

**Government of India**  
**Ministry of Finance**  
**Department of Economic Affairs**  
**PPP Cell**

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**Empowered Institution for the Scheme for Support to Public Private Partnerships in Infrastructure**

**39<sup>th</sup> Meeting on April 3, 2012**

**Record Note of Discussions**

The thirty-ninth meeting of the Empowered Institution (EI), chaired by Additional Secretary and Director General (Currency), Department of Economic Affairs (DEA) was held on April 3, 2012. The list of participants is annexed.

2. The EI noted that there were eight proposals under consideration for grant of in-principle approval for viability gap funding (VGF) support. These included three proposals each from Government of Maharashtra and Government of Madhya Pradesh and one proposal each from Ministry of Road, Transport and Highway and Government of Bihar.

**Agenda Item I: Proposal from Government of Maharashtra (GoM) for grant of in-principle approval for: Improvement (Two/four-laning) of Nagpur - Bori - Tuljapur Road MSH-3 from km. 112/000 to km. 265/525 in Yavatmal District (Maharashtra) on DBFOT Basis.**

**Total length: 163.843 km (65.622 km as 4 lane & 98.221 as 2 lane); Total Project Cost: Rs. 751.24 crore; Cost of pre-construction activities to be financed by GoM: Rs. 15 crore; Concession Period: 20 years including 3 years of construction period. VGF from Government of India: Rs. 150.248 crore**

**Major development works/ structures:** Major Bridges: 2 (new additional 2 lane), 1 (reconstruction to 2 lane); Minor bridges: 10 (Widening to 4 lane), 8 (Reconstruction to 4 lane), 5 (Reconstruction to 2 lane), 3 (new additional to 2 lane), 3 (new additional to 4 lane) ; Flyovers: 1(new to 2 lane); Hume Pipe / Slab Culverts: 14 (new), 58 (Widening to 4 lane), 41 (Reconstruction to 4 lane), 31 (Reconstruction to 2 lane), 10 (Widening to 2 lane); junctions improvements:22; Toll plazas: 4 (Km. 131.0, km 166.0, km 201 & km 236.0); Guard Wall: 6700 m; Portals: 20; Road side furnitures & Signage System : As per IRC Standards & Specifications; Metal Beam Crash Barrier: 11600 Rmt; Bus-bays: Nil

3. The EI noted that the project was earlier considered by the EI in its meeting held in July 2009, and was deferred as the traffic on the project road did not justify four laning. Thereafter, based on the appraisal notes of the members of EI, Government of Maharashtra restructured the project for development as two-laned with paved side

shoulders (PSS) and hard shoulder on both sides of the project road. The revised project was considered by the EI in its 23<sup>rd</sup> meeting held on April 16, 2010 and was granted in-principle approval. Subsequently, in compliance with the directions of the Cabinet Infrastructure Committee of Government of Maharashtra, the State Government has restructured the project and sought VGF support for the revised proposal which envisages two laning with paved shoulders for 98 km and four laning for 66 km.

4. Deputy Secretary, PWD, Government of Maharashtra presented the proposal. It was explained that the Cabinet Infrastructure Committee of the Government of Maharashtra has approved the project for 2-lane with PSS having four lane carriage in built-up sections of towns/cities and bypass for Yavatmal city. The TPC has been reduced from Rs. 812 crore to Rs. 751 crore, the concession period reduced from 30 years to 20 years and the estimated VGF requirement is 33 per cent of the TPC, of which 20 per cent TPC is proposed to be provided from GoI and the balance from GoM.

5. The Chair queried about the status of land acquisition. Deputy Secretary, PWD, GoM confirmed that the land is available for the project stretch, except at the toll plaza locations, where the process of land acquisition is underway.

6. Advisor, Planning Commission observed that since the project has earlier been approved by the EI for two-laning with PSS, the rationale for further restructuring the project maybe shared. Deputy Secretary, PWD, GoM clarified that four laning was proposed in areas with higher traffic and as approved by the State's Cabinet Infrastructure Committee. Furthermore, after submission of the project, the State Government had carefully reviewed the requirement of four-laning. Accordingly, four-laning of the project stretch has been reduced from 85 km to 65 km, with the resultant reduction in cost to Rs. 751.21 crore.

7. Deputy Secretary, DoE queried whether the traffic is justified for two laning with PSS or for four laning. Chief Engineer, PWD, GoM indicated that the average total traffic is in-the range of 7,000 to 8,000 PCUs where two-laning with PSS has been proposed; the traffic at the stretches proposed for four-laning is more than 15,000 PCUs.

8. Director, DEA indicated that project documents require substantial revisions, in compliance with the observations in the appraisal notes of Planning Commission and DEA. Further, the design capacity has been mentioned as 60,000 PCUs, which may be modified to 21,000 PCUs as per IRC norms for two-laning with PSS. Deputy Secretary, PWD, GoM indicated that revised documents have been submitted, prior to the meeting, in compliance with the appraisal notes including the change in design capacity clause. Director, DEA requested Planning Commission to examine and confirm the compliance of the changes. Advisor, Planning Commission agreed to the same.

9. All the members of EI were in support of grant for in-principle approval for the project.

10. **The EI granted in-principle approval** to the project for TPC of Rs. 751.24 crore with maximum VGF support of Rs.150.248 crore (20 percent of TPC) under the Scheme, subject to fulfilment of the following conditions:

- a. GoM shall undertake corrections in the project DCA in compliance with the observations of DEA and Planning Commission which have been agreed to by GoM in their response to the appraisal notes.
- b. GoM shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents.
- c. GoM shall ensure land acquisition in respect of the project to provide 90 per cent Right of Way to the Concessionaire on the Appointed Date, in accordance with the provision of the Draft Concession Agreement.
- d. GoM shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- e. GoM shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
- f. GoM shall circulate the final documents to the members of the EI for record.

*(Action: GoM)*

**Agenda Item II: Proposal from Government of Maharashtra (GoM) for grant of in-principle approval for: Construction of Four-laning of Nivali-Jaygad Road section of SH-106 from km. 0/0 to 42/340, in Tal & District Ratnagiri under DBFOT.**

**Total length: 41.70 km; Total Project Cost: Rs. 332.13 crore; Cost of pre-construction activities to be financed by GoM: Rs. 29.51 crore; Concession Period: 20 years including 2 years of construction period. VGF from Government of India: Rs. 66.426 crore**

**Major development works/ structures:** Major Bridges: Nil; Minor bridges: 1 ; Flyovers: 3; Culverts: 116; junctions improvements:38; Toll plazas: 1of 16 lane (Km. 18.50); Major Junctions: 3; Service Roads: 16.3 km; Truck Lay Bys: 1; Wayside Amenities: 2; Bus-bays: 4

11. Deputy Secretary, PWD, GoM presented the proposal and informed that the length of the project is 41.70 km, the TPC is Rs. 332.13 crore and the concession period is 20 years. The estimated requirement of VGF for the project is Rs. 66.43 crore, which is 20 per cent of the TPC.

12. Deputy Secretary, DoE observed that though the project financials indicate VGF requirement up to 20 per cent of the TPC, there may be a likelihood that the project would receive premium on bidding since traffic on the stretch is expected to service the Port. Deputy Secretary, PWD, GoM responded that only 14 per cent of the traffic is port traffic, hence, VGF requirement up to 20 per cent of TPC has been estimated.

13. Joint Secretary, DEA queried about the status of land acquisition. Deputy Secretary, PWD, GoM informed that the land required is 258 hectares, and no forest land is involved for acquisition. Presently, 25 per cent land is available and the balance land is under acquisition by the Collector concerned which is expected to be completed within the next 4 to 5 months.

14. Advisor, Planning Commission suggested that the concession period may be increased from 20 years to 30 years, on the assumption that the growth of traffic would be five percent per annum in accordance with the provisions of the Model Concession Agreement. Deputy Secretary, PWD, GoM explained that the growth rate of traffic for the project stretch has been considered based on the current traffic growth rate in the region. The State Government expects the growth of traffic to be higher than 5 per cent per annum during the early years of the concession. Hence, concession period of 20 years is justified. The explanation was accepted.

15. All the members of EI were in support of grant of in-principle approval for the project.

16. **The EI granted in-principle approval** to the project for TPC of Rs. 332.13 crore with maximum VGF support of Rs. 66.426 crore (20 percent of TPC) under the Scheme, subject to fulfilment of the following conditions:

- a. GoM shall undertake corrections in the project DCA in compliance with the observations of DEA and Planning Commission which have been agreed to by GoM in their response to the appraisal note.
- b. GoM shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents.
- c. GoM shall ensure land acquisition in respect of the project to provide 90 per cent Right of Way to the Concessionaire by the Appointed Date, in accordance with the provisions of the Draft Concession Agreement.
- d. GoM shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- e. GoM shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
- f. GoM shall circulate the final documents to the members of the EI for record.

*(Action: GoM)*

**Agenda Item III: Proposal from Government of Maharashtra (GoM) for grant of in-principle approval for: Two-laning with PSS of Tembhurni-Kurduwali-Barshi-Yedshi-Latur Road section of SH-77 from km 70.20 to km 159.30 under DBFOT.**

**Total length: 94.20 km; Total Project Cost: Rs. 371.61 crore; Cost of pre-construction activities to be financed by GoM: Rs. 41.92 crore (including byback cost of Rs. 36.84 crore); Concession Period: 25 years including 3 years of construction period. VGF from Government of India: Rs. 74.32 crore**

**Major development works/ structures:** Major Bridges: Nil; Minor bridges: 3 for widening & 7 for new construction; Bypass: 1 at Kuslamb of 1.50 km; RUB: 1 at Kurduwasi; junctions improvements: 22; Toll plazas: 2 (Km. 96.8 & km 138); Service Roads: 6 km both side i.e. 12 km (5.5m wide);

17. Deputy Secretary, PWD, GoM presented the proposal and indicated that the length of the project is 94.20 km, TPC is Rs. 371.61 crore and the concession period is 25 years. The estimated VGF requirement for the project is Rs. 137.50 crore, i.e. 37 per cent of TPC out of which is 20 per cent of the TPC (Rs. 74.32 crore) is proposed for support under the Scheme and the balance from the State Government. It was indicated that GoM shall also bear the cost of land acquisition of Rs. 5.08 crore and buy back costs for two toll plazas amounting to Rs. 36.84 crore. The project was earlier approved in August 2009 for four-laning. However, during the bid process, no response was received from bidders. Accordingly, the project has been restructured as two laned road with PSS.

18. Joint Secretary, MoRTH queried about the modality of buy back of the toll plazas and whether buy back would be allowed within the executed concession agreement. Deputy Secretary, PWD, GoM responded that the executed concession agreement allows for a buy back arrangement. Joint Secretary, MoRTH requested GoM to share the said agreement to the members of the EI. Deputy Secretary, PWD, GoM agreed to the same.

19. Joint Secretary, DEA observed that cost of the project has increased from Rs. 321.16 crore for a four laned road to Rs. 371.61 crore for a two-laned road with PSS, construction period has been increased from 2.5 years to 3 years and estimated VGF requirement has been increased from Rs 64.23 crore to Rs. 137.5 crore. The State Government was requested to re-examine the project financials.

20. **The EI deferred the project** and requested GoM to share the following information to the members of EI:

- a. Copies of the executed Concession Agreement of the existing two toll plazas along with calculations of buy back costs.
- b. Calculations of detailed project cost for two-laned with PSS in comparison with the cost of four-laned road, which was earlier proposed.
- c. Justification for increase in the construction period from 2.5 years to 3 years.
- d. Calculations of VGF requirement for two-laned road with PSS in comparison with VGF for the four-laned road which was earlier proposed.

- e. Revised documents legally vetted, incorporating the observations of the members of the EI.

*(Action: GoM)*

**Agenda Item IV: Proposal from Ministry of Road and Transport and Highways (MoRTH) for grant of in-principle approval for Two-laning with PSS of Nagaur-Jodhpur section of NH -65 from km 166.26 to km 296.07 in the state of Rajasthan under DBFOT (Toll).**

**Total length: 134.64 km; Total Project Cost: Rs. 439.96 crore; Cost of pre-construction activities to be financed by MoRTH: Rs. 21.98 crore; Concession Period: 17.5 years including 1.5 years of construction period. VGF from Government of India: Rs. 87.99 crore**

**Major development works/ structures:** Major Bridges: Nil; Minor bridges: 6; Flyover: 6; ROB: 1; Bypass: 1 at Nagaur of 19.225 km; Major Junctions: 17; Minor junctions: 58; Toll plazas: 2 (Km. 204 & km 270); Underpasses: 1; Culverts: 73; Bus Bays/ shelters: 32; Truck Lay Bys: 2

21. Director, DEA informed that the project is proposed to be developed by MoRTH under National Highways (Others) and implemented by PWD, Government of Rajasthan. The project was considered and deferred in the 37<sup>th</sup> EI meeting, held on January 6, 2012, due to non-receipt of appraisal note by the Planning Commission. Thereafter, on receipt of the said appraisal note, the project was considered in the 38<sup>th</sup> meeting of the EI held on March 6, 2012. The project was again deferred and the EI requested MoRTH to clarify whether the project was eligible for tolling in accordance with the National Highways Fee (Amendment) Rules 2010 which prescribe a threshold cost of Rs 2.50 crore at April 1, 2008 prices. Subsequently, MoRTH have issued an Office Memorandum (OM) dated 13<sup>th</sup> March 2012 which conveys that the project is eligible for tolling, based on certain preliminary assumptions, including about the rate of growth of inflation, which have also been specified in the said communication.

22. Director, DEA indicated that there are concerns whether the OM, issued by the MoRTH (assuming a normative rate of inflation of 5 per cent per annum to calculate the current cost threshold for tolling), could be challenged subsequently on the grounds that the step up of the project cost from April 2008 prices to current prices should be based on the actual Wholesale Price Index (WPI) estimated and published by Government of India. It was further queried whether the interpretation of the Gazette notified NH Fee Rules, 2010 could be through an Office Memorandum in respect of few projects. It was emphasized that incorrect application of Toll Fee could result in considerable amount of termination payments in the event that it is subsequently established that the project is not eligible for tolling or implementation of BoT(Toll) basis.

23. Joint Secretary, MoRTH indicated that the inflation rate of 5 per cent has been considered based on the provisions of the MCA and the recommendations of the B.K. Chaturvedi Committee which were approved by the CCI. Further, while preparing the

Detailed Project Report (DPR), escalation in costs is considered at 5 per cent per annum. Hence, there is adequate basis for assuming a 5 per cent rate of inflation for estimating the step up of the cost threshold in accordance with the provision of the NH Fee (Amendment) Rules, 2010.

24. Director, DEA clarified that the MCA for National Highways and the B.K. Chaturvedi Committee recommendations do not prescribe any rate of inflation for assuming escalation in project cost. Further, the preparation of DPR and updation of TPC to current levels by assuming a 5 per cent rate of inflation is in the nature of an accepted practice. However, this cannot be treated as a norm for interpretation of notified Toll Rules.

25. The Chair queried whether the said OM had been examined by the Finance Division of MoRTH and concurred with by the AS&FA, MoRTH.

26. Joint Secretary, MoRTH informed that the approval of AS&FA to the proposed interpretation of NH Fee Rules 2010 had not been obtained. Further, MoRTH was preparing a note to seek clarification from the Empowered Group of Ministers (EGoM) on revised strategy for implementation of National Highways to resolve the matter. Further, a draft Note for the Cabinet Committee on Infrastructure (CCI) has been circulated by MoRTH which proposes to modify the cost limit with the physical milestones for construction of works.

27. The EI deferred the consideration of the project and requested MoRTH to estimate the step calculations to arrive at the current prices for cost per km which is eligible for tolling as per NH Fee Rules and share the same with the members of the EI and PPPAC, with the approval of the competent authority.

*(Action: MoRTH)*

**Agenda Item V: Proposal from Government of Madhya Pradesh (GoMP) for grant of in-principle approval for Two-laning with granular shoulders of Dhar-Nagda section of SH -31 from km 0.0 to km 22.6 under DBFOT (Toll).**

**Total length: 22.50 km; Total Project Cost: Rs. 51.807 crore; Cost of pre-construction activities to be financed by GoMP: Rs. 1.906 crore; Concession Period: 27 years including 2.5 years of construction period. VGF from Government of India: Rs. 10.36 crore**

**Major development works/ structures:** Major Bridges: Nil; Minor bridges: 1; Flyover: Nil; ROB: Nil; Bypass: Nil; Realignment: 2.01 km at 5 locations; Major Junctions: 2; Minor junctions: 9; Toll plazas: 1 (Km. 5.50); Underpasses: Nil; Culverts: 22; Bus Bays/ shelters: 2/6; Truck Lay Bys: nil

28. Chief Engineer (CE), MPRDC, GoMP presented the proposal and indicated that the adjacent stretches of the road, viz., Lebad-Nagda-Jaora-Naigaon and Lebad-Manpur have been developed as four-laned roads by MPRDC on PPP basis. The existing carriage way width of the project stretch is 5.5 m to 7 m and it is proposed to develop the stretch as two-lanes with granular side shoulders.

29. Joint Secretary, DEA observed that the traffic on the project stretch does not justify two-laned road with granular side shoulders. CE, MPRDC responded that the present traffic on this road is 4,500 PCUs and by the CoD i.e. in the year 2015, the traffic is expected to exceed 6,500 PCUs. Hence, two laning with granular side shoulders may be approved.

30. Joint Secretary, MoRTH enquired about the generation point of traffic on the project road. CE, MPRDC informed that the proposed road would provide the shortest connectivity of Lebad-Jaora road to Indore-Ahmedabad, a four-lane road. Primarily, the traffic is generated on the instant road from Indore.

31. Advisor, Planning Commission indicated that the project may not be financially viable even with the maximum VGF of 40 per cent of the TPC. CE, MPRDC requested that the proposed project may be approved and allowed to be tested in the market to establish bidder interest.

32. The Chair queried about the status of land acquisition. CE, MPRDC responded that the land is available except at toll plaza locations.

33. All members of the EI were in support of grant of in principle approval.

34. **The EI granted in-principle approval** to the project for TPC of Rs. 51.807 crore with maximum VGF support of Rs. 10.36 crore (20 percent of TPC) under the Scheme, subject to fulfilment of the following conditions:

- a. GoMP shall undertake corrections in the project DCA in compliance with the observations of DEA and Planning Commission which have been agreed to by GoMP in their response to the appraisal note.
- b. GoMP shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents.
- c. GoMP shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- d. GoMP shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
- e. GoMP shall circulate the final documents to the members of the EI for record.

*(Action: GoMP)*

**Agenda Item VI: Proposal from Government of Madhya Pradesh (GoMP) for grant of in-principle approval for Four-laning with paved shoulders of Rewa-Ring Road section from km 229.10 of NH-7 to km 6.2 of SH-9 under DBFOT (Toll).**

**Total length: 8.928 km; Total Project Cost: Rs. 66.58 crore; Cost of pre-construction activities to be financed by GoMP: Rs. 7.62 crore; Concession Period: 30 years including 2 years of construction period. VGF from Government of India: Rs. 13.316 crore**

**Major development works/ structures:** Major Bridges: 1; Minor bridges: 3; Flyover: Nil; ROB: Nil; Bypass: Nil; Major Junctions: 3; Minor junctions: 7; Toll plazas: 1 (Km. 1.2); Vehicular underpass: 1; Culverts: 16; Bus Bays/ shelters: 4; Truck Lay Bays: nil

35. Chief Engineer, MPRDC, GoMP presented the proposal and indicated that the proposed project is a 8.928 km Bypass, proposed to be four-laned with PSS and is providing connectivity of NH-7 to NH-9. Though the current traffic is 6,160 PCUs, the traffic is expected to increase substantially on account of development of adjacent areas of Sidhi, Singrauli and Satna districts where Power, Cement and Coal plants and other industries are envisaged. Further, the traffic is expected to be diverted from NH-75 E, NH-7 and NH-9 to the instant road. It is estimated that by the end of 2015, i.e. the CoD, the average traffic on the instant road may be more than 16,000 PCUs. Accordingly, the project may be granted approval.

36. Advisor, Planning Commission indicated that the project may receive a premium. CE, MPRDC responded that as per the project financials, VGF requirement of 40 per cent of the TPC has been estimated. However, once the project is bid out in a competitive manner, the market forces would quantify the VGF requirement.

37. The Chair queried about the status of land acquisition. CE, MPRDC responded that land has already been acquired for stretch from SH-9 to SH-75 and acquisition of 29.34 hectare for the stretch from NH-75 to NH-7 is under process, and the demand note has been received from the LAO of Rewa District.

38. All members of the EI were in support of grant of in principle approval.

39. **The EI granted in-principle approval** to the project for TPC of Rs. 66.58 crore with VGF support as Rs. 13.316 crore (20 percent of TPC) under the Scheme, subject to fulfilment of the following conditions:

- a. GoMP shall undertake corrections in the project DCA in compliance with the observations of DEA and Planning Commission which have been agreed to by GoMP in their response to the appraisal note.
- b. GoMP shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents.

- c. GoMP shall ensure land acquisition in respect of the project to provide Right of Way (ROW) to the concessionaire on Appointed Date in accordance with the provisions of the Model Concession Agreement (MCA) for State Highways.
- d. GoMP shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- e. GoMP shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
- f. GoMP shall circulate the final documents to the members of the EI for record.

*(Action: GoMP)*

**Agenda Item VII: Proposal from Government of Madhya Pradesh (GoMP) for grant of in-principle approval for Two-laning with granular shoulders of Balaghat- Baihar section of SH-26 from km 0.10 to km 67.10 under DBFOT (Toll).**

**Total length: 66.7 km; Total Project Cost: Rs. 156.38 crore; Cost of pre-construction activities to be financed by GoMP: Rs. 8.73 crore; Concession Period: 30 years including 2 years of construction period. VGF from Government of India: Rs. 31.276 crore**

**Major development works/ structures:** Major Bridges: Nil; Minor bridges: 17; Flyover: Nil; ROB: Nil; Bypass: Nil; Major Junctions: 2; Minor junctions: 41; Toll plazas: 2 (Km. 3 for 45 km & km 63 for 21.7 km); Vehicular underpasses: Nil; Culverts: 160; Bus Bays/ shelters: 9; Truck Lay Bays: 1

40. CE, MPRDC, GoMP informed that the instant project was earlier approved by EI in its 33<sup>rd</sup> meeting held on July 20, 2011 with TPC of Rs. 156.38 crore. During the bid process only one bid was received in August, 2011 with VGF of Rs. 92.0 crore i.e. 58 per cent of TPC. Since the VGF requirement was more than 40 per cent of the TPC, the bid was rejected. The current proposal has been restructured by including Deemed Shadow Fee to the Concessionaire limited to 10 per cent of the TPC on Net Present Value (NPV). This is in addition to the provisions of the VGF, which is maximum 40 per cent of the TPC in order to make the project financially viable.

41. Deputy Secretary, DoE indicated that the Department had reservation for allowing Deemed Shadow Fee. Further, though, the Deemed Shadow Fee may be justified for a social sector, however, for a project having commercial returns it may be inferred that the project does not have adequate traffic to support the revenue and is, therefore, not required to be augmented on technical grounds. Further, since the Deemed Shadow Fee is proposed to be paid in lieu of the exempted traffic, it would be better to reduce the list of vehicles treated as exempt traffic to avoid provisioning of Deemed Shadow Fee.

42. **The EI deferred the project to arrive at a consensus on the provisions of Deemed Shadow Fee.**

*(Action: DEA & DoE)*

**Agenda Item VIII: Proposal from Government of Bihar (GoB) for grant of in-principle approval for Two-laning with PSS between Bihta-Mahabalipur-Aurangabad section of SH-2 & NH-98 (from km 49.4 to km 127.45 of NH-98 & km 2 to km 37.80 of SH-2) under DBFOT (Toll).**

**Total length: 116.20 km; Total Project Cost: Rs. 362 crore; Cost of pre-construction activities: to be financed by GoB; Concession Period: 20 years including 1.5 years of construction period. VGF from Government of India: Rs. 72.40 crore**

**Major development works/ structures:** Major Bridges: 1 at river Punpum; Minor bridges: 9; Flyover: Nil; ROB: 1; Bypass: Nil; Major Junctions: 14; Minor junctions: 73; Toll plazas: 2 (Km. 54.125 & km 99.650); Cattle crossing: 1; Vehicular underpass: 1; Culverts: 348; Bus Bays/shelters: 22; Truck Lay Bys: 2

43. The EI noted that the project stretch included a component of a National Highway, i.e. from km 49.4 to km 127.45 of NH-98, and the decision about tolling on the two-laned NH stretch also rested on the clarification from MoRTH regarding tolling on two-laned stretches, in conformity with the National Highway Fee (Amendment) Rules, 2010. The EI decided to defer the consideration of the project, pending clarification from MoRTH regarding the eligibility of tolling on stretches in accordance with the National Highways Fee Rules.

44. General Manager, BSRDC, requested the EI to allow the State Government to issue RfQ for the project, pending the clarification from MoRTH. The EI decided that the State Government may invite RfQ and prequalify the bidders. However, this permission should not be considered as in principle approval for VGF for the project proposal.

*(Action: MoRTH and GoB)*

45. The meeting ended with a vote of thanks to the Chair.