

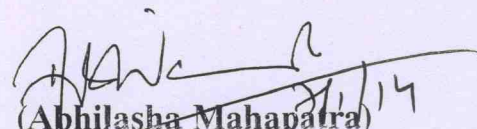
**F.No.3A/1/2013-PPP**  
**Government of India**  
**Ministry of Finance**  
**Department of Economic Affairs**  
**( PPP Cell )**

*New Delhi the 7<sup>th</sup> January, 2013.*

**Subject: Record of Discussion of the 51<sup>st</sup> Meeting of the Empowered Institution for the Scheme for Financial Support to PPPs in Infrastructure (Viability Gap Funding Scheme).**

Please find enclosed the Record of Discussion of the 51<sup>st</sup> Meeting of the Empowered Institution held on **December 18, 2013.**


**Encl: as above.**

  
(Abhilasha Mahapatra)  
Deputy Secretary (PPP)

1. **Smt. Meena Aggarwal**, OSD(PPD), Department of Expenditure, North Block, New Delhi.
2. **Shri Ravi Mital**, Adviser, Planning Commission, Yojana Bhawan, New Delhi.
3. **Shri R.K. Singh**, Joint Secretary, Ministry of Road Transport and Highways, Transport Bhavan, New Delhi. (Fax 23359477)
4. **Shri Mukul Singhal**, Chief Executive Officer, U.P. State Highways Authority, 4<sup>th</sup> Floor, Kishan Mandi Bhawan, Vibhuti Khand Gomti Nagar, Lucknow-226010.
5. **Shri Vivek Agarwal**, Managing Director, M.P. Road Development Corporation Ltd., 16-A, Arera Hills, Bhopal.
6. **Shri Surendra Kumar Rai**, Member (Finance), U.P. State highways Authority, 4<sup>th</sup> Floor, Kishan Mandi Bhawan, Vibhuti Khand Gomti Nagar, Lucknow-226010.
7. **Shri Arun Paliwal**, General Manager, Madhya Pradesh Road Development Corporation Ltd., 16-A, Arera Hills, Bhopal-462011.

**Copy to:**

- a. **Sr. PS** to JS (Infra).
- b. **PS** to DS (PPP)

  
(Abhilasha Mahapatra)  
Deputy Secretary (PPP)

F.No. 3A/1/2013-PPP  
Government of India  
Ministry of Finance  
Department of Economic Affairs  
PPP Cell

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

51<sup>st</sup> Meeting on December 18, 2013

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**Record Note of Discussions**

The fifty-first meeting of the Empowered Institution (EI), chaired by Special Secretary, Department of Economic Affairs (DEA) was held on December 18, 2013. The list of participants is attached.

The EI noted that there were fourteen (14) road proposals for viability gap funding (VGF) under the Scheme for consideration of grant. Of these proposals, three are for final approval and seven for in-principle approval from Government of Uttar Pradesh and one proposal is for consideration of final approval and three for in-principle approval from Government of Madhya Pradesh.

**Agenda Item I: Proposal from Government of Uttar Pradesh (GoUP) for final approval: Four-laning (with paved-side-shoulders) of Bareilly-Almora Section of SH-37 from km 3.50 to km 56.00 in the state of Uttar Pradesh on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.**

**Total length: 54 km; Total Project Cost: Rs. 355 crore (as per executed Concession Agreement); Concession Period: 25 years including 2 years of construction period. VGF from Government of India: Rs. 69.95 crore (actual by L-1 bidder), VGF from Government of UP: Nil**

**Major development works/ structures: Main paved carriage-way is 17 meter (4-lane with PS) from km 0.0 to km 54, Flyover at Bhojpurar: 1 of 2 km length at km 10.50; Minor bridge for reconstruction/widenining: 9; Bypass: 1 no. At Bahedi; Culverts: 56; Toll plazas: 1 (inbetween km 7-8); Truck laybys: 1 each on both sides, Bus-bays: 6 covering both sides, Major road junctions: 3, Minor road junctions: 42**

2. Deputy Secretary, Department of Economic Affairs (DEA) indicated that the project had been deferred in the 47<sup>th</sup> EI meeting held on July 23, 2013. The EI had directed Government of Uttar Pradesh (GoUP) to submit its justification for





Schedule R anomalies, and indicate the reasons for high variance of project cost as assessed by the Uttar Pradesh State Highway Authority (UPSHA), as against the Lenders cost. Lenders cost is around 70% higher than UPSHA's cost. It was stated that the revised Schedule R has been submitted while the justification for the high variance in project cost as cited above is yet to be submitted. Member (Finance), UPSHA responded that the main reasons for increase was due to the time gap difference of 3 years, which lead to a 30 percent increase in cost. They stated that an analysis of the reasons for cost escalations would be provided in a written response.

**(Action: GoUP/ UPSHA)**

3. The Chair directed DEA to undertake discussions with (a) Department of Financial Services (DFS), Ministry of Finance (MoF), as this matter pertained to banking related issues, (b) with the Lead Banker of this project namely; Punjab National Bank (PNB) and (c) with MoRTH in order to understand the implications and resolution adopted for projects. UPSHA were directed to provide a generic note in order to understand the reasons and implications for increase in this project's TPC during the DPR stage and during the stage of financial closure. Chair also noted that there have been various instances of large gaps between the lenders' estimation and the authority's estimation of TPC and asked PPP Cell to analyze this aspect. He noted that the lender's appraisal may need review to ascertain the robustness of estimation. This has ramification for contract management also, as large gaps could lead to complication at a later stage.

**(Action: DEA and GoUP/UPSHA)**

4. All members of the EI supported grant of final approval for VGF support to the project.
5. The EI granted final approval to the project for viability gap funding (VGF) of maximum Rs. 69.95 crore (19.70 percent of TPC of Rs. 355 crore) from Government of India and nil grant from GoUP under the Scheme.

**(Action: GoUP/ UPSHA)**

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**Agenda Item II: Proposal from GoUP for final approval: Four-laning (with paved-side-shoulders) of Delhi-Saharanpur Yamunotri Road upto Uttarakhand Border (SH 57), from Delhi (Loni border)-Saharanpur section of SH-57 from km 10.91 to km 217.00 in the State of Uttar Pradesh on DBFOT (Toll) basis.**

**Total length: 206.089 km; Total Project Cost: Rs. 1718.35 crore; Concession Period: 25 years including 2.5 years of construction period. VGF from Government of India: Rs. 343.53 crore (actual by L-1 bidder), VGF from Government of UP: Nil**

**Major development works/ structures: Major Bridges: 5; Elevated corridor: 1 of 5.29 km from km 13.10 to km 16.20 at Loni border; Minor bridges: 27; ROB: 5; Service Roads: 22.19 km; Bypass: 2 (9 km at Shyamli and 19 km at Sharanpur) Culverts: 397; Toll plazas: 3 (km 30, km 119 & km 199), Bus-bays: 60, Major road junctions: 11, Minor road junctions: 105, Truck Lay Bys: 3.**

6. Deputy Secretary, DEA indicated that project was deferred in the 47<sup>th</sup> EI meeting held on July 23, 2013. The EI had directed GoUP to submit its justification over Schedule R anomalies, submit the modified Schedule R as notified by the State Government, clarifications of queries as raised by MoRTH and compliances to other issues of the members of EI. The responses to the Appraisal notes have since been received.
7. Deputy Secretary, DEA stated that based on the revised documents received, it has been noted that while the project length was 206 km, the updated Schedule R indicates the same as 210 km. The reasons for this variance were sought as this may impact the tollable length. Member (Technical), UPSHA responded that during the initial stage of bidding, while the final land acquisition was yet to undertaken the project length was 206 km. however, for the 2 bypasses pertaining to the project during land acquisition for one of the bypass at Saharanpur, the length acquired increased by 3.9 km making it 14.8 km. Thus, the overall increase in length to 210 km. Further, in repose to a query by the Chair, it was added that the total project length as 210 km had been intimated to all the bidders during the bidding stage in the RFP documents. The Chair stated that the above clarification may be submitted in writing as well for record purposes.  
**(Action: GoUP/ UPSHA)**
8. Superintendent Engineer (SE), (PPP), Ministry of Road, Transport and Highways (MoRTH) indicated that their project's appraisal notes stated deficient curves at certain locations which are required for safety measures. Member (Technical), UPSHA, responded that the deficient curves indicated were for a 10 km stretch pertaining to hilly terrain where on one side the hill restrained curve cutting measures and the other side was the river which restricted the curve expansion measures. Therefore no further curve improvement measures can be carried out

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to the chosen alignment and other safety measures have been duly indicated in the DCA document. These pertain to safety signs and regulation of speed at the subject locations. It was added that the same has been provided as a written response to the project's appraisal note of MoRTH. MoRTH asked that suitable warning signs are prominently displayed in such areas as they as they appeared to be no alternatives.

9. All members of the EI supported grant of final approval for VGF support to the project.
10. The EI granted final approval and recommended the project to the Empowered Committee for viability gap funding (VGF) maximum Rs. 343.53 crore (19.99 percent of TPC of Rs.1718.35 crore) from Government of India and nil grant from Government of Uttar Pradesh (GoUP) under the Scheme.

(Action: GoUP/UPSHA & DEA)

**Agenda Item III: Proposal from the Government of Uttar Pradesh (GoUP) for grant of final approval: Four-laning of Varanasi-Shaktinagar road of SH-5A in UP from km 0.0 to km 115.0 in the state of Uttar Pradesh under DBFOT basis.**

Total length: 117.60 km including 33 km of 6-lane road; Total Project Cost: Rs. 1211.96 crore; Concession Period: 20 years including 2 years of construction period. VGF from Government of India: Rs. 241.92 crore (actual as per L-1), VGF from Government of UP: Nil

Major development works/ structures: Major Bridges: 1; Elevated corridor: 2 (at Ahraura of 1 km and at Robertsgang of 3 km); Minor bridges: 13; ROB: 4; RUB: 1; Toll plazas: 3 (km 3.5, km 65 and km 110), Bypass: 1 at Adalhat of 6 km; Major road junctions: 3, Minor road junctions: 68; Truck Lybyes: 2, Bus Bays: 30, Culverts: 171

11. Deputy Secretary, DEA indicated that project was approved by Empowered Committee (EC) in its 15<sup>th</sup> meeting held on August 27, 2012 with maximum VGF support of Rs. 241.92 crore.
12. In response to a query from Deputy Secretary, DEA, Member (Technical) UPSHA, stated that 90 percent of required land has been transferred to the Concessionaire. It was added that the same has been indicated in the written reports as well.
13. In response to a query from DS, DEA, Member (Finance) stated that the reason for price increase in the TPC was as the feasibility study conducted by UPSHA was based in the year 2010 and financial closure in June 2012, hence, the hike in



cost is due to price escalation. The Chair directed that item wise price hike may be provided in a written response for the subject project.

**(Action: GoUP/UPSHA)**

14. The Chair directed DEA to undertake discussions with (a) Department of Financial Services (DFS), Ministry of Finance (MoF), as this matter pertained to banking related issues, (b) with the Lead Banker of this project namely; Punjab National Bank (PNB) and (c) with MoRTH in order to understand the implications and resolution adopted for projects. UPSHA were directed to provide a generic note in order to understand the reasons and implications for increase in this project's TPC during the DPR stage and during the stage of financial closure. Chair also noted that there have been various instances of large gaps between the lenders' estimation and the authority's estimation of TPC and advised PPP Cell to analyze this aspect. He also noted that the lender's appraisal may need review to ascertain the robustness of estimation. This has ramification for contract management also, as large gaps could lead to complication at a later stage.

**(Action: DEA and GoUP/UPSHA)**

15. All members of the EI supported grant of final approval for VGF support to the project.
16. The EI granted final approval and recommended the project to the Empowered Committee for viability gap funding (VGF) maximum Rs. 241.92 crore (19.96 percent of TPC of Rs. 1211.96 crore) from Government of India and nil grant from Government of Uttar Pradesh (GoUP) under the Scheme.

**(Action: GoUP/UPSHA & DEA)**

#### **PROPOSALS FOR GRANT OF IN-PRINCIPLE APPROVAL (GOVERNMENT OF UTTAR PRADESH)**

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17. Prior to the detailed presentation on individual projects for in-principle approval, CEO, Uttar Pradesh State Highway Authority (UPSHA) on behalf of Government of Uttar Pradesh (GoUP) has briefed the EI regarding the necessity of identified projects to be considered under VGF Scheme. Unlike other states, land acquisition is a major problem for finalization of alignment as these projects pass through heavy built-up areas. It was indicated that GoUP will support O&M grant only. Further concerns were raised from Developers for variation of cost in TPC and Project cost finalized by Bank.
18. The Chair noted these facts and asked UPSHA to cap the VGF Grant at 40% i.e. 20% Capex Grant and 20% O& M Grant and accordingly calculate the break-up of Capex Grant and O&M grant for each project separately by keeping EIRR at 15%. However, the exact amount of VGF Grant may be clearly expressed instead



of indicating just the cap. It was also agreed that, for the purpose of augmentation of the facilities and upgradation of the Project Highway, the design service volume for four lane with paved shoulder should be 60,000 PCUs at level of service C (IRC:SP:84-2009). Based on this, the Concession period has to be worked out for each project. All these changes have to be incorporated in the DCA.

19. In relation to the variation in cost between TPC and bank appraised cost, the matter would be discussed separately with various Financial Institutions (FIs) to arrive at a possible solution.

**Agenda Item IV: Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 4-laning of Muzaffarnagar - Saharanpur Road (SH-59) from Km.0.000 to Km.52.950 on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.**

**Project Details: Length: 52.95 Km.; Total Project Cost: Rs. 752.88 crore; Concession Period: 20 years including 2 years of construction period; VGF: Equity Support (GoI) - Rs. 150.58 crore (20% of TPC) and O&M Support (GoUP) - Rs. 150.58 crore (20% of TPC)**

**Major development works/ structures: Major Bridge: 01, Minor Bridge: 03, Flyover/Elevated structure: 01, ROBs/RUBs: 01, Vehicular/Pedestrian Underpasses: 04, Culverts: 66 (Pipe Culverts: 29, Slab Culverts: 14, Arch Culverts: 01, Box culverts: 22), Service Roads: 14.65 km, Major/Minor Junctions: 07/66, Bus bays: 09 nos., Toll Plaza: 1**

20. Project Director, UPSHA on behalf of GoUP presented the proposal. It was informed that the entire length of pavement of Muzaffarnagar-Saharanpur Road is in extremely bad condition. In most of stretches, the level of road is almost at ground level, which is major factor for failure of pavement and bad condition of road.
21. The Chair queried about the status of land acquisition. Member (Technical), UPSHA confirmed the availability of ROW (45.00 m) along the Project Highway except the stretches from Km 17.000 to Km 21.600 i.e. at Deoband town. To overcome this, a flyover is proposed at Deoband town to mitigate the traffic issues.
22. Deputy Secretary, DEA indicated that concession period should be based on the design capacity which is 60,000 PCUs at level of service C (IRC:SP:84-2009) and therefore the concession period based on this appears to be 23 years and may be revised accordingly.



23. UPSHA has confirmed in writing that in addition to the Equity Support of 20% from GoI, an additional grant of 20% for O&M support would be available from the State Government.
24. All members of the EI supported grant of in-principle approval to the project.
25. The EI granted in-principle approval to the project for TPC of Rs. 752.88 crore with maximum GoI contribution towards VGF as Rs. 150.58 crore (20% of TPC of Rs. 752.88 crore) and Rs. 150.58 crore (20% of TPC of Rs. 752.88 crore) from Government of Uttar Pradesh (GoUP) subject to fulfillment of the following conditions:
- a. UPSHA shall undertake corrections in the project DCA in compliance with the observations of DEA, Planning Commission and MoRTH which have been agreed to by UPSHA in their response to the appraisal notes.
  - b. UPSHA shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DCA shall be shared expeditiously with short-listed bidders.
  - c. UPSHA 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 DCA.
  - d. UPSHA shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
  - e. UPSHA shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
  - f. UPSHA shall circulate the final documents to the members of the EI for record.

(Action: UPSHA)

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**Agenda Item V:** Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 4-laning of Etah – Sikohabad Road (SH-85) from km 0.000 to km 51.415 on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.

**Project Details:** Length: 51.415 Km.; Total Project Cost: Rs. 344.61 crore; Concession Period: 20 years including 2 years of construction period; VGF: Equity Support (GoI) - Rs. 68.92 crore (20% of TPC) and O&M Support (GoUP) - Rs. 68.92 crore (20% of TPC)

**Major development works/ structures:** Minor Bridge: 07, Arch Culverts: 06, Pipe Culverts: 07, Slab Culverts: 32, By pass: 01 (from km 35.350 to 38.000, length: 2.50 km), Truck Lay bye: 2 nos, Bus bays and bus shelters: 10 nos., Major intersections: 03 nos., Vehicular underpasses/overpasses: Near Jasrana km 35.620 and Near Dikhipur km 48.700, Cattle and Pedestrian Underpasses/Overpasses: 06, Service Road: total length 21.93 km.

26. Project Director, UPSHA informed that the existing highway is a 2-lane undivided carriageway with earthen shoulders in its entire length. About 20% stretch abutting the Project Highway passes through heavy built-up areas. Except Jasrana, average ROW available along the Project Highway varies from 24.5 m to 31.0m. Accordingly, two lane road is proposed inside Jasrana town (Km 35.350 to Km 38.000) for upward traffic movement and the existing bypass to be developed to the 2 lane standard, which shall be used for downward traffic movement. It is estimated that only 0.6158 Ha. of land has to be acquired for toll plaza and truck lay bye.
27. Deputy Secretary, DEA indicated that concession period should be based on the design capacity which is 60,000 PCUs at level of service C (IRC:SP:84-2009) and therefore the concession period based on this appears to be 30 years and may be revised accordingly. Similarly, the project financials indicate VGF requirement up to 44 per cent of the TPC.
28. SE (PPP), MoRTH pointed out the geometric deficiencies in the proposed project. MoRTH has pointed out that at many locations geometric deficiencies have not been proposed for improvement. As per Schedule B, there are deficient curves at many locations. Minimum adopted radius of horizontal curve is as low as 80 m which should be 230 m as per IRC: SP:84:2009. Also in some stretches the design speed is lower than the specified minimum speed of 80 kmph as provided in IRC: SP:84:2009. It will severely affect the capacity of Project highway and may be safety hazard. Member (Technical), UPSHA pointed out that geometric improvement is not possible due to restrictions on land availability and it is not

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possible to demolish structures in densely populated areas. However, all possible safety measures like sign boards, crash barriers, etc shall be provided.

29. UPSHA has confirmed in writing that in addition to the Equity Support of 20% from GoI, an additional grant upto a maximum of 20% will be available from the State Government as O&M support. Member (Technical), UPSHA requested that the proposed project may be approved and allowed to be tested in the market to establish bidder interest.
30. All members of the EI supported grant of in-principle approval to the project.
31. The EI granted in-principle approval to the project for TPC of Rs. 344.61 crore with maximum GoI contribution towards VGF as Rs. 68.92 crore (20% of TPC of Rs. 344.61 crore) and Rs. 68.92 crore (20% of TPC of Rs. 344.61 crore) from Government of Uttar Pradesh (GoUP) subject to fulfillment of the following conditions:
  - a. UPSHA shall undertake corrections in the project DCA in compliance with the observations of DEA, Planning Commission and MoRTH which have been agreed to by UPSHA in their response to the appraisal notes.
  - b. UPSHA shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DCA shall be shared expeditiously with short-listed bidders.
  - c. UPSHA 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 DCA.
  - d. UPSHA shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
  - e. UPSHA shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
  - f. UPSHA shall circulate the final documents to the members of the EI for record.

(Action: UPSHA)





**Agenda Item VI: Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 4-laning of Aligarh – Mathura Road (SH-80) from Km.2.800 to Km.42.260 on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.**

**Project Details:** Length: 39.46 Km.; Total Project Cost: Rs. 384.81 crore; Concession Period: 20 years including 2.5 years of construction period; VGF: Equity Support (GoI) - Rs. 76.96 crore (20% of TPC) and O&M Support (GoUP) - Rs. 76.96 crore (20% of TPC)

**Major development works/ structures:** Minor Bridge: 08, Culvert: 48 (Arch Culvert: 01, Pipe Culverts: 09, Slab Culverts: 38), Flyover: 01 (1500 m excluding approach road), Vehicular under passes/overpasses: 01/05, Cattle and pedestrian underpasses/overpasses: 05, Major/Minor intersections: 05/56, Service Roads: 22.14 km, Bus bays and bus shelters: 14 nos., Toll Plaza: 1

32. Project Director, UPSHA informed that as the Project Highway is passing through heavy built-up areas, the Authority will utilize the existing RoW available for 4-laning. In addition, 0.6435 Ha. of land has to be acquired for toll plaza and truck lay byes. The concession period is 20 years including 2.5 years of construction period. The estimated requirement of VGF for the project is Rs 76.96 crore, which is 20% of the TPC.
33. Deputy Secretary, DEA indicated that concession period should be based on the design capacity which is 60,000 PCUs at level of service C (IRC:SP:84-2009) and therefore the concession period based on this appears to be 30 years and may be revised accordingly. Similarly, the project financials indicate VGF requirement up to 40% of the TPC.
34. SE (PPP), MoRTH pointed out the geometric deficiencies in the proposed project. MoRTH has pointed out that at many locations geometric deficiencies have not been proposed for improvement. As per Schedule B, there are deficient curves at many locations. Minimum adopted radius of horizontal curve is as low as 80 m which should be 230 m as per IRC: SP:84:2009. Also in some stretches the design speed is lower than the specified minimum speed of 80 kmph as provided in IRC: SP:84:2009. It will severely affect the capacity of Project highway and may be safety hazard. Member (Technical), UPSHA pointed out that geometric improvement is not possible due to restrictions on land availability and it is not possible to demolish structures in densely populated areas. However, all possible safety measures like sign boards, crash barriers, etc shall be provided.



35. UPSHA has confirmed in writing that in addition to the Equity Support of 20% from GoI, an additional grant upto a maximum of 20% will be available from the State Government as O&M support.
36. All members of the EI supported grant of in-principle approval to the project.
37. The EI granted in-principle approval to the project for TPC of Rs. 384.81 crore with maximum GoI contribution towards VGF as Rs. 76.96 crore (20% of TPC of Rs. 384.81 crore) and Rs. 76.96 crore (20% of TPC of Rs. 384.81 crore) from Government of Uttar Pradesh (GoUP) subject to fulfillment of the following conditions:
- UPSHA shall undertake corrections in the project DCA in compliance with the observations of DEA, Planning Commission and MoRTH which have been agreed to by UPSHA in their response to the appraisal notes.
  - UPSHA shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DCA shall be shared expeditiously with short-listed bidders.
  - UPSHA 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 DCA.
  - UPSHA shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
  - UPSHA shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
  - UPSHA shall circulate the final documents to the members of the EI for record.


(Action: UPSHA)

**Agenda Item VII:** Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 4 laning of Balrampur - Gonda - Jarwal Road (SH-01A) from Km 146.00 to Km 234.00 on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.

**Project Details:** Length: 87.77 Km.; Total Project Cost: Rs. 693.83 crore; Concession Period: 25 years including 2 years of construction period; VGF: Equity Support (GoI) - Rs. 138.76 crore (20% of TPC) and O&M Support (GoUP) - Rs. 27.75 crore (4% of TPC)

**Major development works/structures:** Major Bridge: 2, Minor Bridge: 26, Flyover/Elevated structure: Nil, RoB/RuB: 1, Vehicular under passes/overpasses: Nil, Pedestrian underpasses/overpasses: Nil, Cattle underpasses/overpasses: Nil, Service Roads: 16.55 km, By-pass Road: Nil, Bus bays and bus shelters: 13 no., Truck lay bye: 01, Major/Minor intersections: 09/62, Culverts: 90 (24 box, 24 hume pipe, 42 slab) Toll Plaza: 2



38. Deputy Secretary, DEA gave a brief background of the proposal. It was informed that about 22 ha of land was yet to be acquired for the project. In addition, clarification for environment and other clearances was also sought.
39. Member (Technical) UPSHA, clarified that 100% land shall be made available to Concessionaire before Appointed Date. The process for land acquisition has been started and the process of getting clearance is in advance stage. UPSHA is hopeful of getting all the clearances before Appointed Date.
40. SE (PPP), MoRTH pointed out that reconstruction of the pavement of the entire stretch has been proposed. UPSHA clarified that in most of the stretches, the road level is on ground level and is prone to water logging. Even in built up areas, the level of present road is below the plinth level of shops without proper drainage. Hence, reconstruction is justified. The Chair pointed out that the HFL data should be disclosed in the DCA.
41. SE (PPP), MoRTH also pointed out the geometric deficiencies in the proposed project. It was pointed out that in at least 10 locations, the speed could be as low as 20 kmph, and there is deficient curve at 20 locations; as against required radius of curve of 230m the radius of curve in these locations were only 50 m; it should be at least 100m. These would prove to be safety hazards. Member (Technical), UPSHA pointed out that geometric improvement is not possible due to restrictions on land availability and it is not possible to demolish structures in densely populated areas. However, all possible safety measures like sign boards, crash barriers, etc shall be provided.
42. The Chair observed that there were too many geometric deficiencies in the project. Charging a toll without the attendant benefits of smooth flowing traffic and with safety hazards will not go down well with the public. UPSHA may discuss the matter with MoRTH and come back with alternatives.
43. UPSHA has clarified that out of the 20 locations it is proposed to increase the radius of curve to 100m or more in 11 locations. However in the other locations, it is not possible to improve the curve as it may involve additional land acquisition. There is also a railway level crossing with 90° turning angle; hence it is not possible to improve the radius of curve. Hence at these locations the radius and speed is restricted.
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44. EI deferred the project and requested UPSHA to provide the following information:

- a. The exact quantum of VGF required for the project.
- b. Based on the discussion with MoRTH, measures to be taken for geometric improvements
- c. confirm in writing that 60% of land is available and submit the details of land required for improving geometric deficiencies
- d. 100% land is made available before the Appointed Date

(Action: UPSHA)

**Agenda Item VIII: Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 2/4 laning of Akbarpur-Jaunpur-Mirzapur-Dudhi Road (SH-5) on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.**

**Project Details: Length: 237.16 Km.; Total Project Cost: Rs. 1687.00 crore; Concession Period: 25 years including 2.5 years of construction period; VGF: Equity Support (GoI) - Rs. 84.35 crore crore (5% of TPC) and O&M Support (GoUP) - Nil**  
**Major development works/structures:** Major Bridge: 5, Minor Bridge: 546, Flyover/Elevated structure: 03, RoB/RuB: 6, Vehicular under passes/overpasses: 01, Pedestrian underpasses/overpasses: Nil, Cattle underpasses/overpasses: 35, Service Roads: 46.497 km, By-pass Road: 04, Length of By-pass: 52.285 Km., Bus bays and bus shelters: 30 no., Truck lay bye: 04, Major/Minor intersections: 249/262, Culverts: 346 (68 box; 197 Hume pipe, 81 slab), Toll Plaza: 4

45. Deputy Secretary, DEA pointed out that while two laning with PSS of the first section of the project highway was justified, it would cross the threshold limit of 17,500 PCUs in 15<sup>th</sup> year when second stage augmentation will have to be carried out. Member (Technical) UPSHA stated that 17,500 PCUs is the threshold limit for a Level of Service (LoS) B as prescribed by IRC, whereas based on the recommendation on BKC report of 25,000 PCUs for LoS C, this is likely to be breached in the 22<sup>nd</sup> year. As the concession period is only 25 years, 2<sup>nd</sup> stage augmentation may not be required for this stretch of the project.
46. Deputy Secretary, DEA also pointed out the fact that the period of concession has been taken as 25 years, whereas it can be 28 years in case the threshold limit is taken as 60,000 PCUs for the design life of a 4 lane project highway. This would reduce the quantum of VGF required for the project.
47. Planning Commission pointed out that the total traffic in section 4 of the project was similar to that of Section 1. While section 1 was being 2 laned it was not clear why section 4 was being four laned. UPSHA clarified that the project highway



passes through the mineral belt of Uttar Pradesh. Trucks therefore move in convoys leading to congestion especially in the night time. Also, the traffic at the toll plaza location on this stretch was quite high, justifying the immediate four laning of the stretch.

48. Planning Commission also pointed out about 164 ha of land is required for the project, the status of which has not been indicated. Member (Technical) UPSHA stated that the project highway passes through very congested areas where no other option other than construction of bypasses is available. He stated further that land acquisition of 99 ha would be required for the bypasses and a further 66 ha for RoW for existing stretches.
49. SE (PPP), MoRTH pointed out the geometric deficiencies in various stretches of the project, wherein radius of horizontal curves in 4/2 laning sections are as low as 20 m/40m as against the requirement of 250 m/230 m respectively. UPSHA has since clarified that in certain stretches curves can be improved with land acquisition whereas in certain other stretches land acquisition is not possible due to built-up area, stretch passing through reserve forest/hilly terrain etc.
50. The geometric improvement may also involve additional land acquisition. UPSHA shall confirm in writing that it shall issue Request for Proposal (RFP) only after completing the land acquisition of atleast 60% of the total land/ or 60% of total land is already available and at least 90 percent of the land required would be available before the Appointed Date.
51. UPSHA has confirmed in writing that in addition to the Equity Support of 20% from GoI, an additional grant upto a maximum of 20% will be available from the State Government as O&M support if required. UPSHA has already agreed to the concession period of 25 years.
52. The EI granted in-principle approval to the project for 2/4 laning of Akbarpur-Jaunpur-Mirzapur-Dudhi Road (SH-5) with a TPC of Rs. 1687.00 crore with **maximum GoI contribution towards VGF of Rs. 84.35 crore (5 percent of TPC of Rs. 1687.00)**, subject to fulfilment of the following conditions:
  - a. Before issuance of the RFP, UPSHA shall confirm in writing that 60 percent of land is available along with the details of total land required, available land and balance land to be acquired and at least 90 percent of the land required would be available before the Appointed Date
  - b. UPSHA shall undertake corrections in the project DCA in compliance with the observations of DEA, Planning Commission and MoRTH which have been agreed to by UPSHA in their response to the appraisal note.



- c. UPSHA shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DCA shall be shared expeditiously with the short listed bidders.
- d. UPSHA shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- e. UPSHA shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
- f. UPSHA shall circulate the final documents to the members of the EI for record.

(Action: UPSHA)

**Agenda Item IX: Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 4 laning of Sahajahanpur-Hardoi-Lucknow Road (SH-25) on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.**

**Project Details: Length: 162.40 Km.; Total Project Cost: Rs. 1161.62 crore; Concession Period: 25 years including 2.5 years of construction period; VGF: Equity Support (GoI) - Rs. 232.32 crore (20% of TPC) and O&M Support (GoUP) - Rs. 92.93 crore (8% of TPC)**

**Major development works/structures:** Major Bridge: 4, Minor Bridge: 6, Flyover/Elevated structure: 01, RoB/RuB: 2, Vehicular under passes/overpasses: 07, Pedestrian underpasses/overpasses: 07, Cattle underpasses/overpasses: Nil, Service Roads: 12.72 km, By-pass Road: Nil, Length of By-pass: 0.00 Km., Bus bays and bus shelters: 14 no., Truck lay bye: Nil, Major/Minor intersections: 07/168, Culverts: 228 (70 Hume pipe, 99 Arch, 59 slab), Toll Plaza: 3

- 53. Deputy Secretary, DEA informed EI that the details of land available is required to be confirmed by GoUP. Member (Technical), UPSHA confirmed that about 3.5 ha of land for the Toll Plazas were only required to be acquired by UPSHA.
- 54. Planning Commission observed that there was a wide variation in the ratio of tollable traffic to the total traffic (52 to 90%). UPSHA pointed out that the wide variation in the tollable traffic is due to mango traffic, which is seasonal.
- 55. SE (PPP), MoRTH observed that in this case also the geometric deficiencies were noticed which would affect the speed as well as the safety of the traffic. Member (Technical), UPSHA stated that in many places, there were built up areas because of which land acquisition was not possible. Construction of bypasses were also considered by UPSHA but dropped due to very high cost implications.
- 56. UPSHA has also confirmed that an additional 20% will be available as O&M Support from GoUP. UPSHA, however has now indicated the exact quantum of VGF required as 28% to make the project viable.



57. The EI granted in-principle approval to the project for 4 laning of Sahajahanpur-Hardoi-Lucknow Road (SH-25) with a TPC of Rs. 1161.62 crore with maximum GoI contribution towards VGF as Rs. 232.32 crore (20% of TPC of Rs. 1161.62 crore) and Rs. 92.93 crore (8% of TPC of Rs. 1161.62 crore) from Government of Uttar Pradesh (GoUP) subject to fulfillment of the following conditions:

- a. Before issuance of the RFP, UPSHA shall confirm in writing that 60 percent of land is available along with the details of total land required, available land and balance land to be acquired and at least 90 percent of the land required would be available before the Appointed Date
- b. UPSHA shall undertake corrections in the project DCA in compliance with the observations of DEA, Planning Commission and MoRTH which have been agreed to by UPSHA in their response to the appraisal note.
- c. UPSHA shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DCA shall be shared expeditiously with the short listed bidders.
- d. UPSHA shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
- e. UPSHA shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
- f. UPSHA shall circulate the final documents to the members of the EI for record.

(Action: UPSHA)

**Agenda Item X:** Proposal from Government of Uttar Pradesh (GoUP) for grant of in-principle approval for: 2-laning of Tarighat – Bara Road (SH-99) from Km.0.000 to Km.39.200 on Design, Build, Finance, Operate and Transfer (DBFOT) toll basis.

**Project Details:** Length: 39.20 Km.; Total Project Cost: Rs. 175.86 crore; Concession Period: 20 years including 2 years of construction period; VGF: Equity Support (GoI) - Rs. 26.38 crore (15% of TPC)

**Major development works/structures:** Major Bridge: Nil, Minor Bridge: 5, Flyover/Elevated structure: Nil, RoB/RuB: Nil, Vehicular under passes/overpasses: Nil, Pedestrian / Cattle underpasses/overpasses: 03, Service Roads: Nil, By-pass Road: Nil, Length of By-pass: 0.00 Km., Bus bays and bus shelters: 10 no., Truck lay bye: 02, Major/Minor intersections: 02/52, Culverts: 43, Toll Plaza: 1

58. Project Director, UPSHA explained that the GoUP has approved the project for 2-lane with PSS. As the project stretches are prone to water logging, the entire stretch of 39.20 Km is proposed to be reconstructed from bottom of sub grade with high embankment.

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59. In line with above, SE (PPP), MoRTH has asked UPSHA to clearly mention the HFL data in the DCA. He further pointed out that at many locations geometric deficiencies have not been proposed for improvement. It will severely affect the capacity of Project highway and may be safety hazard. As per Schedule D, there are deficient curves at three locations. Minimum adopted radius of horizontal curve is as low as 80 m whereas the required radius of curvature is 230 m. UPSHA confirmed that it would adopt horizontal curve at these locations at 100 m.
60. Deputy Secretary, DEA queried about the concession period as based on the IRC norms of 17,500 PCUs, the design capacity of the Project Highway will reach this capacity much before the concession period. Member (Technical), UPSHA indicated that the design capacity of 25,000 PCUs (LoS C) as per BKC Report has been considered to finalize the Concession Period. Based on this, Deputy Secretary, DEA has indicated that VGF requirement will be reduced to 15% of TPC.
61. All members of the EI supported grant of in-principle approval to the project.
62. **The EI granted in-principle approval to the project TPC of Rs. 175.86 crore with maximum GoI contribution towards VGF as Rs.26.38 crore (15 percent of TPC Rs. 175.86 crore) subject to fulfillment of the following conditions:**
- UPSHA shall undertake corrections in the project DCA in compliance with the observations of DEA, Planning Commission and MoRTH which have been agreed to by UPSHA in their response to the appraisal notes.
  - UPSHA shall ensure that the legal vetting of the revised documents is undertaken to ensure that there are no discrepancies in the contract documents and the final DCA shall be shared expeditiously with short-listed bidders.
  - UPSHA 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 DCA.
  - UPSHA shall obtain clearances such as environment and forest clearance, before commencing work on the project site.
  - UPSHA shall obtain prior approval of the EI on any change in TPC, scope of work or project configuration as noted above.
  - UPSHA shall circulate the final documents to the members of the EI for record.

(Action: UPSHA)

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**Agenda Item XI: Proposal from Government of Madhya Pradesh (GoMP) for grant of final approval for: Two-laning with granular shoulder in Seoni to Katangi section of SH-54 start from Ganesh Chowk Km. 1.5 of SH-26 to Km 51.4 (Seoni distt.) and Km 51.4 or 0.10 to 24.10 (in Balaghat district) on SH-54 (MP-Maharashtra Border) on BOT (Toll) basis.**

**Total length: 75.6 km; Total Project Cost: Rs. 152.55 crore; Concession Period: 30 years including 2 years of construction period. VGF from Government of India: Rs. 30.50 crore. Actual VGF by L-1 bidder: Rs. 59.50 crore, VGF from Government of MP: Rs. 29.0 crore**

**Major development works/ structures: Major Bridges: 1; Minor bridges: 14; Bypass: 1 of 4.65 km; Culverts: 85; Toll plazas: 2 (km 5.95 & km 64.2); Bus-bays/shelters: 9 ; Major road junctions: 5; Minor road junctions: 31; Truck Lay Bys: 1**

63. Chief Engineer, Madhya Pradesh Road Development Corporation (MPRDC) Government of Madhya Pradesh (GoMP) presented the project. It was stated that in line with the directions of EI in its 42<sup>nd</sup> meeting held on September 25, 2012, revised financing documents for external commercial borrowings by the two lending Banks, namely; Punjab National Bank (PNB) and Bank of Baroda (BoB) have been submitted to the members of EI.
64. Joint Secretary, DEA sought the reasons for adopting the external commercial borrowings route for financing the project. Chief Engineer, MPRDC responded that the Concessionaire chose this route primarily to save on interest costs.
65. The Chair queried over the risk to Government including whether the Lead Financing Institutions (LFI) has hedged the foreign currency costs on external commercial borrowings. Further, information regarding the bidders who had submitted the bids during the in-principle approval stage for the RFQ and RFP was sought. The GoMP/MPRDC was directed to submit written responses on the same.
- (Action: GoMP/MPRDC)
66. All members of the EI were in support of grant of final approval for VGF support to the project.
67. The EI granted final approval to the project for viability gap funding (VGF) maximum Rs. 30.50 crore (20 percent of TPC of Rs. 152.55 crore) from Government of India and maximum Rs. 29.0 crore (19.0 percent of TPC of Rs. 152.55 crore) from Government of Madhya Pradesh (GoMP) under the Scheme. The combined and total grant of VGF under the Scheme from GoI and



GoMP/MPRDC shall be limited to Rs. 59.5 crore (39.00 percent of TPC of Rs. 152.55 crore). The approval is subject to the following:

- a. GoMP/MPRDC shall submit the details for the overall cost of the project to the Lenders alongwith the interest costs, hedging costs.
- b. GoMP/MPRDC shall submit the revised financing documents in respect of Punjab National Bank (PNB) for the External Commercial Borrowing (ECB) as per extant guidelines issued by RBI and in-line with the ECB document submitted for Bank of Baroda (BoB).

(Action: GoMP/MPRDC)

**Agenda Item XII: Proposal from Government of Madhya Pradesh (GoMP) for grant of in-principle approval for: Development of 16 ROBs & 14 Limited Height Subways (LHS) on 16 locations of existing Railway Level Crossings on in the state of Madhya Pradesh on Design, Build, Finance, Operate and Transfer (DBFOT) basis.**

**Project details: Total RoBs: 16 nos.; Total Project Cost: Rs. 656.543 crore; Concession Period: 18 years including 3 years of construction period; VGF from Government of India: Rs. 131.31 crore (20% of TPC)**

**Major development works/ structures: Development of 16 Railway over Bridges (ROBs) & 14 Limited Height Subways (LHS) on 16 locations of existing Railway Level Crossing, Toll plazas: 14**

68. Deputy Secretary, DEA informed that the project was earlier considered in 47th EI meeting held on July 23, 2013. The EI deferred the project and requested MPRDC to provide the further clarifications regarding the outstanding points as per appraisals of Planning Commission and DEA. She stated that MPRDC has submitted the information/ documents. However, the issue relating to justification of non-tolling of three toll plazas out of 17 proposed for construction and justification for construction of three RoBs as two- laning with paved shoulders instead of four- laning where present traffic is more than 20,000 PCUs required further elaboration.
69. Chief Engineer, MPRDC informed that MPRDC has deleted one of the non-tollable RoB and LHS (at Katni) from the proposal and included in the Katni-Shahdol section of NH-78. Now there are 16 Railway over Bridges (ROBs) & 14 Limited Height Subways (LHS). The project cost has also been reduced to this extent. Other two non tollable ROBs are located in built up area of Narsinggarh Town and Sagar Town portion. Re-alignment of these two ROBs is not possible as land for construction of toll plaza is not available being located within the city



limit. Cross subsidization of cost for non tollable ROB's and less viable ROB's with less traffic will be met by clubbing with more viable ROB's having more traffic. The inclusion of these two non-tollable RoBs has been agreed to.

70. Chief Engineer, MPRDC further stated at present there is extreme congestion of traffic due to existing LC and frequent closing of Railway Gates. The construction of ROB with two lane with paved shoulder would provide respite to a great extent. The GAD's for these ROB's have also been approved by Railways with bridge width of 12.0 m. The alignment of all the ROB's has already been confirmed with the Railways; also no alternate alignment for these ROB's is possible. Construction of four laning is not possible on these 3 LC's because these are located in built up area of Pipariya, Sagar & Bargawan town where land is not available due to built up area and continuous building line on both side of existing road. Further, there is provision of Low Heighted Subways which may cater for the need of non motorized vehicle and small vehicular local traffic. There is provision of service road along ROB which will cater major local traffic of habitant along the road. Therefore traffic on ROB's will be reduced substantially after construction of LHS & service road & the traffic will not breach capacity of the RoBs during the concession period. Hence, it was requested that construction of 2 lane with paved shoulder may be allowed on these 3 LC's.

71. Joint Secretary, desired to know the location of toll plaza as this would result in congestion on the RoBs and existing width of the road on which RoBs are proposed. Chief Engineer, MPRDC responded that toll plazas have been planned on the end of ramps which have been constructed on the side of the RoBs. Thus there is no possibility of congestion on the main RoBs. Further, the existing road is mainly two lane and in some places intermediate lane. He requested approval since the proposal of RoBs is of two lane with paved shoulders along with service roads and provision of LHS.

72. The Chair directed MPRDC to submit bifurcation of traffic on the three RoBs, LHS and service roads to ensure that capacity of RoBs are not breached during the concession period and termination clause is not invoked. This was agreed to.

73. The EI deferred the project and requested MPRDC to provide the following information/ documents:

- a. Bifurcation of traffic on the three RoBs (where present traffic is more than 20,000 PCUs), LHS and service roads to ensure that capacity of RoBs are not breached during the concession period
- b. Early Termination clause and mitigation measure as per the draft Concession Agreement may be provided.

(Action: GoMP)



**Agenda Item XIII:** Proposal from Government of Madhya Pradesh (GoMP) for grant of in-principle approval for: Two laning of Ujjain-Maksi Road (MDR) from Km. 1.890 at Ujjain town to Km 38.230 near Maksi town on Build, Operate and Transfer (BOT) basis.

Project Details: Length: 36.494 Km (including 2 lane with PSS of 4.460 km); Total Project Cost: Rs. 98.37 crore; Concession Period: 30 years including 2 years of construction period; VGF from Government of India: Rs. 19.674 crore (20% of TPC) Major development works/ structures: Major Bridge: 1, Minor Bridge: 5, Toll Plaza: 1 at Km 19.80 (design), Major/minor Junctions: 1/ 9, Bus shelter: 10, Culverts: 35, Realignment: 0.730 Km at three locations

74. Deputy Secretary, DEA stated that the existing road is already two lane, hence, no widening has been proposed. Chief Engineer, MPRDC responded that based on the present traffic of about 4350 PCUs, the total traffic at the end of the concession period would be about 19,000 PCUs. Thus capacity of the highway is not breached beyond two lane. Further, the condition of the existing road is in very bad shape and requires complete reconstruction of the road to make it traffic worthy. In case of further widening of the project, the project may not be financially viable on BOT (toll). Hence, it was requested to approve the project.
75. Chair indicated that since, a very long concession period of 30 years has been proposed, thus, it may be the possible that traffic may grow much faster and capacity of the road may be breached earlier. He suggested that capacity augmentation provision may be added in the draft concession agreement for widening the project highway to two laning with paved shoulder ten years from the Appointed Date. This was agreed to
76. All members of the EI supported grant of in-principle approval to the project.
77. The EI granted in-principle approval to the project for TPC of Rs. 98.37 crore with maximum GoI contribution towards VGF as Rs. 19.674 crore (20 percent of TPC), subject to fulfillment of the following conditions:
- GoMP shall include capacity augmentation provision in the draft concession agreement for widening the project highway to two laning with paved shoulder after ten years from the Appointed Date.
  - GoMP shall confirm in writing that 90 percent of land is available before the Appointed Date as per the MCA.

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

(Action: GoMP)

**Agenda Item XIV: Proposal from Government of Madhya Pradesh (GoMP) for grant of in-principle approval for: Four laning with PSS of Burhanpur Bypass Section from Km. 0.000 to Km. 10.520 of SH-27 in the state of Madhya Pradesh on Design, Build, Finance, Operate and Transfer (DBFOT) basis.**

**Project Details: Length: 10.520 Km.; Total Project Cost: Rs. 147.13 crore; Concession Period: 30 years including 2 years of construction period; VGF from Government of India: Rs. 29.42 crore (20% of TPC)**

**Major development works/ structures: Major Bridge: 1, Minor Bridge: 7, Toll Plaza: 1 (between Km 0 to 1), Major/minor Junctions: 3/1, Bus bays: Nil, Culverts: 9**

78. Deputy Secretary, DEA informed that presently, no land is available and entire land of 63.12 ha. required for the project is yet to be acquired. Chief Engineer, MPRDC responded that Notification under section 4 of the state land acquisition Act is under process. It is expected that entire land would be acquired in the next six month i.e. before the Appointed Date. He stated that RfP would be issued only after availability of land.
79. Chair stated that project can be considered only when atleast 60 percent of the total land required is available. This was supported by all members of EI.
80. The EI deferred the project and advised MPRDC to inform when atleast 60 percent of the total land required is available for consideration of EI.

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

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

**51<sup>st</sup> Meeting on December 18, 2013**

**List of Participants**

**I. Department of Economic Affairs**

1. Shri Shaktikanta Das, Additional Secretary (In Chair)
2. Kum. Sharmila Chavaly, Joint Secretary
3. Smt. Abhilasha Mahapatra, Deputy Secretary,

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

4. Smt. Saheli Ghosh Ray, Director, PF II

**III. Planning Commission**

5. Shri K.Ranga Reddy, Advisor
6. Shri Amitabh Ray, Consultant

**IV. Ministry of Road Transport and Highways**

7. Shri Amarendra Kumar, SE

**V. Government of Uttar Pradesh**

8. Shri Mukul Singhal, CEO, UP State Highway Authority
9. Shri Surendra Kumar Rai, Member, Finance, UP State Highway Authority
10. Member, Technical, UP State Highway Authority
11. Shri G.K. Srivastava, Project Director, UP State Highway Authority

**VI. Government of Madhya Pradesh**

12. Shri Anil Chourasia, CE (BOT), MP Road Development Corporation
13. Shri Arun Paliwal, GM (Finance), MP Road Development Corporation

**VII. Technical Consultants**

14. Shri K.C. Sahoo, CMEC Consulting Engineers, Bhubaneswar (on behalf of UPSHA)
15. Shri Rakesh Shukla, Theme Engineering, Jaipur
16. Shri D.C.Katara, Theme Engineering, Jaipur
17. Shri Vinay Mishra, KTCPL – AJCMS, Bhopal

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