAC for any change in scope of work or project configuration.

21.4 MoRTH circulates the revised documents and calculations to the members of PPPAC for record.

21.5 The State Support Agreement has been signed.

Further, Letter of Award to be issued only after:

21.6 90% RoW is available with the Authority. It may also be certified that balance 10% does not impede Construction or impact user comfort and traffic flows.

21.7 Environment and Forest Clearances have been obtained

21.8 Estimates and alignment for the Utilities shifting have been approved.

**(Action: MoRTH /NHAI)**

**Agenda Item 5: Six laning of Kozhikode bypass (Calicut bypass) (i.e. Vengalam junction to Ramanattukara) section of NH-17 (new NH-66) from design chainage km 230.400 to design chainage km 258.800 (total length 28.40 km) in the State of Kerala under NHDP Phase-III on Hybrid Annuity Mode.**

**Total Length:** 28.400 km; Estimate Project Cost: Rs. 1288.56 crore (Rs 45.37 crore per km), Cost of Pre-construction Activities to be financed by NHAI: Rs 136.214 crore; Civil Construction Cost: Rs. 1215.29 crore; Concession Period: 17 years including 2 years of construction period;

**Bidding Parameter:** Lowest Bid Price (Life Cycle Cost of the Project)

**Land Status:** Total Land Required – 133.8 ha; Land Available (in possession) - 126.68 ha (94.67%); Private land to be acquired -7.12 ha (5.32 %); 3 (A) Pending- 6.00 ha; 3 (D) Published -1.12 ha.

**Status of Clearances:** Utility Shifting- In progress (Cost Rs. 37.83 cr approx); Environment Clearance - Not required; CRZ Clearance- Obtained; Approval of GAD of ROBs -Nil

**Major Development Works:**

Major Bridges (New) - 4 Nos; Minor Bridges (New, main road) - 1 No; Flyovers: Bi-directional- 7 Nos, Overpass : 2 Nos; RUBs- Nil; ROB- Nil; Major Junction - 1 No.; Minor Junctions -25 No.s; VUP- Nil; PUP- 16 No.s; CUP- Nil; Culverts- (Rehab / Repairs /Widening): (Box: 39 No.s+ Pipe: 64 No.s) 103 Nos; Toll Plaza- Existing Ch: 19.340, Design Ch: 250+300, Near Pantheerankave: 1 No.; Truck lay-byes: Nil; Bus Shelters: 34 Nos (both sides), Rest Area – Nil, FOB – Nil, Service Road- 27.306 km LHS, 27.306 km RHS , Slip Road- Nil, Bypass -Nil , Re-alignment -Nil

22. Member (Projects), NHAI presented the proposal and informed the PPPAC that the proposed project stretch (existing Kozhikode Bypass) is a part of NH-17 (New NH-66), one of the busiest National highway in India and is a part of Karnataka / Kerala border to Thiruvananthapuram corridor. MoRTH intends to construct Kozhikode (Calicut) Bypass as 6 lane standalone project from design chainage km 230.400 to design chainage km 258.800 (total length 28.40 km). The Project road is already a 2-lane carriageway corridor with paved shoulder carriageway with intermittent service roads on either side. The condition of existing pavement varies from good to fair.

23. Joint Secretary (Infra.) sought reasons for high per km cost of Rs. 42.79 crore. Member (projects), NHAI responded that the project consists of 4 no.s of Bridges (1095 m) costing Rs. 138.74 crore, 7 no. of Flyovers, 2 no.s of VOP, 16 no.s PUP including RE wall costing Rs. 358.05 crore, Service Road (2X27.30 km) costing 71.67 crore, Drainage works (covered drain both side) costing 196.79 crore and retaining wall/ Toe wall (30.210 km) costing 172.94 crore, the total comes to Rs. 938.19 crore. The Estimated civil cost of road portion after excluding the cost of Rs. 938.19 comes out to Rs. 277.10 crore i.e. Rs. 11.582 crore per km which is slightly higher (about 9.8%). Hence, higher cost is justified.

24. The Chair, sought details of the status of land available for the project. Chairman NHAI stated that the total land required is 133.8 ha, out of which 126.68 ha (94.67%) of land is available.

25. The Chair sought to know about the status of Utilities shifting. Member (Projects), NHAI responded that the Utilities are limited to shifting of Electrical lines and drains and Gas pipelines are less on the stretch. The Utilities shifting works is in the scope of Concession to be completed during Condition Precedent Period. The Chair stated that estimates and alignment for the Utilities shifting have been approved before issuing Letter of Award.

**26. The PPPAC recommended the proposal of MoRTH for 6 Laning of Kozhikode bypass (Calicut bypass) (i.e. Vengalam junction to Ramanattukara) section of NH-17 (new NH-66) from design chainage km 230.400 to design chainage km 258.800 (total length 28.40 km) in the State of Kerala under NHDP Phase-III on Hybrid Annuity Mode with Estimated Project Cost of Rs. 1288.56 crore for grant of In Principle approval subject to fulfilment of the following conditions:**

26.1 MoRTH incorporates the observations of NITI Aayog and DEA with respect to the project DCA, as agreed to by MoRTH in their written response.

26.2 MoRTH complies with the observations of the 76<sup>th</sup> PPPAC held on February 02, 2016 as listed at para 17 of the RoD for implementation of projects on Hybrid Annuity Mode.

26.3 MoRTH obtains prior approval of the PPPAC for any change in scope of work or project configuration.

26.4 MoRTH circulates the revised documents and calculations to the members of PPPAC for record

26.5 The State Support Agreement has been signed.

Further, Letter of Award to be issued only after:

26.6. 95% RoW is available with the Authority. It may also be certified that balance 5% does not impede construction or impact user comfort and traffic flows.

26.7 Estimates and alignment for the Utilities shifting have been approved.

**(Action: MoRTH /NHAI)**

27. The meeting ended with vote of thanks to the chair.

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**Ministry of Finance  
Department of Economic Affairs  
Infrastructure Section  
Public Private Partnership Appraisal Committee**

**82<sup>nd</sup> Meeting on May 17, 2017**

**List of Participants**

**1. Department of Economic Affairs, Ministry of Finance**

- i. Shri Shaktikanta Das, Secretary, Economic Affairs (In Chair)
- ii. Shri Dinesh Sharma, Special Secretary, Economic Affairs
- iii. Ms. Sharmila Chavaly, Joint Secretary (Infra.)
- iv. Shri Mrutyunjay Behera, Director (Infra.)
- v. Ms. Seema Jain, Deputy Director (PPP)
- vi. Shri Nitish Saini, Assistant Director (Infra.)
- vii. Shri Shubham Goyal, Assistant Director (PPP)

**2. Department of Expenditure, Ministry of Finance**

- viii. Shri Sandeep Dave, Joint Secretary
- ix. Shri Rajiv Wadhawan, Director

**3. NITI Aayog**

- x. Shri Yaduvendra Mathur, Additional Secretary

**4. Ministry of Environment, Forest and Climate Change**

- xi. Shri Sandeep Sharma, Assistant Inspector Generals of Forest (FC)

**5. Ministry of Road Transport and Highway (MoRTH)**

- xii. Shri Rajive Kumar, Secretary
- xiii. Ms. Leena Nandan, Joint Secretary
- xiv. Shri Sanjeev Kumar, SE

**6. Ministry of Civil Aviation ( MoCA)**

- xv. Shri. Rajiv Nayan Choubey, Secretary



7. Ministry of Legal Affairs

xvi. Dr. R.J.R. Kasibhatla, Deputy Legal Advisor

8. Airport Authority of India (AAI)

xvii. Shri Guruprasad Mohapatra, Chairman

xviii. Shri S. Suresh, Member (Finance)

xix. Shri Anil Gupta, General Manager (Business Development)

9. National Highways Authority of India (NHAI)

xx. Shri. Yudhvir Singh Malik, Chairman

xxi. Shri. R. K. Pandey, Member (Projects)

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