

**LEVY AND REGULATION OF FEES, TARIFFS, USER
CHARGES ETC. ON PUBLIC INFRASTRUCTURE AND
OTHER PUBLIC UTILITIES**

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

**PUBLIC ACCOUNTS COMMITTEE
(2025-26)**

THIRTY- THIRD REPORT

EIGHTEENTH LOK SABHA



**LOK SABHA SECRETARIAT
NEW DELHI**

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MINISTRY OF ROAD TRANSPORT AND HIGHWAYS



Presented to Lok Sabha on: 12 August, 2025

Laid in Rajya Sabha on: 12 August, 2025

**LOK SABHA SECRETARIAT
NEW DELHI**

August, 2025/ Shravana, 1947 (Saka)

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**COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE
(2024-25)**

Shri K. C. Venugopal - Chairperson

MEMBERS
LOK SABHA

2. Shri T. R. Baalu
3. Dr. Nishikant Dubey
4. Shri Jagdambika Pal
5. Shri Jai Parkash
6. Shri Ravi Shankar Prasad
7. Shri C. M. Ramesh
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RAJYA SABHA

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18. Dr. K. Laxman
19. Shri Praful Patel
20. Shri Sukhendu Sekhar Ray
21. Shri Tiruchi Siva
22. Shri Sudhanshu Trivedi

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(2025-26)

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INTRODUCTION

I, the Chairperson, Public Accounts Committee (2025-26) having been authorised by the Committee, do present this Thirty-third Report (Eighteenth Lok Sabha) on the subject “Levy and regulation of fees, tariffs, user charges etc. on public infrastructure and other public utilities” – Mo RTH and NHAI.

2. The Public Accounts Committee (2024-25) selected the aforesaid subject for detailed examination and took oral evidence of the representatives of the Ministry of Road Transport and Highways on the subject on 12 February, 2025. The Committee (2025-26) selected the subject once again and took evidence on the subject on 29 May, 2025. Based on the oral evidence and written replies, the Report was drafted.

3. The Public Accounts Committee considered and adopted the draft Report at their Sitting held on 11 August, 2025. Minutes of the Sitzings are given at Appendix .

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in **bold** in the body of the Report.

5. The Committee would like to express their thanks to the representatives of the Ministry of Road Transport and Highways (MoRTH) and National Highways Authority of India (NHAI) for the cooperation extended by them in furnishing the requisite information to the Committee.

6. The Committee also place on record their appreciation of the assistance rendered to them in the matter by the Committee Secretariat.

NEW DELHI:

11 August , 2025
20 Shrawana, 1947 (Saka)

K.C. VENUGOPAL
Chairperson,
Public Accounts Committee

REPORT

PART-I

INTRODUCTION

1. The National Highways Act, 1956 was enacted to provide for the declaration of certain highways to be national highways and for matters connected therewith. Section 7 of the Act empowered the Government to levy fees for services or benefits rendered on National Highways and Section 9 of the National Highways Act, 1956 empowers the Central Government to make rules in this regard.

To speed up the development of National Highways and augment fund requirement, Government decided to bring in the private partnership in the highway construction. Accordingly, Government amended the National Highways Act, 1956 in 1995 and incorporated Section 8A, which states that “notwithstanding anything contained in this Act, the Central Government may enter into an agreement with any person in relation to the development and maintenance of the whole or any part of a National Highway. The person will be entitled to collect and retain fees at such rate, for services or benefits rendered by him as the Central Government may, by notification in the Official Gazette, specify having regard to the expenditure involved in building, maintenance, management and operation of the whole or part of such national highway, interest on the capital invested, reasonable return, the volume of traffic and the period of such agreement.

For the purpose of providing for the constitution of an Authority for the development, maintenance and management of national highways and for matters connected therewith or incidental thereto, NHAI Act 1988 was enacted. As per the Preamble of the Act, its objective is to ensure the effective administration and operation of national highways across the country. In accordance with Section 16(1) of the Act, the Authority has been entrusted with the responsibility to develop, maintain, and manage the national highways and any other highways vested in, or entrusted to it, by the Central Government. This statutory framework empowers NHAI to undertake a wide range of functions essential for the planning, execution, and supervision of national highway projects in India.

2. The Public Accounts Committee (2024–25), in pursuance of their mandate to examine issues of financial accountability and public interest, selected the subject “Levy and Regulation of Fees, Tariffs, User Charges, etc., on Public Infrastructure and Other Public Utilities” for detailed examination. Recognising the increasing public concern over toll charges, user fee frameworks, and the quality of services rendered on national highways, the Committee considered it imperative to review the policy, legal framework, and execution of toll collection on India's road infrastructure. The Public Accounts Committee (2025–26) continued this examination, with a sharper focus on the National Highways sector, especially the functioning of the Ministry of Road Transport and Highways (MoRTH) and the National Highways Authority of India (NHAI), which are the principal policymakers and implementing agencies. The Committee in their examination

have focused on issues such as transparency in toll rate determination, enforcement of user-friendly provisions under the National Highways Fee Rules, long-term financial sustainability of highway operations, and public grievances regarding toll burden and road quality.

3. This Report presents the findings and recommendations of the Committee based on the evidence placed before them, including data from the Ministry, oral evidence of officials and written replies to the Committee's List of Points/questionnaires. The findings of the Committee have been enumerated in the succeeding paragraphs. The Committee's aim is to ensure a transparent, equitable, and accountable system of toll collection that balances public interest with financial viability and service quality. This is an interim Report and the subject shall continue to remain under examination of Public Accounts Committee.

A. OVERVIEW OF THE NATIONAL HIGHWAY ACT AND FEE STRUCTURE

4. To a specific query regarding how highway projects are conceptualised by NHAI/MoRTH, the Ministry in a written reply stated as under:

"Highway projects are conceptualized in NHAI/MoRTH using an integrated network planning approach. The visionary corridor based National Highway Development (GQ and NS-EW) was conceptualized under National Highways Development Project (NHDP) Phase I (2000) and Phase II (2003). Subsequent Phases of NHDP were planned with the following objectives:

- NHDP Phase II (6,702 km): 4-laning of NS-EW & Port Connectivity
- NHDP Phase III (12,109 km): 4-lane connectivity to State Capitals
- NHDP Phase IV (20,000 km): 2L / 4L NH connectivity to district HQs
- NHDP Phase V (6,500 km): 6-lane of GQ and high-density corridors
- NHDP Phase VI (1,000 km): Expressways
- NHDP Phase VII (700 km): Bypasses, Ring Roads, Flyovers

Thereafter, Bharatmala Pariyojana (2017) was conceptualized through a scientific Origin-Destination study to enable Corridor based National Highway Development connecting 550+ districts of the country catering to 70-80% of total freight on National Highways, shortest and most efficient connectivity between key economic hubs, integrated multimodal transportation with development of Multi Modal Logistics Parks (MMLPs).

Until 16th November 2023, a cumulative length of 26,425 km had been awarded by all agencies post which award under BPP-I was discontinued with immediate effect as per the instructions from Ministry of Finance.

Construction and development of National Highways is a continuous process. All NH development projects are planned in line with PM GatiShakti National Master Plan (NMP) Principles. The PM GatiShakti NMP portal depicts the economic zones and the infrastructure linkages required to support them with an objective to holistically integrate all the multimodal connectivity projects. This also facilitates identifying the missing gaps for seamless movement of people, goods and services for proper connectivity, thereby improving the logistics efficiency.”

5. When asked what the total road network in India is and the average yearly increase, the Ministry in a written reply stated as under:

“As per the latest available report, Road network including National Highways/State Highways/rural roads in India has increased from about 54,02,486 km in March, 2014 to about 63,31,791 km in March, 2019.

Government in MoRTH is primarily responsible for development and maintenance of National Highways (NHs). NH network in the country has increased from 91,287 km in March, 2014 to 1,46,204 km at present. Year – wise details of State Roads, including State Highways (SHs) and greenfield stretches, notified as NHs since 2014-15 onwards is as under: -“

2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
5,584	3,133	12,962	12,393	6,174	495	5,237	3,129	3,794	883	81

6. The National Highway Fee (Determination of Rates and Collection) Rules, 2008 were issued on 5th December, 2008 under Section 9 of the National Highways Act, 1956, superseding the earlier 1997 rules. The base rate of user fee for four-lane highways was fixed at ₹0.65/km for LMVs, scaling up to ₹4.20/km for oversized vehicles.”

In their Background Note, the MoRTH explained the Salient Features of National Highways Fee (Determination of Rates and Collection) Rules, 2008 and stated as under:-

“(a) In view of the experience gained from tolling of various stretches/bridges in NHDP under Public funded and BOT projects as well as with an increasing length of the National Highways under NHDP coming under tolling, a need was felt to review the existing toll policy (National Highways (Fee for the Use of National Highways Section and Permanent Bridge – Public Funded Project) Rules, 1997)

to have a toll regime that provides more predictability, transparency and certainty for private investors. Some critical issues necessitating review of Toll Policy were:

- i. Concept of continuous corridors instead of standalone sections/bridges.
- ii. Synchronization between BOT and public funded projects to avoid variations in rates, concessions and exemptions.
- iii. Demand from local/frequent users for more appropriate concessions.
- iv. Adoption of a standard category of vehicles and a fee structure.
- v. Miscellaneous other issues arising out of experience with the present toll policy such as rationalisation and indexing of fee rates, vehicle categories, distance between two toll plazas and toll on slow moving vehicles etc.

(b) It was, therefore, decided to review the user fee framework. The need for a comprehensive user fee policy had also assumed greater significance in the context of an expanded National Highway Development Programme (NHDP) which envisaged bulk of the investment from Public Private Partnerships (PPPs) where user fee revenues constituted the mainstay of financial viability.

(c) The National Highway Fee (Determination of Rates and Collection) Rules, 2008 were issued on 5th December, 2008 in exercise of the powers conferred by Section 9 of the National Highways Act, 1956 (48 of 1956) for making rules and in supersession of the National Highways (Temporary Bridges) Rules, 1964, the National Highways (Collection of Fees by any person for the Use of Section of National Highways/Permanent Bridge /Temporary Bridge on National Highways) Rules, 1997, the National Highways (Fees for the Use of National Highways Section and Permanent Bridge – Public Funded Project) Rules, 1997 and the National Highways (Rates of Fees) Rules, 1997.

(d) The rate of fee for use of a Section of a National Highway of 4 or more lanes shall for the base year 2007-08 be the product of length of such section multiplied by the following rates, namely:-

S. No.	Type of Vehicle	Base rate of fee per km (in Rupees)
i.	Car, Jeep, Van or Light Motor Vehicle	0.65
ii.	Light Commercial Vehicle, Light Goods Vehicle or Mini Bus	1.05
iii.	Bus or Truck (Two Axles)	2.20

iv.	Three-axle commercial vehicles	2.40
v.	Heavy Construction Machinery(HCM) or Earth Moving Equipment (EME) or Multi Axle Vehicle (MAV)(four to six axles)	3.45
vi.	Oversized Vehicles (seven or more axles) -	4.20

(e). Base rates of user fees specified above have been provided for National Highways of 4 or more-lanes. For National Highways of 2-lane with paved shoulders, user fees are collected at 60% of the base rates specified for 4 or more lane highways.

(f). The rates of fee are increased without compounding by 3% each year from the 1st day of April, 2008. Additionally, to neutralize impact of variable cost of operation and maintenance, 40% of annual increase of WPI is provided.

(g). The increased rate shall be deemed to be the base rate for the subsequent years.

(h). Fee levied under these Rules shall be collected by the Central Government or the Concessionaire as the case may be, at the Fee plaza.

(i). In case of public funded projects, the fee collected under the provisions of these Rules by every executing authority shall be remitted to the Central Government provided that the Central Government by notification allow any or all executing authorities to appropriate the whole or any part of the fee for such purposes and subject to such conditions as may be specified.

7. When the Committee enquired about the enabling provisions of the Parent Act and subordinate legislation that authorise the determination and collection of fees on National Highways and related infrastructure, the Ministry in a written reply stated as under:-

“Section 7 of the National Highways Act, 1956 empowers the Government to levy fees for services or benefits rendered on National Highways and Section 9 of the National Highways Act, 1956 empowers the Central Government to make rules in this regard.

Accordingly, the policy for the collection of user fee is formulated and governed by the National Highways Fee (Determination of Rates and Collection) Rules, 2008, along with subsequent amendments to the original NH Fee rules”

The Ministry has further furnished the detailed list of NH Fee rules for collection which is given in **Annexure –I**

8. The Ministry while referring to the applicability of the Rules to various Roads stated as under:-

“All National Highways which were built or commenced construction on or after the notification dated 5th December, 2008 was issued, are governed by- National Highways Fee (Determination of Rates and Collection) Rules, 2008.

The Public Funded and BOT(Annuity) projects under the National Highways Fee Rules, 1997 are transited to the Fee Rules, 2008 by amendment dated 12.10.2011. The BOT(toll) projects on National Highways as per National Highways Rules, 1997 will continue till the expiry of their concession period.” (sic)

9. When asked whether the base rate of toll tax has changed on the basis of WPI in the last four years, year-wise details were sought and the Ministry in a written reply stated as under:-

“User fee rates are revised annually based on Wholesale Price Index in accordance with the provision of NH Fee rules which is as follows-

The rates specified under rule 4 of NH fee Rule, 2008 shall be increased without compounding, by three percent each year with effect from the 1st day of April, 2008 and such increased rate shall be deemed to be the base rate for the subsequent years.

The applicable base rates shall be revised annually with effect from April 1 each year to reflect the increase in wholesale price index between the week ending on January 6, 2007 (i.e., 2007.7) and the wholesale price index for the month of December of the year in which such revision is undertaken but such revision shall be restricted to forty percent of the increase in wholesale price index.

The formula for determining the applicable rate of fee shall be as follows:-

Applicable rate of fee = base rate + (base rate * [(WPI A - WPI B) / WPI B] * 0.4).

WPI-A means the wholesale price index for the month of December of the immediately preceding year

WPI-B means the wholesale price index of the week ending on 6th January, 2007 i.e. 2007.7”

10. When asked whether there exists any authority to check the reasonableness of user fees determined by NHAI and if stakeholders are consulted in the process, the Ministry in a written reply stated as under:-

“The user fee is determined as per National Highways Fee (Determination of Rates and Collection), Rules, 2008 - original (Notification no. G.S.R. 838(E)

dated 5th December 2008) as amended from time to time & collected as per gazette notification of MoRTH (Government of India). The base rates that were fixed in 2008 under the Rules have continued as such since then with an annual increase in accordance with NH fee Rule, also indexed to the Wholesale Price Index.

After the user fee is calculated as defined in Fee Rules, 2008, it is published in newspaper and electronic media for information of public.”

11. Elaborating on the power of NHAI, before the Committee, during the evidence held on 12.02.2025, the representative of the Ministry, informed as under:

‘Sir, we are covered by National Highway Act 1956 and it provides that any highway can be declared as National Highway. Section 7 empowers the Central Government to levy fees for services or benefits rendered on National Highway. Section 8 says that the Central Government can enter into an agreement with any person for development and maintenance of the National Highway. In that case, all the BOT projects are covered under this section. Lastly, the Central Government can make rules for tolling. So, NH free rules have been framed.’

12. Further on the current user fee structure, he continued:

‘Sir, presently user fees is levied as per National Highway fees determination of fee and collection rules 2008 for sections of National Highway permanent bridges, bypasses and tunnels which has superseded the previous rule of 1997. Most of the tolling is done as per the 2008 rules but in some cases, as you rightly said, still 1997 rules are used, and mostly it is in the case of the BOT projects where agreement is done with the BOT concessionaire as per the 1997 rules. So, till the agreement period is over and that whole stretch becomes a public funded the same 97 rules are prevailing. After that once the agreement period is over, concession period is over, the stretch and the toll is handed over to the NHAI. It becomes a public funded toll plaza and then it takes few months to revise the tolls as per the 2008 rules.’

13. The Ministry informed that all National Highways built or whose construction began post-December 2008 are governed by the 2008 Rules. Public Funded and BOT (Annuity) projects previously under the 1997 Rules were transitioned to the 2008 Rules via amendments in 2011, while BOT (Toll) projects remain under 1997 Rules until their concession period ends.

14. The Ministry stated that the 2008 Fee Rules, introduced two new vehicle categories namely three-axle commercial vehicles and oversized vehicles with seven or more axles, and revised the base toll rates across all categories compared to the 1997 Rules.

15. On the topic of toll fee revisions, the representative of the Ministry explained:

'Sir, for the public funded toll plaza under 1997 rule, toll fee is to be revised every five years. In the 2008 fee rule, it has to be revised every year and the revision will take place from 1st of April automatically. For BOT concession period, it was annually as per the agreement. Now that is also to be done annually as on 1st of April. Earlier, 100 per cent changes were permitted based on the wholesale pricing tax. Now 3 per cent is the fixed increase in the toll rates and 40 per cent is the change in the wholesale pricing index. So that is the 40 per cent weightage is taken and it is rounded off to nearest 5 rupees. So, if a toll stretch is 34 kilometres and a toll is 36 rupees and after one year if it is rounded off to 37 it will remain 35. So, it will be either 35 rupees or 40 rupees. So, it is rounded off to the nearest 5 rupees.'

16. The Ministry informed that the toll rates under the 2008 Rules increase annually by 3%, with an additional adjustment linked to 40% of the change in the Wholesale Price Index (WPI). The increased rate then becomes the new base rate for subsequent years.

17. Discussing discounts available to users, the representative of the Ministry mentioned as under:

'Earlier, few discounts were available. Now as per the latest toll fee rules of 2008, if people are residing within 20 kilometres of the toll plaza based on proof of residence as their Aadhaar card or any other proof, then they get a monthly pass of Rs.340 in the current financial year 2024-25. In 2008, it was Rs.150; now it is Rs.340. So, they can do any number of travels through that toll plaza which is near to their home or village.'

18. Further elaborating on toll collection and discounts for commercial vehicles, he submitted the following:

'The second thing is this. In the case of commercial vehicles which are registered in that district, within that district they get 50 per cent discount for all tolls in that district. If a person conducts a return journey within 24 hours, he will get 25 per cent discount. It will be only 1.5 times of the one way. If a person takes a monthly pass for 50 journeys in a month, then the toll rate will be two-third. So, these kind of discounts are made available.'

.....If some toll collecting agency is doing unauthorized collection, in that case whatever excess amount is charged plus 25 per cent penalty on the excess amount charged is levied on the toll collecting agency. If tolling is done for a by-pass, then base rate multiplied by 1.5 times will be the tolling rate, if the cost of the bypass is more than Rs. 10 crore. If it is a structure, then in that case, either bridge or a tunnel, then 10 times will be charged provided that the length of the bridge or tunnel is more than 60 meter.'

19. While giving a comparison of tolling charges, he stated the following:

'This is the base rate comparison between 1997 and 2008. It has been already explained. As I said in the previous slide, if it is an Expressway, the tolling charge will be 125 per cent of the base rate. If it is a by-pass, then tolling charges will be 150 per cent of the base rate, and if it is a two-lane with a paved shoulder, then tolling charges will be 60 per cent of the base rate. And as I said for the structure, if the length of the structure is more than 60 meter, then effective length for that structure will be 10 times.'

20. Detailing the exemptions, he stated as under:

'In the present tolling policy, no fee will be levied for two wheelers, three wheelers, tractors, combine harvesters and animal drawn vehicles, any vehicle with a special person and their security vehicles. Also, three-wheeler, tractors, combine harvester and animal drawn vehicle shall not be allowed on a section of National Highway in a case where service or alternative road is made available. While we do the upgradation from four-lane to six-lane, the fee levied will be 75 per cent, and as you rightly said, it will not be revised on annual basis. It will remain in the completion of the project. Also an amendment took place in the year 2023 that user fees will be collected in perpetuity. It means if the concession period of a BOT toll is over, that will be handed over to the NHAI, and it will become a public funded toll plaza, and toll will continue to be levied, but fund will directly go to the Consolidated Fund of India. It will not accrue to the NHAI or to the Ministry. It will straight away go to the Consolidated Fund of India.'

21. The Ministry informed that exemptions under Rule 11 of the 2008 Rules include vehicles transporting dignitaries such as the President, Prime Minister, Governors, Judges, MPs, defence and paramilitary personnel, ambulances, funeral vans, and specially designed vehicles for persons with disabilities. (**Annexure-II**)

22. On being asked whether daily commuters are forced to pay toll on highways without alternative roads and if any study or relief measures are planned, the Ministry in a written reply stated as under:-

“As per rule 9(3) of NH fee rules, a person who owns a mechanical vehicle with valid functional FASTag, registered for non-commercial purposes and uses it as such for commuting on a section of National Highway, permanent bridge, bypass or tunnel, may obtain a monthly pass, authorising it to cross the fee plaza specified in such pass. Provided that no such pass shall be issued if a service road or alternative road is available for use by such driver, owner or person in charge of a mechanical vehicle.

Provision for passes has been made for the convenience of Road user where service road or alternate road could not be made available.

For Financial Year 2024-25, the rate of such monthly pass is Rs 340/- (Rupees Three Hundred Forty only).

Such pass shall be issued only if such driver, owner or person in charge of such mechanical vehicle resides within a distance of twenty kilometres from the fee plaza specified by such person and the use of such section of national highway, permanent bridge, bypass or tunnel, as the case may be, does not extend beyond the fee plaza next to the specified fee plaza. Farmers using Tractor for Agriculture use and 2/3 wheelers are also not charged for any Toll Fee for using any section of the National highway.”

23. When the Committee sought to know how the Ministry tracks vehicles that avoid tolls by exiting to State Highways and then re-entering NH, the Ministry in a written reply stated as under:-

“National Highways Fee plazas are located after due diligence so as to avoid any leakages due to alternate or competing road facilities. Further, highways/expressways are now being developed as access controlled based on closed tolling, where user fee is based on the length travelled further reducing scope of any traffic leakages.”

24. The representative of the Ministry continued, explaining rules for plazas near municipal boundaries:

‘Then second category, under the municipal boundary, the toll plaza has to be 10 kilometres away from the municipal boundaries. However, there are certain

situations, if another major road is crossing before 10 kilometres, there is an apprehension of loss of toll revenue. In that case, we are forced to set up toll plaza within 10 kilometres of the municipal boundaries and some other instances are also there. So, in that case with the approval of the competent authority, toll plaza can be set up.'

25. Elaborating on the third category, he further stated as under:

'Third category is, if a Highway or a road is serving the people of the municipal corporation staying there in the municipal corporation, then toll plaza can be set up within 5 kilometres with the approval of the competent authority.'

26. While explaining the rationale for Toll Plaza Density and FASTag Program, he further stated as under:

'So, these are the provisions. This has been a much point of discussion that if the distance between the toll plazas is less, then toll is less. Each and every kilometre of the National Highway has to be tolled. The tolling has to be loaded in either one toll plaza or the second toll plaza or it has to be divided between two toll plazas. If we see the example, there are two toll plazas, namely Toll Plaza 1 and Toll Plaza 2. At Toll Plaza 1, the toll fee is Rs.40, and in the second Toll Plaza, the toll fee is Rs.70. If a person is crossing from point 'A' and is exiting the Highway at point 'O', he has to pay only Rs.40. But if the suggestions come that there should be toll plaza at longer distance, in that case the second toll plaza burden will also come on the first toll plaza. In that case, a person who is entering the road at point 'A' and leaving at point 'O' has to pay Rs.110. So, it will cause a burden to the citizens if their distances are longer and the toll fee is loaded on a single toll plaza. So, those who are crossing the toll plaza will have to bear a higher burden. So, it is in the public interest that we should have more toll plazas. But all the time we keep in mind that at least 60 km distance should be there.'

27. Providing an update on the FASTag program, he further stated as under:

"In our FASTag programme, so far, we have 5.54 crore active FASTag. Total FASTag issued are about 10 crores but 5.54 crores are active. About 1.2 crore average daily transaction of FASTag is taking place. The daily collection is about Rs.193 crore. Altogether, the National Highway toll plazas are 1021 in number. There are State Government toll plazas. We have MoUs with almost all the States where on the State Highways we are collecting the toll. In about 593 toll plazas of states, we are using the FASTag system. Through an MoU, the State Government has authorised us to collect the toll revenue. There are 30 other MoRTH toll plazas. As the Secretary Sir said, 99 per cent of the toll collection is

done through the electronic toll collection system. The waiting time at the toll plaza because of the use of FASTag has come down drastically. Earlier, it was in minutes. Now, the average time is 47 seconds. We do not deny that at some places it can be slightly higher also.”

28. Discussing the Toll Revenue Growth and Future Tolling Systems, he informed the Committee as under:

‘This is the growth of the toll revenue. In 2005-06, it was Rs.1046 crore. Now, in the financial year 2023-24 it is Rs.55,000 crore. Out of it, at public funded toll plazas where revenue is going straightaway to the Consolidated Fund of India, it is Rs.25,000 crore and Rs.30,000 crore is the concessionaire toll plaza that includes ToT, InvIT and BoT toll plazas.’

29. He also stated the future plans for barrierless tolling:-

‘As you said, convenience is very important and it has been an issue for some time. So, the Ministry is working on a barrierless free flow tolling system where besides the high quality FASTag readers, Automatic Number Plate Recognition (ANPR) cameras will also be used. So, any vehicle crossing the toll plaza need not stop there. The ANPR camera can read the vehicle number and the FASTag in a moving vehicle so that money can be realised without actually vehicle getting stopped. So, that is the thinking going on in the Ministry. This technology uses the optical character recognition. It uses a software and a camera. It captures the type of the vehicle. It is linked with our VAHAN database. So, the moment we are able to read the number plate, we know the type of the vehicle, the kind of vehicle and we know how much is to be charged from that vehicle. So, in a moving vehicle, toll fee can be realised. It consists of a gantry mounted high performance equipment, as I said, FASTag readers and ANPR cameras. Then, there is toll collection through high performance equipment. We capture data through front and rear licence plate and FASTag information. Now, it may be possible that some of the FASTag may not have money with them, or the wallet may not have money. In that case, it will be case of a violation and a notice will be served to the vehicle owner to pay the toll within seven days. And then, he has to pay double the penalty. We are trying to avoid cash collection at toll plazas. So, that is a thinking which is going on.’

B)TOLL CHARGES, FASTAG SYSTEM, AND USER GRIEVANCES

30. During the meeting held on 12.02.2025, when asked as to where the money from toll gets collected, the representative of the Ministry replied before the Committee as under:

'There are nine banks which act as acquiring banks. The money goes into the banks and from there to the Consolidated Fund of India through the NHAI mechanism.'

31. While elaborating on the toll receipts, Secretary of the Ministry, during the course of the evidence, stated as under:-

"Sir, we will be happy to have any clarifications or suggestions. I would like to mention one more thing that highways are the property of the Central Government and the toll receipts are also the revenues of the Central Government. So, it is a non-tax revenue. All the toll receipts that are done by NHAI -- a single entity which does the toll collection for everybody -- are filled to the Consolidated Fund of India, and any proceeds out of that toll receipts also, which are to be utilised by NHAI, come through the Consolidated Fund of India."

32. While elaborating on the issue of cost, the Secretary of the Ministry, during the course of evidence held on 12.02.2025 stated as under:-

'Now, to the issue of the cost, we are still reconsidering the rules, the modification to the rules. The problem is that there are some contractual issues that come in. Otherwise, it is not a very difficult decision for the Government to say that we will modify these rules.'

The methodology which was used in 1997, one of the thoughts is this. Can we do that again? The other part is a simple easier solution because that part goes into a study as to what constitutes the cost on the road. At that time, there were three major factors taken into this.

When was the vehicle operating cost. This has reduced over time. The second is the vehicle damage factor. That is, how much does the vehicle end up damaging the road as a result of its use. Heavier vehicles will damage more and lighter vehicles will damage less. So, therefore, this difference. The third is willingness to pay. So, at that time, willingness of pay survey was also carried out.'

33. He has further added as under:

'One of the thoughts that is there in the Ministry is this. Can we build in annual pass system irrespective of the number of times we use toll, an annual pass? So, on that, some kind of work is happening. It will take a little bit of time before we get all the approvals and then, we are in a position to notify it but that is a thought in the Ministry that one way we can reduce the cost and to have a reasonable annual pass, cost of an annual pass. The only thing is we will have to study its impact on the BOT and TOT concessions that have already being given as to what would be the payout that would have to be required from Government in the

in case of toll receipts becausethe greater proportion of toll revenues goes to BOT contracts.'

34. On the issue of leakages in FASTag System and Multi Lane Free Flow System, the representative from the Ministry, during the course of evidence held on 12.02.2025, informed under:-

'It was just inaugurated in August and that has led to an increase in toll revenues of about 12 to 15 per cent When the beginning happens because the idea is to provide convenience at the same time not compromise on the revenue. So, matching this, this has been done on a few sectors but the target that the Ministry has set out is in the next 4 years, we should convert on all our four lane plus highways, expressways toll plazas into a barrier free tolling process. Now, technology has improved to that extent with AI. It is not just ANPR. It is ANPR and top of that is an artificial intelligence system that reads the vehicle, touches vaahan database, pulls the data from vaahan, classifies the vehicle as to what type of vehicle and then through the fast tag, the tolling gets completed.I am fairly confident that this is going to work.'

35. On the issue of annual charge to the Highway users, the Secretary of the Ministry, stated as under:-

'....We hope to close it now. We have reached a stage where broadly, we have worked out the financials.'

36. The Representative of the Ministry, during the course of evidence held on 29.05.2025, while elaborating on the re-look at base-rates of the fee collected, informed the Committee as under:-

'Sir, we are initiating a study to re-look at the base rates. This issue had come up in the last PAC hearing also. And, that study is now being initiated through NITI Aayog. So, we have more or less finalized the contours of that study. So, after about 17 years now, we will be re-looking at the base rates also.'

37. On the issue of fee reduction on account of widening of roads etc., the representative of the Ministry, during the evidence, informed as under:-

'Sir, there is also a provision that if a four-lane road is getting converted to a six-lane road, the user fee is reduced to 75 per cent. It is because inconvenience is caused to the citizens while traveling on that road. And also, user fee is not increased till the completion of the upgradation. If due to some reasons, we are not able to provide the land or the forest or environment clearance, in that case, the scheduled completion date gets extended and the concession of 75 per cent continues till the completion of the road is achieved.'

38. As regards types of toll plazas and revenue collected thereon, the representative of the Ministry, during the evidence, informed as under:-

'Sir, there are four kinds of toll plazas. Those are, concessioner-managed toll plazas, InvIT, TOT, and public-funded toll plazas. We can see the length. Presently, we are getting Rs. 28,000 crore from the public-funded toll plazas. It is directly going into the Consolidated Fund of India. The Ministry is getting almost the same money in the budget. About Rs. 3,800 crore is the collection by InvIT. About Rs. 4,857 crore is the collection by the TOT agencies, and Rs. 23,000 is the collection under the concessioner which is retained by the concessioner as per the concession agreement.'

39. On being asked about the challenges faced in the determination, collection and regulation of fees and charges, the Ministry in a written reply stated as under:-

"The user fee is determined as per National Highways Fee (Determination of Rates and Collection), Rules, 2008 - original (Notification no. G.S.R. 838(E) dated 5th December 2008) & collected as per gazette notification of MoRTH (Government of India).

Ministry/NHAI face certain challenges in collection of user fee like non-eligible users demanding exemption nuisance at the time of user fee collection at Fee plaza leading to congestion, etc."

40. As regards the collection of user fees during the delayed period of construction, in violation of the NH Fee Amendment Rules, 2013, the Ministry in a written reply stated as under:-

"Remedial measure for correct implementation of the provisions of Fee Rules 2008 as amended time to time have been taken by NHAI and further fresh guidelines stipulating that the provisions of amended Fee Rules Notification dated 16/12/2013 should strictly be adhered by ROs/PIUs in the cases of upgradation of 4 lane to 6 lane highways, have been issued to the effect that:

-The rate of fee for section of 4 lane to 6 laning be 75% till the completion of the project, and

-No user fee shall be levied for delayed period, etc.

User Fee is being collected only for the section of National Highways which has been completed in all respect and certified by Engineer for opening safely for commercial operation."

41. When the Committee sought to know the reasons for delay in reduction of user fees and revision of tolls at Paranur and Madpam toll plazas in violation of Fee Rules, the Ministry in a written reply stated as under:-

“NHAI/Ministry has reduced user fee rate to 75 per cent w.e.f. April 2021 in respect of Vandalur to Guduvanchery section, 5.3 km under Paranur Toll Plaza and on Nandigama to Srikakulam stretch under Madapam Toll Plaza.

Presently, in respect of Paranur Public Funded Fee Plaza, the existing stretch is 8 lane carriage way and there are no ongoing works (except widening of ROB works) having impact on revision of user fee. Hence there was no requirement of review of ongoing works for 75 per cent applicability of User Fee.

In respect of Madapam Public Funded Fee Plaza, letter PDs have been instructed to note the rules and ensure compliance in future.

NHAI has taken corrective action and User Fee rates have been re-calculated as per the amended toll fee rules. To avoid such discrepancies in other projects also in future, guidelines have been issued to all NHAI field units for correct implementation of the User Fee Rules as amended from time to time.”

42. As regards reports of excess toll fee collection at Paliyekkara Toll Plaza, Chalakudy underpass and Pudukkad underpass in Kerala, the Ministry in a written reply stated as under:-

“No excess toll fee collection has been observed at Paliyekkara User fee plaza and the toll is being levied as per the respective Concession Agreement in consonance with User Fee notification published vide S.O.1424(E) dated 20.06.2011. Further, all the Main carriageway works (MCW) have been completed as per CA, except few works pertaining to service road, drains, miscellaneous works etc which could not be completed owing to various site hindrances as well as other reasons and the same had been included as Negative Change of Scope items in the form of penalty imposed by the Authority on Concessionaire. Chalakudy underpass has already been completed and further as per demand of public, Pudukkad underpass is undertaken by NHAI through separate tender, which is under consideration.”

43. On the issue of excess tolling, the Secretary of the Ministry, during the course of evidence stated as under:-

‘The problem is that there is excess tolling. In that case, we have to tighten up the call centre and the Rajmarg Yatra process, and the banking system enables us that wherever there is excess tolling, we can refund also. We know the bank account, and the money has to be put back into the bank account. So, that is

also happening. But it takes a little bit of time before the clearance happens and the reverse entry happens.'

44. When asked about the refund process in case of excess toll collection and the amount refunded in the last three years, the Ministry in a written reply stated as under:-

“In respect of the Hybrid Annuity Mode (HAM) Projects and Public Funded (EPC) Projects, User Fee is collected by NHAI and the revenue collection is remitted to the Consolidated Fund of India (CFI) on daily basis as Non-Tax Revenue Receipts of the Government of India. Thus excess Toll collection, if any, is also remitted to the Consolidated Fund of India. There is no mechanism prescribed for refund of such excess toll collection to the Payee (Road User). However, in BOT(Toll) projects where the Toll is collected by the Concessionaire, in case it is found and established that excess Toll is collected, then the same is recovered from the Concessionaire as per Concession Agreement Provisions and remitted to the Consolidated Fund of India.

However, in case of any wrongful transactions through FASTag, the same is remitted back to the account of the user on verification of the Grievance / complaint raised by the user.

For refund of any incorrectly charged Fee through electronic toll collection, the road users can request charge backs through 1033 National Highway Helpline or through respective FASTag issuer Banks. Each case is inquired by IHMCL with electronic records and charge back order are issued if complaint are found bonafide.

The year wise chargeback due to incorrect deduction under NETC Programme is as below:”

2022	2023	2024
Rs 47,23,40,050	Rs 58,60,92,403	Rs 40,69,03,493

45. To a specific query regarding public use of the Rajmarg App and grievance data for the last three years, the Ministry in a written reply stated as under:-

“Rajmargyatra was launched in May 2023. Since then, it has been downloaded more than 4 lakh times across iOS and Android. At present, about 4000 complaints have been submitted across various categories.

To increase the usage of the app two features are under-testing and will go live shortly:

1. Allowing recharge of FASTag wallets from the app itself.

2. Allow Monthly Pass to be bought and other such passes in the future directly from the app. At present, users have to go to various portals from acquirer banks to purchase monthly pass. These portals have varying experiences and there is no standard interface. Rajmargyatra will be the one-stop place to buy passes through the app itself.

The year wise details of grievances received and resolved through Rajmargyatra App as **Annexure-III**”

46. When the Committee enquired about other grievance redressal mechanisms and the number of grievances received and resolved in the past three years, the Ministry in a written reply stated as under:-

“The Users can submit their grievances through 1033 National Highway Helpline for issues related to Highways and emergencies. The grievances are transferred to concerned official for redressal.

Also, issues raised by media including those on social media by users are marked to the concerned officials for redressal and is reviewed by the Ministry.

For issues related to FASTag transactions, the road users lodge their grievances to respective FASTag issuer Banks for redressal.

The details of the Grievances received and resolved is attached as **Annexure-IV.**”

47. On being asked whether toll plazas are made toll-free once the break-even point is achieved by the construction company, the Ministry in a written reply stated as under:-

“The levy of user fee is based on the base rates fixed under the NH Fee Rules across the country and are not related to the cost of construction or its recovery.”

48. However, the official website of the Ministry of Road Transport and Highways (<https://morth.nic.in/hi/toll>) states as under:

“Once cost is recovered, the fee is collected at reduced rate of 40% as the road is to be maintained in good condition for the travellers.”

49. When asked whether there is any proposal to levy an annual toll fee on passenger vehicles to avoid daily toll stoppage, the Ministry in a written reply stated as under:-

“A proposal that introduces an Annual Pass for private cars is under consideration at MoRTH.”

50. When the Committee sought to know how the Ministry tracks vehicles that avoid tolls by exiting to State Highways and then re-entering NH, the Ministry in a written reply stated as under:-

“National Highways Fee plazas are located after due diligence so as to avoid any leakages due to alternate or competing road facilities. Further, highways/expressways are now being developed as access controlled based on closed tolling, where user fee is based on the length travelled further reducing scope of any traffic leakages.”

51. On being asked how toll leakages through FASTag are detected and prevented, the Ministry in a written reply stated as under:-

“Electronic Toll Transactions through FASTag System is processed through a secure ecosystem involving the Acquirer Bank at Toll Plaza, NPCI and Issuer Bank of FASTag. The Electronic Toll Collection (ETC) system is designed such that no FASTag transaction can take place without the participation of all three stakeholders i.e., Acquirer Bank at user fee plaza, NPCI and Issuer Bank.

Additionally, the Toll Collection Contract is awarded through an open bidding auction process wherein the Toll Collection Agencies offer fixed remittance to NHAI based on the annual calculated potential of User Fee Revenue. The base price of the auction is derived through past collection and other traffic data.”

52. To a specific query regarding the justification for the 4–5% toll hike across 855 plazas from 1 April 2025, and documentation correlating revisions with contractual clauses, the Ministry in a written reply stated as under:

“The User Fee Rates on National Highways (NH) and National Expressway (NE) are fixed as per Fee Notification, published in Gazette of India in accordance with the National Highways Fee (Determination of Rates and

Collection) Rules, 2008 as amended time to time and revised annually as per Rule 5 of NH Fee Rule. Copy of relevant NH Fee rule is **Annexure V.**"

53. When the Committee enquired about institutional redressal mechanisms in NHAI/MoRTH addressing complaints of malfunctioning FASTag readers, long queues, and cash-only lanes, including toll-free numbers or apps for complaints, the Ministry in a written reply stated as under:

"Complaints of road users related to FASTag/Toll related issues can also be registered and redressed with 1033 Toll free number and Rajmargyatra mobile application. For addressing incorrect Toll deduction, dedicated email falsededuction@ihmcl.com has also been created. In case of wrong deduction, refund is made to road users through charge back mechanism. Refunds are processed through the respective issuer banks of the FASTag after investigation. While the standard refund policy of the banks allows for a period of up to 40 days, such cases are duly investigated, and refund requests are typically initiated within 3 days."

54. On being asked whether all toll plazas are uniformly equipped for users to purchase, recharge, or replace FASTags on-site and reasons if not, the Ministry in a written reply stated as under:

"The FASTags can be recharged online using MyFASTag mobile application or issuer bank website."

55. As regards evaluation of root causes behind delays at congested toll plazas, infrastructure augmentation plans, and details thereof, the Ministry in a written reply stated as under:

"All the lanes of the fee Plazas are ETC enabled for smooth and fast passage of vehicles fitted with FASTag."

Further, NHAI has on pilot basis implemented Geographic Information System (GIS)-based toll congestion monitoring software across 100 toll plazas nationwide. This live monitoring and tracking system assists in real-time congestion management and facilitates data-based decision-making for necessary actions at toll plazas. Based on this short-term measures and long-term measures are being adopted.

NHAI is targeting phased national implementation of MLFF using existing ANPR+AI and RFID Technologies. Request for Proposal (RFP) to implement barrier-free tolling system on the fee plazas of “Gharonda, Choryasi, Nemili, UER-II and Dwarka Expressway” has been invited/ floated, with the possibility of implementing it on other fee plazas in a phased manner depending upon the outcomes and efficacy of the implementation on these projects.”

56. When the Committee sought to know the average waiting time at toll plazas and the impact of FASTag, including if toll is waived beyond a certain limit, the Ministry in a written reply stated as under:-

“Impact Assessment study on FASTag System was conducted by National Highways Authority of India (NHAI) through consultant. The finding of above study reflects that average waiting time at fee plazas has been reduced from 734 Seconds to 47 Seconds for Financial Year 2022. Congestion on fee plaza are monitored through a GIS based Toll congestion monitoring solution.

NH Fee rules does not prescribe any limit of waiting timeline for road users at toll plazas.”

57. When asked to provide details of fake or unauthorised toll plazas reported (e.g., Bhachau–Gandhidham in Gujarat), penal/administrative actions taken, revenue loss reported, and recovery actions, the Ministry in a written reply stated as under:

“No fake toll plaza was found established on any National Highways. However, in the state of Gujarat in district Morbi, a diversion had been found erected near Vaghasiya BOT Toll Plaza by private persons by diverting traffic through a defunct factory known as 'White House’ and had started collection on this diversion.

Concessionaire sent legal notice to violators on 12.05.2023 and further made complaint before Wankaner Police Station, DisttMorbi on 30.05.2023 and on 16.06.2023 before S.P. Office, Morbi.

Project Director Rajkot, NHAI also gave Notice to the Owner of The White House Company on 12.07.2023 under the Control of National High Ways (Land and Traffic) Act, 2022. However, the illegal road passing through the White House factory was closed on 04.12.2023 by NHAI with the help of local police and the traffic leakage has been stopped.

FIR was also registered against the owner of White House Company and 05 others on 04.12.2023 by State Police of Gujarat under IPC Section 384, 406,

420, 506(2) and 34 for illegally constructing road and collecting toll. Charge sheet has also been filed by Police in Wankaner Taluka Court (Case No. CC1043/2024) on 10/3/2024....

The matter is currently sub-judice.

Further Concessionaire has the Obligations to protect the RoW and also to prevent any Toll evasion.

As it was a BOT (Toll) project and the Concessionaire is responsible for preventing evasion of fee, there was no adverse financial implication for the Government of India.” (sic.)

58. To a specific query on NHAI’s time-bound targets for national rollout of Multi-Lane Free Flow (MLFF) system with ANPR and pending legal amendments for e-penalty enforcement, the Ministry in a written reply stated as under:

“NHAI is targeting phased national implementation of MLFF using existing ANPR+AI and RFID Technologies. Request for Proposal (RFP) to implement barrier-free tolling system on the fee plazas of “Gharonda, Choryasi, Nemili, UER-II and Dwarka Expressway” has been invited/ floated, with the possibility of implementing it on other fee plazas in a phased manner depending upon the outcomes and efficacy of the implementation on these projects”

59. While elaborating on Smart tolling, the representative of the Ministry, during the course of the evidence, stated as under:-

‘Sir, one of the questions was related to smart tolling. Multi-lane free flow is actually a smart tolling process which is AI plus ANPR based. In a sense, we are trying to leverage technology to better the facility. Rather, it is not facility because any charge which is levied will always pinch. But to that extent, we can do it in a manner where the person is able to accept it and it does not cause him too much inconvenience. We are moving ahead on that process and our target is to expand multi-lane free flow or the barrier-less tolling mechanism to all the four-lane plus expressways in the country in the next four years.’

60. When the Committee sought details of other revenue sources of NHAI apart from toll/user charges, the Ministry in a written reply stated as under:

“The other sources of revenue of NHAI other than the Toll / User Charges (Toll Plough-back) at present are as under:-

A. Govt Budgetary Support:-

1. NHAI Investment (Cess)
2. ToT and InvIT Plough-back (Monetisation of NHs)
3. Funds for Maintenance
4. External Assistance (JICA/EAP)

B. NHAI Internal (other) Resources

1. Interest on surplus funds
2. Penalties and liquidated damages.
3. Receipts through securitisation of user fee in Delhi Mumbai Expressway
4. Revenue Receipts mainly Sale of Tender documents, Sale of Scraps, Old Newspapers etc.

Receipts from State Govts for construction of Eastern Peripheral Expressway”

61. As regards revenue from hoardings, fuel outlets, food services on highways, and details thereof, the Ministry in a written reply stated as under:

“Advertisement and billboards are not permitted on the ROW of National Highways and no revenue is earned in this account.

The licence fee for granting access permission to the fuel outlets from National Highways is being collected in accordance with the applicable norms and guidelines set by MoRT&H under the provisions of the Control of National Highways (Land and Traffic) Act, 2002”

62. When asked for details of projects where the concessionaire has recovered project cost and now collects fees at a reduced rate of 40%, the Ministry in a written reply stated as under:

“The user fee (toll) rates under these Rules are determined primarily levied on the base rate prescribed in the Rules and other factors such as the type of road (2-lane/4-lane/6-lane) and are subject to annual revision based on the Wholesale Price Index (WPI) to offset inflation. It has no relation to the project construction cost.

Following amendment has been issued to the NH Fee Rules, 2008 vide Notification No. G.S.R.725(E) dated 06.10.2023.

The fee as notified as per Concession Agreement shall be leviable till the end of the concession period and after the concession period is over, the fee shall be collected by the Central Government or the executing authority as per the fee specified under sub-rule (2) of rule 4 on the date of transfer of such section of

the National Highway, bridge, tunnel or bypass, as the case may be, to be revised annually in accordance with these rules.”

63. To a specific query regarding the current status of the proposed NITI Aayog study to re-evaluate toll base rates including terms of reference, the Ministry in a written reply stated as under:

“The base rates for levy of user fee has been fixed as on 2008 under the NH Fee Rules. Presently, Ministry is considering to initiate a comprehensive study of factors, that impinge upon user determination such as Vehicle Operating Costs, Vehicle Damages Factor and Willingness to pay. NITI Aayog has been requested to undertake this study in association with an academic institution of repute such as IITs or IIMs.”

C) DPR PREPARATION AND MONITORING

64. When the Committee enquired how DPRs are prepared by NHAI and what details are generally available in DPRs, the Ministry in a written reply stated as under:

“NHAI Invites proposals for selection of technical consultants who prepare Detailed Project Report (DPR). The consultants should have expertise in carrying out similar kind of job, should have team of experienced experts of design domain of highways and bridges.

The selection of the consultants is made through Quality and Cost Based Selection (QCBS) method of procurement, where both the technical quality of the proposal and the proposed cost are considered.

The DPR generally includes details of the following but not limited to:-

1. Traffic Surveys and analysis.
2. Topographic surveys report – It includes digital elevation model, land use information, hydrology etc.
3. Environmental screening and environment assessment – (Requirement of forest clearance wildlife clearance, CRZ clearance).
4. Alignment of the project, details of realignments or By-passes.
5. Detailed design of highway.
6. Detailed design of bridges, flyovers, underpasses, Rail over Bridges, (ROBs) and other cross drainage structures.
7. Materials report
8. Land acquisition plan.

9. Utility relocation plan.
10. Technical specification.
11. Cost estimates including Bill of quantities and rate analysis.
12. Viability and financial option which includes economic analysis and financial analysis.
13. Bid Document based on viability and mode of procurement.”

65. As regards the role and responsibility of the concessionaire in finalising design post-DPR approval and how the Ministry ensures such delegation does not compromise safety, the Ministry in a written reply stated as under:

“The concessionaire is responsible for undertaking detailed investigations, surveys and engineering design to translate the DPR’s conceptual design into executable construction drawings which include Geometric Design, Pavement Design, Structural Design, Drainage Design, Traffic management plans, Utility shifting plans, material selection and specifications, construction methodologies, Quality assurance plans etc. For all detailed design and engineering work, the Concessionaire is required to appoint following Consultants prior to start the work: 1. Design consultant; 2. Proof consultant; and 3. Safety consultant. These consultants are proposed by the concessionaire from a pool of expert consultants and Authority approves one of the consultants based on his credentials, expertise and past performances. It is the responsibility of the concessionaire to develop the design conforming to IRC/MoRT&H/NHAI specifications and guidelines, meeting the requirements specified in contract. These designs developed by the design consultant are proof checked by Proof Consultant and vetted by safety consultant. Authority ensures safety in design and construction stage by undertaking Road Safety Audits by independent safety consultants. The day to day construction activities are monitored and supervised through an Independent Engineer who undertakes design review, construction monitoring, and quality control.”

66. When the Committee enquired why basic structures like culverts, flyovers, and drain slab covers are often excluded from initial DPRs and only added after repeated requests by MPs and local authorities, the Ministry in a written reply stated as under:

“The structures like flyover, underpasses are provisioned in the DPR based on the norms, specifications and guidelines of Indian Roads Congress (IRC). Cross-drainage structures like culverts and bridges are planned based on topographic and drainage studies and generally not excluded in initial DPR. Initial DPRs primarily focus on overall project feasibility, cost optimization and prioritizing through traffic volume. Sometimes due to public demand need of additional

structures may be necessitated in larger public interest which are added after giving due consideration to the specifications and safety of road users.”

67. When asked what standard protocols NHAI follows to vet DPRs for geotechnical integrity in ecologically sensitive regions, the Ministry in a written reply stated as under:

“NHAI engages qualified DPR Consultants for DPR preparation, which are selected through open bidding, based on the technical credentials suitable for the proposed project. The scope of the DPR includes geotechnical investigations. Geotechnical investigations are mandatory for all the regions and special emphasis is given to Geotechnical investigations in ecologically sensitive regions which are incorporated while designing the project. NHAI has engaged Geologists who assist the DPR consultant in identifying strategy for Geo tech investigations and review the results for adoption in design and vetting the DPRs. Additionally, for sensitive projects, consultation may be made from IITs, ISM Dhanbad and other such institutions.”

68. To a specific query regarding the involvement of Geological Survey of India (GSI), Central Road Research Institute (CRRI), and other technical institutions during DPR preparation, the Ministry in a written reply stated as under:

“Geological Survey of India (GSI), Central Road Research Institute (CRRI) are not directly involved in DPR preparation. However, should a specific project necessitate, their specialized expertise may be obtained such as engagement of Tehri Hydropower Development Corporation Ltd. (THDCL) for hill slope stabilisation projects.”

69. On being asked whether poorly designed or non-continuous drainage systems cause recurrent waterlogging and submergence of adjacent homes and service roads, the Ministry in a written reply stated as under:

“The drainage systems are designed in accordance with MoRTH specifications and IRC guidelines. As per these guidelines, the drains are constructed parallel to the service road to avoid the waterlogging on the road surface and to ensure that the surface water drains off from the Main carriageway and service road without creating waterlogging. However, the reliance is on the local authority to link the drains along the NHs with the master drainage plan and problems occur where the local authority is unable to construct the master drainage for the area.”

70. When the Committee sought to know the standard ground improvement and drainage norms for constructing National Highways in wetland or paddy terrain, and why

these were not enforced in projects like Kooriyad, Malappuram etc. in Kerala, the Ministry in a written reply stated as under:

“For National Highway (NH) construction in wetland, waterlogged, or paddy field terrains, IRC:34-2011 provide guidelines for ground improvement and drainage. In addition, the MoRTH's Specifications for Road and Bridges (5th Revision) under Clauses 305.4.6, and 314 provide specifications for ground improvement techniques and Clauses 309, and 704 provide the framework for effective surface and subsurface drainage. It is important to note that NHAI has successfully executed several highway widening and upgradation projects across districts such as Kasaragod, Kannur, Palakkad, Thrissur, Ernakulam, and Thiruvananthapuram—regions that also experience heavy rainfall and share similar geotechnical conditions. Construction of RE wall has also been undertaken in these locations successfully. However, the incident at Kooriyad has occurred due to lapses by the Concessionaire and Independent Engineer, who are, as per the Concession Agreement, responsible for the design and approval of the design, respectively. As per the preliminary report submitted by the expert team engaged by NHAI, the actual site conditions, particularly the soil characteristics and drainage behaviour were wrongly assessed and as a result, design parameters were wrongly assumed, leading to global slope failure. At the same time, NHAI treats even such isolated incidents with utmost seriousness, recognising their potential impact on public safety and confidence. Immediate precautionary measures and response actions are taken to minimise public inconvenience and address site-specific vulnerabilities. In the case of Kooriyad, disciplinary action was taken against the Concessionaire and Consultants, including suspension of key personnel and debarment, to reinforce accountability and set a clear precedent.”

D) MAINTENANCE AND SUB- CONTRACTING

71. On the issue of maintenance of Highways, the representative of the Ministry, during the evidence, informed as under:-

‘Maintenance always has been our concern, Sir. One is the Network Survey Vehicle survey which is being done. Second is the drone, and third is the NHAI One app. In the NSV right now, we have done survey for about one lakh kilometre of the lane. We have done the NSV survey, and it is like x-ray of the road. It gives us the report, like roughness, cracking, rutting, ravelling, potholes. It gives us the report, and then the same is shared with the contractors, concessioners, and the authority engineers. In the last six months, this has been a considerable success, and most of the concessioners and contractors are agreeing to their mistakes, and they are ensuring that the quality is maintained, and they are penalized also. Next is the drone monitoring survey. Through a drone camera, we are monitoring

40 parameters related to how much plantation is done, how much is the encroachment, etc. In the last six-seven months, 50,000 kilometres of the drone survey is done, and this is also proving to be very, very useful on the highways.

For maintenance of the National Highways, we have short-term maintenance contracts, where the DPR is just coming, or a new contractor is coming, so for one year or two years, we have short-term maintenance contract. The performance-based maintenance contract has been quite successful because payment is staggered over a period of five to seven years, so it is the responsibility of the BBMC contractor to ensure that maintenance is done properly over a period of five to seven years. On the black spot, so far, 13,795 black spots have been identified. We have rectified about 5,000 black spots, and we are working continuously on these black spots.'

72. While elaborating on the maintenance budget of NHAI, the Secretary, during the evidence stated as under:-

'There is a lot of work that the NHAI is doing, which is visible to people, and you also have mentioned that. We are at a stage where the capital works expansion is happening. Our maintenance costs are not high. Our total maintenance budget out of this Rs. 2.87 lakh crore is about Rs. 5,000 crore.'

73. When asked whether toll operators are responsible for maintenance works on National Highways and what public facilities they are required to maintain, the Ministry in a written reply stated as under:-

“Tolling is either done by the Concessionaire in case of Build Operate & Transfer (Toll) (BOT (Toll)), Operation, Maintenance and Transfer (OMT) and Toll Operate and Transfer (TOT) contracts or by Dedicated User Fee Collection Agencies appointed by NHAI (for Public Funded Toll Plazas) in case of other contracts.

In case of tolling by concessionaire, the entire National Highway assets including public toilet are to be maintained by the Concessionaire as per provision of the respective Concession Agreement. In case of Public Funded Toll Plazas the tolling Infrastructure as well as Public Toilet Infrastructure is to be maintained by the dedicated user fee Collection agencies.

Monitoring of maintenance of National Highways along with Toilet Maintenance is done through an online NHAI One Application wherein defects are notified to the Concessionaire/ Contractor by the Supervision Consultants and the action taken report is also uploaded by the Contractor/ Concessionaire on the online application. Further, NHAI also conducts inspection through Network Survey Vehicles and Drone Surveys to monitor the condition of the road infrastructure during the maintenance period at regular intervals”

74. When asked whether performance-based maintenance contract models have been effective in ensuring road longevity and defect rectification, particularly comparing EPC and HAM contracts, the Ministry in a written reply stated as under:

“Upon completion of Defect liability period of EPC or HAM contract and to ensure long term maintenance of National Highways for a specified period, O&M Works are being carried out on Performance Based Maintenance Contract (PBMCM) mode. PBMCM document has been circulated by MoRTH vide letter no. RW/G-23012/01/2019-W&A (Pt. III) dated 06.07.2023 (**Annexure VI**) in which the payment for the deliverable is linked to the contractor successfully meeting certain clearly defined performance indicators/ Service Levels and Penalties for non-achieving the desired service levels.

Also, the routine maintenance of National Highways is being carried out through Short Term Maintenance Contracts (STMC) Works by Field Units (RO/ PD) for a short duration (i.e. 06 months to 02 years) based on the specific requirement of the stretches, wherever the project is proposed to be taken up for strengthening/ widening/ capacity augmentation in within next 05 years.”

75. When asked whether works awarded to concessionaires by NHAI can be further subcontracted, permissible levels of subcontracting, and approval requirements, the Ministry in a written reply stated as under:

“The primary concessionaire or contractor may engage sub-contractors for execution of the project works. However, such sub-contracting is subject to the conditions specified in the agreement, including compliance with eligibility criteria and quality standards.

- As per the provisions of the EPC contract, subcontracting above 5% of project cost, requires approval of authority. Additionally, the main contractor shall not sub-contract any work more than 49% of the contract price.
- As per provisions of HAM agreement, Special Purpose Vehicle (SPV) is created for Implementation of the project. The SPV engages EPC contractors for execution of the work.
- Generally, it is ensured that the approved Sub-contractors only work at site. The main contractor is responsible and liable for all its obligations as per agreement in subcontracting also.

1. As per letter comprising the Technical Bid given at Appendix-1A of the RFPs of HAM & BOT (Toll) projects, the bidder is required to submit the names of the EPC Contractors.

2. There is a provision of sub-contracting in EPC projects. Clause 4.2 of Standard MCA for EPC Projects dated 05.03.2019 stipulates the following:

(i) The Contractor, whether Joint Venture or sole, shall not sub-contract any Works in more than 49% (forty nine per cent) of the Contract Price and shall carry out Works directly under its own supervision and through its own personnel and equipment in at least 51% (fifty one per cent) of the Contract Price. Further, in case the Contractor is a Joint Venture, then the Lead Member shall carry out Works directly through its own resources (men, material and machines etc.) in at least 51% (fifty one per cent) of total length of the Project Highway. Provided, however, that in respect of the Works carried out directly by the Contractor, it may enter into contracts for the supply and installation of Materials, Plant, equipment, road furniture, safety devices and labour, as the case may be, for such Works. For the avoidance of doubt, the Parties agree that the Contractor may sub-divide the aforesaid length of 51% (fifty one per cent) in no more than 5 (five) sections of the Project Highway. The Parties further agree that all obligations and liabilities under this Agreement for the entire project Highway shall at alltimes remain with the Contractor.

(ii) In the event any sub-contract for Works, or the aggregate of such sub-contracts with any Sub-contractor, exceeds 5% (five percent) of the Contract Price, the Contractor shall communicate the name and particulars, including the relevant experience of the Sub-contractor, to the Authority prior to entering into any such sub-contract. The Authority shall examine the particulars of the Sub-contractor from the national security and public interest perspective and may require the Contractor, no later than 15 (fifteen) business days from the date of receiving the communication from the Contractor, not to proceed with the sub-contract, and the Contractor shall comply therewith.

(iii) In the event any sub-contract referred to in Clause 4.2 (ii) relates to a Sub-contractor who has, over the preceding 3 (three) years, not undertaken at least one work of a similar nature with a contract value exceeding 40% (forty per cent) of the value of the sub-contract to be awarded hereunder, and received payments in respect thereof for an amount equal to at least such 40% (forty per cent), the Authority may, no later than 15 (fifteen) business days from the date of receiving the communication from the Contractor, require the Contractor not to proceed with such sub-contract, and the Contractor shall comply therewith without delay or demur.

(iv) It is expressly agreed that the Contractor shall, at all times, be responsible and liable for all its obligations under this Agreement notwithstanding anything contained in the agreements with its Sub-contractors or any other agreement that may be entered into by the Contractor, and no default under any such agreement shall excuse the Contractor from its obligations or liability under this Agreement. However, in case of non-compliance of the Contractor towards his obligations for payments to the approved Sub-contractor(s), which is likely to affect the progress of works, the authority reserves the right to intervene and direct the Contractor to release such outstanding payments to approved Sub-contractor(s) out of the payments due for the completed Works in the interest of work.

To conclude, there is no provision for subcontracting in HAM & BOT (Toll) Projects. However, as per letter comprising the Technical Bid given at Appendix-1A of the RFPs of HAM & BOT (Toll) projects, the bidder is required to submit the names of the EPC Contractors. The PPP Concessionaire may thus engage an EPC contractor, wherein EPC cost (reflecting the civil construction cost) would invariably be substantially lower than the Bid Project Cost (BPC) for the Concessionaire as BPC quoted by bidder includes Base Civil Work Cost, Financing Costs, Interest During Construction (IDC), Return on Equity and Independent Engineer Expenses. This is because the government pays 40% of Bid Project Cost (BPC) during construction and the rest 60% is arranged by the Developer/ Concessionaire, with 70-75% of debt and 25-30% of equity. The Concessionaire is paid back the 60% of the cost in terms of half-yearly annuities over the remaining concession period.”

76. On being enquired about penal provisions in NHAI concessionaire contracts for construction and maintenance defects and frequency of invocation in the last five years, the Ministry in a written reply stated as under:

“Any action against the defaulting concessionaire is taken as per the concession agreement. Such penalties imposed on the concessionaires in the last 5 years is as follows:”

Year	Penalty (in Cr.)
2020-21	129.41
2021-22	65.74
2022-23	115.43
2023-24	244.54

2024-25	701.69
Total	1256.81

77. As regards the status of rectification of 13,795 black spots identified nationwide, with only 5,036 addressed, the Ministry was requested for a year-wise status and explanations for delays, to which the Ministry replied as under:

“Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Out of total 13,795 black spots identified on National Highways (NHs) in the country, short-term rectification has been completed on 11,703 black- pots. It is further to mention that, the severity of accidents is majorly reduced through temporary rectification on black-spots. Long-term rectification has been completed on 5,197 increasing from previously reported number of 5,036 black spots.

Long term rectification works take time as they involve improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. which involves pre-construction activities such as land acquisition, forest clearance & utility shifting.

The status of Blackspot in respect of NHAI for the last 5 years are enclosed in **Annexure VII.**”

E) HIGHWAY DESIGN FAILURES AND TRANSITION FROM CONCRETE TO BITUMEN

78. To a specific query regarding reasons for reconsidering the shift from concrete to bituminous roads and related experiences, the Ministry in a written reply stated as under:

“National Highways are being constructed in both bituminous and concrete as per site condition.”

79. On being asked about the design part of the pavement mechanism of highways, the representative of the Ministry stated as under:

“Sir, on the concrete pavement part, there have been two issues that I have noticed. I have been here only for the last six months. But I have also noticed that one, the construction practices have to be very good. If our construction practices and concrete is not good, then it immediately shows up in the quality of the pavement.

Two, our capability of testing whether the construction of the pavement has been to the right specifications or not. We were dependent heavily on the Authority engineer to do that. Now, clearly there are certain areas and mainly it has happened in a few States where this issue has come up.

The issue of whether we should do a large-scale concrete pavement exercise — the feeling is, no because we have to work with the systems we have. We cannot expect an ideal system to emerge suddenly. The other part is where the local soil condition or the local rainfall requirement, drainage requirement requires a concrete road, then we have to do it with proper checks and balance.”

80. When the Committee enquired whether a forensic audit has been conducted on PQC roads cracking prematurely and plans to revise PQC and jointing standards nationally, the Ministry in a written reply stated as under:

“No forensic audit has been conducted. However, the required quality check of materials is being carried out by IE/AE/Authority’s representatives as per requirement to check the material conformity as per specifications and standards.

As informed by RO Jaipur, however, IIT, Delhi, IIT Gandhi Nagar, M/s Shriram Institute & CRRI investigated the quality pavement & slope portion of DVE section.

NHAI, HQ, New Delhi vide letter no. NHAI/BM/Delhi-Vadodara/2022/E-167644/RM-01 dated 10.01.2025 has issued the advisory on rectification methodology of Delhi Vadodara Expressway NE-4.

As per advisory, the Contractor’s are carrying out rectification works on Delhi–Vadodara Expressway (NE-4), including routine maintenance as mandated in the Contract Agreement. Additionally, any specific repair works suggested by IIT and CRRI is being undertaken.

M/s TTL Engineering has conducted field inspection using testing services such as Network Survey Vehicle (NSV) and Falling Weight Deflectometer (FWD).

M/s Complete Instrumentation Solution Pvt. Ltd. has conducted field Inspection and Investigation using testing service Network service (NSV) and Falling Weight Deflectometer (FWD) (Amritsar-Jamnagar, NH-754A Package AJ/SR-6, 7 & 8”

81. When the Committee sought to know whether any penalty has been levied on the contractor for non-completion of construction at Paliyekkara and the amount recovered, the Ministry in a written reply stated as under:-

“As recommended by IE, a consolidated penalty of Rs 2387 Cr has been imposed by NHAI on Concessionaires as damages (which includes Rs 1810 Cr, for Negative Change of scope items which had not been completed/recovery for works executed by Authority under risk and cost of Concessionaire/Non-maintenance of Project Highway and failure in accomplishing O&M obligations etc) including interest up to 31.01.2025 (Ltr No 335 dtd 22.02.2025). No amount has been recovered from Concessionaire till date towards Penalty, as the Concessionaires have invoked Arbitration which is undergoing.”

82. When the Committee enquired why GSI's warnings on landslide-prone zones and slope protection were ignored during DPR finalisation in light of NH-66 collapses, the Ministry in a written reply stated as under:

“It is important to highlight that the widening of NH-66 in Kerala is being undertaken within a severely constrained Right of Way (RoW) of 45 meters, despite the IRC-recommended minimum standard of 60 meters for a six-lane divided carriageway with service roads. Since the early 2000s, MoRTH and NHAI have consistently advocated for a 60 m RoW. However, public resistance and lack of concurrence from the State Government led to delays, and the highway was even entrusted back to the State PWD in 2014. It was only after a subsequent review that the Government of Kerala agreed to a 45 m RoW, which MoRTH accepted as a special case to facilitate progress. This limited corridor width, especially in hilly or undulating terrain, poses substantial challenges during construction, particularly in stretches involving steep vertical cuts and constrained slope geometry.

The GSI report forwarded by the District Collector vide letter dated 06.12.2024 to Project Director, PIU Kannur is restricted for Kasaragod district only and not for the entire state of Kerala. While the report indicated broad areas vulnerable to landslides, it was generic in nature and did not provide comments on the design and methodology adopted by the concessionaire to accommodate the 6-lane NH within restricted ROW of 45m. Nevertheless, the matter was promptly communicated to the respective Concessionaire as an advisory, and appropriate caution was advised.”

83. To a specific query on accountability fixed for DPR consultants, contractors, or engineers for failures in ground improvement and drainage in flood-prone zones, the Ministry in a written reply stated as under:

“As per the Concession Agreement, the responsibility for designing the National Highway and approval of the designs lies with the Concessionaire and the Independent Engineer. According, the Concessionaire M/s KNR Constructions Ltd and M/s Megha Engineering have been disallowed from participating in ongoing/ future bidding forthwith. Project Consultant/ Independent Engineer, M/s Highway Engineering Consultant has also been disallowed from participating in ongoing/ future bidding. Project Manager of Concessionaire and Team Leader of Consultant have also been suspended from their duties.”

84. On being asked whether structural audits or pre-monsoon readiness assessments were conducted in Kerala despite heavy rainfall, the Ministry in a written reply stated as under:

“It is mention that Structural Audits are carried out on completed Structures to ascertain the safety and integrity of the structure as it shows wear and tear due to ageing, use, misuse or overuse, exposure to the weathering / environment and structurally unplanned modifications and additions. Accordingly, structural audit is not required for under construction structures.

In view of Kerala’s well-known climatic conditions, including high-intensity and prolonged monsoon periods typically lasting 6–7 months, NHAI and MoRTH place significant emphasis on monsoon preparedness and construction-stage safety. MoRTH regularly, prior to onset of Monsoon, issues instructions to agencies for monsoon preparedness. Accordingly, reviews are routinely undertaken in NHAI the adequacy slope protection measures, drainage arrangements, embankment stability, and general site preparedness to mitigate risks during the monsoon season.”

85. (i) When asked to furnish details of findings from IIT Delhi experts who examined causes of road collapse on NH-66 in Kerala and provide a copy of the report if available, the Ministry in a written reply stated as under:

“The Expert Committee visited the site on 21.05.2025. As per their preliminary report dated 27.05.2025, the failure appears to be a deep-seated rotational failure of the embankment, with the failure surface passing behind and below the Left-Hand Side (LHS) reinforced soil wall, extending through the foundation strata and beneath the adjoining RCC retaining wall. The committee has noted that a combination of factors may have contributed to the incident, such as inadequacies in the geotechnical investigation, a tendency to follow the geotechnical report recommendations without critical scrutiny, lack of proper engineering judgment in selecting shear strength parameters for foundation strata, and possible mismatch between the soil replacement depth considered in the RE wall design and what was actually executed at site.

The Committee further stated that precise identification of the root cause requires a comprehensive investigation, including reliable assessment of foundation strata through a planned geotechnical program, verification of ground improvement measures, sampling and testing of fill materials, validation of geogrid design parameters, and review of the construction schedule, quality checks, and stability and settlement analyses based on updated data. The Final Report is awaited”

- (ii) On being enquired about the status of the findings of expert team from IIT Palakkad, CRRI, and GSI investigating NH-66 Valanchery bypass collapse, recommendations for the remaining packages, and corrective actions taken by MoRTH/NHAI, the Ministry in a written reply stated as under:

“It is submitted that a team of experts comprising representatives from IIT Palakkad, the Central Road Research Institute (CRRI), and the Geological Survey of India (GSI) was constituted to investigate and assess slope and embankment stability along the NH-66 corridor in Kerala. The expert team conducted a comprehensive field inspection across affected and vulnerable locations between 10.06.2025 and 15.06.2025.

As of now, the report from the Expert Committee is awaited. Based on the findings and recommendations to be received, further course of action, including any mid-course design corrections or enhancements to slope protection and drainage measures, shall be taken up in consultation with the concerned stakeholders.

Regarding the progress of 17 packages of NH-66 in Kerala has been enclosed as **Annexure VIII / Annexure VIII(A)**. Work is in progress in these stretches under various stages.”

86. When asked whether NHAI conducted surveillance and NSV surveys in NH-66 prior to collapses and if accountability was fixed for omissions, the Ministry in a written reply stated as under:

“The primary objective of NSV is to assess requirement of maintenance through evaluation the condition of the pavement surface by measuring parameters such as roughness, rutting, surface distress, and geometry, to ensure conformity with riding quality and safety standards. NSV surveys are carried out on completed section of the NH that are open-to-traffic. Since many NH-66 sections under construction were not yet completed or operational at the time of the incident, NSV surveys were not carried out.”

87. As regards why NHAI did not consider 60-metre RoW acquisition necessary when more than 45 metres was required for service roads, drainage, and safety structures, the Ministry in a written reply stated as under:

“The minimum standard Right of Way (RoW) recommended by the Indian Roads Congress (IRC) and adopted by MoRTH for a six-lane National Highway with service roads is 60 metres, which allows adequate space for carriageways, service roads, drainage, utilities, and safety structures. Accordingly, since the early 2000s, both MoRTH and NHAI have consistently advocated for a 60-metre RoW for the widening of NH-66 in Kerala.

However, with regards to NH-66 in Kerala, during the initial stages of project planning and stakeholder consultations, the State Government did not concur with the 60-metre RoW proposal. There was significant resistance on the grounds of land availability, dense habitation, and socio-political sensitivities along the corridor. State government demanded for widening of NH 66 within 30m RoW, which was found to be technically inadequate and was subsequently not accepted by NHAI/MoRTH. Due to the lack of consensus, the project was delayed and, in 2014, the National Highway-66 was entrusted back to the State PWD.

Following renewed deliberations, the Government of Kerala later agreed to acquire a 45-metre RoW, which was approved by MoRTH as **a special case** to enable project implementation. While this concession allowed the long-pending widening works to proceed, it also introduced significant design and construction challenges, particularly in accommodating steep cut slopes,

drainage systems, utilities, and safety zones within a restricted corridor, especially in hilly and urbanised stretches.

Despite these spatial constraints, NHAI has adapted its engineering approach to optimise space usage and is implementing appropriate slope protection, drainage, and safety structures within the available RoW, while maintaining adherence to safety and technical standards. However, the limited RoW has undeniably increased construction-stage vulnerability, especially during the monsoon season in high-cut areas, and necessitates enhanced interim protection and monitoring measures”.

88. On being enquired whether local PWD engineers, State Roadways, and revenue officials were consulted before road design finalisation in Kerala, the Ministry in a written reply stated as under:

“It is submitted that all proposed alignments for NH widening are presented to the respective District Administration. Subsequent to the consultation the alignment is recommended by the concerned District Collectors (DCs). Based on these recommendations, the State PWD provides formal concurrence for the final alignment after their scrutiny.

Furthermore, during the land acquisition process, starting from the issuance of Section 3A notification under the National Highways Act, 1956, the Revenue Authorities of the State Government play an active and integral role.”

89. When the Committee sought to know actions taken against officials and concessionaires to fix accountability for the collapsed stretch, the Ministry in a written reply stated as under:

“It is submitted that NHAI has taken prompt and stringent action to ensure accountability at the project level in the wake of road collapse incidents along NH-66.

Following the failures in Kannur and Kasargod districts, the Concessionaire, M/s Megha Engineering, has been suspended from participating in future bids. The Concessionaire has been directed to rectify all reported failures and defects at its own cost, as per contractual obligations, and is also responsible for maintaining the project for a period of 15 years post-construction.

Similarly, in the Valanchery Bypass section, the Concessionaire, M/s KNR Ramanattukara Infra Pvt. Ltd., and the Consultant, M/s Highway Engineering Consultants, have been suspended from participating in ongoing and future bidding processes. Additionally, the Project Manager of the Concessionaire and

the Team Leader of the Consultant have been suspended from their respective duties. The Concessionaire has been directed to rectify all reported failures and defects at its own cost, as per contractual obligations, and is also responsible for maintaining the project for a period of 15 years post-construction”

90. To a specific query regarding a detailed report on recent road collapses in Kerala and damage control initiatives, the Ministry in a written reply stated as under:

“A detailed report on the recent road collapses and related incidents on NH-66 in Kerala is furnished below, along with the status of damage control and remedial actions initiated by NHAI through its respective Project Implementation Units (PIUs):

1. PIU-Kannur:

A localized soil failure occurred at NH-66 Ch. 98+750. An Expert Committee comprising Dr. Kishor Kumar, Chief Scientist (Retd), CRRI, and Dr. Ajay Kumar Naithani, HoD, Engineering Geology, NIRM, was engaged to investigate the cause of failure. As suggested by the committee, the rectification of slope protection measures has been taken up..

Additionally, a soil nailing collapse was reported in the Chengala–Neeleshwaram stretch, and the investigation report is being examined for implementation of appropriate remedial actions.

2. PIU-Cochin-I:

On 19.05.2025, a failure of the embankment and retaining structures occurred on the LHS main carriageway and LHS service road between km 276+780 and 277+160 near Kooriyad in Malappuram district. As an immediate measure, restoration of traffic on the RHS service road was taken up by the Concessionaire as per the preliminary suggestions of the Expert Committee. The final expert report is awaited.

3. PIU-Cochin-II:

A structural incident occurred on the viaduct at Alappuzha in the Thuravoor–Paravoor stretch, where four girders collapsed. The EPC contractor has initiated remedial measures as directed by the Expert Committee appointed by the Competent Authority. Representatives of both the EPC Contractor and the

Authority's Engineer were suspended, and a penalty was imposed on the contractor for the incident.

4. PIU-Kollam:

No major structural or road collapse incidents have been reported under the jurisdiction of this PIU. However at Chavara, in the Kottukulangara–Start of Kollam Bypass section, a settlement was observed in the existing bridge embankment due to ongoing excavation for a new bridge foundation. The Concessionaire has implemented interim protective measures, including MS channels, MS sheets, sandbag packing, and covering the embankment with polythene sheets. Although protection is in place, the risk of erosion remains during heavy rains, and the Concessionaire and Independent Engineer's technical teams are regularly monitoring the site.

5. PIU-Trivandrum:

On 28.11.2024, the shuttering of a minor bridge collapsed at Ayathil Junction (Km 497+370). A penalty of ₹9.55 lakh was imposed on the Concessionaire for the lapse.

6. PIU-Kozhikode:

No major structural or road collapse incidents have been reported under the jurisdiction of this PIU.”

91. During the evidence while informing about the incidents which took place on NH66 in Kerala, the Chairman NHAI informed as under;

‘Sir, regarding Kerala, let me talk about NH-66. NH-66 in Kerala is divided into 17 packages. As many as 10 contractors are working on those packages, and the packages are from the size of 30 kilometres to 40 kilometres. And roughly, the lowest progress is 39 per cent, and the highest progress is 99 per cent. The debacle which happened, the progress was 99 per cent in that package. If the incident would not have happened, by May 2026, we would have opened the whole of this stretch of NH-66 in Kerala. But because of this incident, now at the Valanchery bypass, the structure was collapsed. KNR was doing the work. Now, they will be constructing a viaduct, and this will slip to December 2026. After monsoon, the work will start, and it will take a year. The moment this incident happened, we dispatched immediately a team of experts from IIT Delhi. They visited the stretch. Yesterday, they gave the report as to what has been the reasons primarily, and what is the solution. Based on this, we are going to work.

As the whole stretch is vulnerable, so as per instructions of Ministry, we have constructed a detailed team of IIT Palakkad, ex-scientists of CRRI, and Geological Survey of India. They will revisit this before opening these 17 packages.'

92. When asked about cracks appearing in highways in Kooriyad in Kerala, the Chairman NHAI informed as under;

'It is true that there has been a design failure. At least I do not have any problem in admitting that fact.'

93. Chairman, NHAI, while informing about the places affected by design failure, informed as under:-

'No, Sir. It was only in Kasargod, Malappuram and Coonoor areas in Kerala.'

94. While elaborating further on the reasons for the road collapse, the Secretary of the ministry during the course of evidences stated as under:-

'Sir, it was because in Kerala we got the right for only 45 metres. Generally, for making six-lane road and service road we need 60 metres. But here we could not get that because this area is densely populated. So, we made all the drains load-bearing. The service road acts as a drain also at many points. This drain could not be completed because some local hindrances were there. The Collectors are helping us.'

95. When enquired about the use of local expertise in construction of highways in Kerala, Chairman, NHAI during the course of evidence, stated as under;

'Sir, in Kasaragod, Collector Kasaragod, GSI was there as early as September 2024. GSI pointed out certain things. The Collector Kasaragod wrote to us. they suggested five and six measures. The concessionaire deliberated the measures were like soil nailing at some point, at some point slope protection, retaining wall etc. In any case, the concessionaire was supposed to do that. You are asking why local unit was not taken into consideration. Based on their observation, during the work, these observations of GSI are being complied with. So this is what I am trying to submit.'

96. On the issue of Concessionaire responsibility, the representative from the Ministry during the course of evidence stated as under:-

'He is responsible fully because he has not only to construct, but he has to maintain it for 15 years. So whatever assumptions he has made, now those assumptions in the primary investigation, found to be incorrect as per the site'

conditions like groundwater table was assumed below the ground level, whereas it is submerged condition to be considered. That is one.

Second thing is, there has to be some ground improvement to take place. We have to increase the bearing capacity. It is not that we are constructing the embankments at other places. We are also constructing the embankments at other coastal regions by properly doing the ground improvements. That you have seen several times. We put stone columns. We put PVD pipes and then after consolidation is over, then ground capacity increases, then we put the loads. Now, here what happened? The embankment was constructed without ground improvement. Considering that it is not a submerged condition, whereas it is under the submerged condition, the factor of safety comes down, if it is under the submerged condition. Now, if you see the typical failure also, there is right-hand side and left-hand side. Left-hand side failed. Why? Right-hand side is the existing carriageway. Now, that embankment was stable and this right-left side moved, and even the slip circle went outside the right-of-way also, and hewed the adjoining fields. So, as per preliminary investigation, it is a clear failure of design. Now, to see that this design is undertaken properly is the responsibility of the concessionaire. It is not any wrong design or unscientific design. It is not like that. It has to be properly designed and constructed after proper ground improvement.'

97. When asked to furnish any other information of interest to the Committee, the Ministry in a written reply stated as under:

“Over 600 km of NH-66 is currently under widening, most of which is being carried out within a constrained Right of Way (RoW) of 45 metres—a significant deviation from the IRC-recommended 60 metres. These works span the entire stretch from North to South Kerala, including densely populated and ecologically sensitive areas, requiring meticulous planning and execution. The development of NH-66 is mostly along the brown field alignment and the existing traffic has to be diverted onto the Service Roads and although these Service Roads are designed for bi directional traffic, the restricted ROW of 45m posed a major constraint. However, NHAI is striving to ensure continuous safe traffic movement alongside active construction zones, posing considerable logistical and safety challenges. Further, due to level difference during construction and water stagnation, damages to Service Roads have taken place. These are being attended to from time to time and maintained in traffic worthy condition.

The Government remains fully committed to upholding the highest standards of safety, engineering, and professionalism. The organisation continues to evolve

its processes and systems to meet the growing demands of modern infrastructure while ensuring public safety, long-term sustainability, and minimal disruption. The lessons from recent events are being used constructively to further strengthen institutional resilience and technical rigour in all ongoing and future projects.”

F) PROJECT FINANCING AND TOLL UTILISATION

98. To a specific query regarding the various fees, tariffs and user charges levied by the Ministry, NHAI and other organisations for use of roads, sale of vehicles and related utilities, and how such funds are utilised, the Ministry in a written reply stated as under:-

“User fee is levied for the use of any section of National Highway, Permanent Bridge, Bypass or Tunnel forming part of the National Highway, as the case may be, in accordance with the provisions of the NH Fee Rules.

The revenue generated from toll collections is deposited in Consolidated Fund of India (CFI) and cannot be utilised directly. The utilization of budget provided through the Consolidated Fund of India is through budgetary provisions with the normal checks and balances. The funds for implementation of highways and expressways projects approved by the competent authority and for maintenance activities, besides payment of annuities for projects undertaken on the HAM model and other sundry expenses flow from the budget provisions made with the approval of Parliament.

With regard to taxes on vehicles, it is to mention that List II in Schedule 7 of the Constitution of India , states at Sr. No. 57 that “taxes on vehicles, whether mechanically propelled or not, suitable for use on roads, including tramcars subject to the provisions of entry 35 of List III”. Therefore, taxes on vehicles fall within the purview of the States. Furthermore, Rule 81 of Central Motor Vehicle Rules, 1989 specifies the fee for registration of motor vehicles and other Transport related services. However, such proceeds are realized in the accounts of concerned States/ UTs.”

99. On being asked how various projects are financed by NHAI and for details of different modes of financing adopted, the Ministry in a written reply stated as under:

i.“It is submitted that Modes of financing of the project varies based on payment modes i.e. Item rates/EPC /BOT (HAM)/BOT (Toll) etc.

- ii. Projects under item rates/EPC are totally funded by NHAI. The revenue collection is also done by NHAI.
- iii. In BOT (HAM) Projects, Pre-Construction Activities like Land Acquisition, Utility Shifting, DPR expenditure is financed by NHAI and Construction Expenditure @ 40% is financed by NHAI and balance 60% of construction cost financed by Private Sector. The revenue collection is also done by NHAI.
- iv. In BOT (Toll) projects, Pre-Construction Activities like Land Acquisition, Utility Shifting, DPR expenditure is financed by NHAI and total Construction expenditure financed by the Private Concessionaire. Revenue collection is the responsibility of the Concessionaire to recoup their expenditure.

NHAI finances its projects primarily through a combination of budgetary support from Government of India, Internal Extra Budgetary Resources (IEBR) and other internal resources.

Budgetary Support is from Government of India, through Demand for Grant of the MoRTH to finance the projects undertaken by National Highways Authority of India.

IEBR is also allotted through Demand for Grant of Government of India which allows NHAI to borrow funds from multilateral agencies as well as through Bonds, Term loans etc. It is submitted that, since 2022-23, NHAI has not raised any loan or issued by Bond as per Govt direction under IEBR. Since then, all projects of NHAI are financed through Govt. Budgetary allocation.”

100. To a specific query regarding any relation between fixation of tolls/user fees and project costs, and the principles for toll rate fixation, the Ministry in a written reply stated as under:

“The levy of user fee is based on the base rates fixed under the NH Fee Rules across the country and is not related to the cost of construction or its recovery.

User Fee at NH fee plazas is collected for use of completed section of national highway as per the provision of National Highways Fee (Determination of Rates and Collection) Rules, 2008. Fee Rates are fixed as per Base rates of 2008 specified under Rule 4 and rates are revised annually on 1st April each year by increasing the base rate with fixed three percent per year without compounding along with forty per cent of the increase in Wholesale Price Index (WPI).

Various other factors such as Lane configuration i.e., 2 Lane with paved shoulders/ 4 or more lane, Length of Section, Length of Bypasses /Structures /Tunnels and Type of Vehicle (Car, Bus, Multi Axle Trucks, etc.) are considered

in determining the rate of user fee at a fee plaza for use of a particular section of National Highway.”

101. To a specific query regarding loss of Rs. 133.36 crore due to lack of revenue sharing provisions in concession agreements for two sections of NH-44 in Tamil Nadu, the Ministry in a written reply stated as under:-

“Lost revenue of Rs. 133.36 Cr. was noted by the Audit, to which appropriate reply has already been given by NHAI/ MoRTH. Based on which, Audit has remarked that the corrective action taken to avoid revenue loss will be reviewed in future audits.

The following under mentioned stretch were accounted for loss. NHAI took action as per bidding criteria and provision of agreement and there was no loss to the exchequer. Brief of matter is as under :

1. Krishnagiri to Thumbipadi NH-44 (Tamil Nadu) (loss of revenue of ₹78.88 crore (July 2010 to March 2021)):

- The project consists of three sections:
 - **S1:** 62 km construction and O&M from Krishnagiri to Thoppur.
 - **S2:** Improvement and O&M of the 7.4 km Thoppur to Thoppur Ghat.
 - **S3:** O&M of 16.6 km from Thoppur Ghat to Thumbipadi.
- The 7.4 km stretch (S2) was combined with S1 (62 km) in a single tender. The bidding was based on Negative Grant/VGF for the entire 69.4 km stretch. The L1 bidder quoted a Negative Grant, considering the 7.4 km improvement and the 62 km construction. The total amount, Rs. 360.59 Cr, was received by NHAI by 15.10.2018.
- The comparison between S3 (no improvement) and S2 (which involved improvement) is incorrect, as the financial bid accounted for the costs and revenue of both S1 and S2. There was no loss to the exchequer.

2. Thumbipadi to Namakkal NH-44 (Tamil Nadu) (loss of revenue of ₹54.48 crore (June 2010 to March 2021)):

- The project consists of:
 - **S1:** 41.575 km construction and O&M from Salem Bypass to Namakkal.
 - **S2:** Improvement and O&M of 7.85 km Salem Bypass.
 - **S3:** O&M of 19.2 km from Thumbipadi to Salem.
- Similar to the Krishnagiri-Thumbipadi project, S1 and S2 were awarded together under a Negative Grant bidding process. The L1 bidder quoted a Negative Grant for the entire 49.425 km stretch, factoring in both upgradation and improvement.

- The comparison of S3 (no improvement) with S2 (improvement section) is not correct. The financial bid, which included improvement costs for S2, was accurately accounted for. There was no loss to exchequer /NHAI.

Furthermore, it is to mention that BOT projects are awarded on the basis of Premium/ Grant (VGF) / Revenue Sharing mechanism based on model concessionaire agreements. Suitable clauses for revenue sharing by BOT Concessionaires have already been included in the respective Concession Agreement documents while awarding the contracts for National Highway stretches built by NHAI. Applicable Fee rules for User Fee Collection in BOT projects for respective Concession Agreements are strictly adhered to by NHAI/ NHAI Concessionaire.”

102. On being asked about the earnings from toll revenue and non-toll sources such as amenities, and their percentage share, the Ministry in a written reply stated as under:-

“Advertisement and billboards are not permitted on the ROW of National Highways and no revenue is earned in this account

User fee revenue generated for last 3 Financial Years are as below-

Financial Year	User fee revenue (in crore Rupees)
2021-22	33,929
2022-23	48,032
2023-24	55,882

The total Revenue generated from the Wayside Amenities (WSA) in last three financial years are as under:

Financial Year	Revenue generated from the Wayside Amenities (in crore Rupees)
2021-22	5.43
2022-23	7.00
2023-24	14.57

NHML is governing the revenue collection of WSA since September 2021.

Therefore percentage share of toll revenue and non-toll revenue is-

FY	Percentage share of toll revenue	Percentage share of non-toll revenue
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21-22	99.984%	0.016 %
22-23	99.9854%	0.015 %
23-24	99.974%	0.026 %

103. When asked how much funds are received annually by the Ministry from CRF, toll revenue and budgetary support, the Ministry in a written reply stated as under:-

“Details of funds allocated to MoRTH under budgetary outlay, including from various sources of funding like CRIF, GBS, NIF, TOT & Toll Remittances, along with corresponding expenditure during the last five years are as under”:-

Amount in Rs. Crore											
S. N.	Fund Source	2019-20		2020-21		2021-22		2022-23		2023-24	
		Alloc.	Exp.	Alloc.	Exp.	Alloc.	Exp.	Alloc.	Exp.	Alloc.	Exp.
1	CRIF Cess	54,539	52,809	69,622	69,139	89,147	88,928	175,706	173,824	22,808	22,456
2	Gross Budgetary Support	1,797	1,452	7,433	7,361	7,902	7,847	2,615	2,578	207,978	207,869
3	National Investment Fund	6,070	5,986	3,000	2,992	8,430	8,386	10,700	10,449	10,565	10,562
4	Toll Remittances	10,610	10,610	11,518	11,518	12,670	12,670	18,006	18,006	25,000	25,000
5	TOT	10,000	5,000	10,250	7,262	13,000	5,000	10,000	10,000	10,000	10,000
		83,016	75,857	101,823	98,271	131,149	122,830	217,027	214,857	276,351	275,887

104. When the Committee sought to know how highway monetisation is being carried out and funds raised in the last five years, the Ministry in a written reply stated as under:-

“NHA monetizes Assets through three modes - Toll Operate & Transfer (ToT), InvIT, and Securitization (Project based Financing through SPV). Under ToT and InvIT, operational assets with stable cashflow are offered to Investors, freeing them from pre-construction and construction risks.

Status of Resources raised by NHA from TOT and InvIT is-

Financial Year	TOT (Amount Rs. In Crores)	InvIT (Amount Rs. In Crores)	Project Based Financing(Amount Rs. In Crores)
2018-19	9,682		
2019-20	0		

2020-21	5,011		9,731
2021-22	1,011	7,350	14,006
2022-23	10,662	2,850	9,824
2023-24	15,968	15,700	8,646
Total --->	42,334	25,900	42,207

105. When asked about the average cost of constructing one km of National Highway under different modes or design specifications, the Ministry in a written reply stated as under:

“The civil construction cost of highway development is independent of the mode on which the project is executed. The cost of construction of the defined highway depends on various factors such as the terrain type, site requirement, height of embankment, number of structures planned in the project, SOR of the State, lead considered for aggregates, cement, bitumen etc.

As various factors involved to work out the cost of construction of NH, Ministry has issued circulars vide letter no. RW/NH/24036/55/2021- BP&SP dated 19th Jan 2022 (**Annexure IX**) and introduced an interactive cost-analysis Excel tool, where project inputs like terrain, embankment height, structural type, aggregate lead, traffic loading, and pavement design are used to calculate component-wise normative costs.”

106. On being asked for year-wise toll collections under EPC, BOT, TOT, InvIT, and HAM projects since FY 2020–21, the Ministry in a written reply stated as under:

The revenue generated from toll collections from all kinds of toll plazas including BOT projects where toll receipts are retained by the Concessionaire during last five year is –		
Sl. No.	Financial Year	User fee collection (in Crore Rupees)
1.	2020-21	27,926.67
2.	2021-22	33,928.66
3.	2022-23	48,032.40

4.	2023-24	55,882.12
5.	2024-25	61,408.15

107. When asked how toll revenue from InvITs is audited, publicly accounted for, and safeguarded against leakages, the Ministry in a written reply stated as under:

“Governance Framework.

As per the prevailing SEBI InvIT Regulations, Concession Agreements are signed between the SPV (fully owned entity/subsidiary of the Infrastructure Investment Trust, herein after referred as Trust) and NHAI.

The conduct of business by such SPV is as per the terms of Concession Agreement and statutory requirement applicable for Private Limited Company.

As regard the revenue, it may be noted that the revenue is monitored and reported to the Authority i.e., NHAI on a monthly as well as annual basis, as per the terms of Concession Agreement.

The accounts of the SPVs are audited on periodic basis including annual audit by statutory auditor. It is pertinent to state that as per the terms of Concession Agreement, the SPV is obligated to engage only those agencies as statutory auditor, who are empanelled and approved by NHAI.

Further, the accounts of SPVs under the Trust are consolidated and post audit of the same by the statutory auditor of the Trust, the financial statements of the Trust including that of respective SPVs under the Trust are published on the website of the Trust and print media (leading English daily) and reported to stock exchanges.

Investors Payout Framework

As per the SEBI InvIT Regulations, Investors invest their monies by way of buying units of the Trust either by subscribing to the primary issue or buying the

same in secondary market of stock exchanges (BSE/NSE) from existing unitholders.

The investors get returns on their investments by way of quarterly and annual distributions approved by the Board of Investment Managers to the Trust, in proportion to their unitholding, at the time of declaration of distribution.

Unclaimed distribution if any, is updated on a regular basis on the website of NHIT (www.nhit.co.in), under Investor Relations tab.

Investor Protection

Investors' interests are protected as per SEBI InVIT Regulations. Compliance to the said regulations is checked and verified at multiple levels, such as, Internal Compliance Team, Internal Financial Control Framework of the Company, Internal Audit Framework of the Company, Third Party Secretarial Audit and periodic inspection of Regulator – SEBI.

It is also pertinent to state that since inception no instance of non-compliance has been reported at any of the above-mentioned levels, which demonstrate the robust compliance framework which exists in NHIT.”

108. As regards rationale for continued reliance on asset monetisation and private financing for NH projects despite long-term fiscal liabilities, the Ministry in a written reply stated as under:

- i. **Unlocking of Value:** Economic value of completed road assets is unlocked, leading to generation of funds that can be invested in new projects
- ii. **Attracting Alternate Sources of Capital:** Alternate source of attracting capital, in addition to traditional sources of funds such as budgetary allocation and toll revenues ensures adequate and efficient funding for the development of NH network aiming at reduction of logistics cost.

Efficiency Improvements: Through monetization, there is greater participation in Operations and Maintenance (O&M) of private players, who ensure higher standards of project management and use of innovative technologies for upkeep of the road asset. This leads to efficiency gains in management of road infrastructure. Asset monetization has thus become an important means to finance the infrastructure commitments made to the nation.”

109. To a specific query regarding whether NHA provides financial support in the form of advances to concessionaires and for details thereof, the Ministry in a written reply stated as under:

“It is submitted that as per Modal Concession Agreement for BOT (Toll) and BOT (HAM) projects, NHAI provides financial support in the form of advance to concessionaire under the following provisions:-

- i. Mobilization Advance under Clause 23.8 of CA in BOT (HAM) Projects: On the request of the Concessionaire, advance payment in a sum not exceeding 10% (ten per cent) of the Bid Project Cost (the "Mobilization Advance") is granted by NHAI in two equal instalments. The advances are released after submission of the requisite Bank Guarantee by the Concessionaire. The rate of interest on the Mobilization Advance is equal to the Bank Rate, compounded annually. The Mobilization Advance is recovered by the Authority in 4 (four) equal instalments from each of the payments to be made by the Authority to the Concessionaire in accordance with the provisions of Clause 23.4 and the interest thereon shall be recovered as the 5th(fifth) and final instalment upon expiry of 120 (one hundred and twenty) days commencing from the date of recovery of the 4th (fourth) instalment.

Advance payment for Change of Scope Clause 16.3 of CA for BOT (Toll) and BOT (HAM) Projects: For execution of work which was not covered in the Scope of work of the Concessionaire, Change of Scope Order is issued and NHAI make an advance payment to the Concessionaire in a sum equal to 20% per cent of the cost of Change of Scope as assessed by the Independent Engineer. The advance payment is recovered from the claims of the Concessionaire on execution of such work on change of scope.”

110. As regards asset monetisation undertaken by the Ministry/NHAI during the last five years with year-wise data, the Ministry in a written reply stated as under:

*“Details are enclosed in **Annexure X.**”*

111. On being asked about efforts by MoRTH/NHAI to reduce construction cost and time for National Highways, the Ministry in a written reply stated as under:

“The Ministry of Road Transport and Highways (MoRTH) and the National Highways Authority of India (NHAI) have undertaken several focused initiatives to reduce the cost of construction and time required for completion of National Highways across the country. A major thrust has been on the adoption of modern construction technologies, including the use of precast concrete elements, mechanized construction, soil stabilization techniques, and recycled pavement materials, which have significantly expedited on-site execution and reduced overall costs.

Additionally, the use of digital tools and platforms such as Project Management Information Systems (PMIS), drone surveys, LiDAR, and Network Survey Vehicles (NSV) have enhanced real-time monitoring, improved project tracking, and enabled faster decision-making.

To address procedural delays, MoRTH and NHAI have streamlined land acquisition processes through the **BhoomiRashi** portal, which is integrated with PFMS for efficient and transparent disbursal of compensation. Powers have also been delegated to field offices for quicker clearances and approvals.

MoRTH has also pushed for parallel processing of activities such as utility shifting and environmental clearances to compress pre-construction timelines. State-level coordination mechanisms and single-window systems for approvals have improved responsiveness and accountability. These combined efforts have led to noticeable improvements in the pace and efficiency of highway development, enabling faster delivery of infrastructure while ensuring cost-effectiveness and high-quality standards.”

G) ENVIRONMENTAL AND TECHNOLOGICAL CONCERNS

112. To a specific query regarding the use of AI-driven traffic management and smart tolling systems, and increase in toll revenue over three years, the Ministry in a written reply stated as under:-

“NHAI has issued Policy Circular No. 11.53 on 10.10.23 to implement the Advanced Traffic Management System (ATMS) on National Highways and Expressways. The Policy includes management of the entire Highway stretch and AI based Video Incident Detection and Enforcement System which will also facilitate generation of E-challans by Police and other Enforcement Agencies. The Policy document aims to reduce accidents identify traffic violations and incident response time. NHAI envisages to implement the ATMS solution in Highways and Expressways in phased manner. In order to implement the said ATMS Policy.

Ministry is envisaging to adopt advance Tolling Technologies like barrier free tolling on Highways to test the efficacy in Indian ecosystem. Request for Proposal (RFP) to implement barrier-free tolling system on the fee plazas of “Gharonda, Choryasi, Nemili, UER-II and Dwarka Expressway” has been invited/floated, with the possibility of implementing it on other fee plazas in a

phased manner depending upon the outcomes and efficacy of the implementation on these projects.

The year-on-year ETC Collection is as under:

Financial Year	ETC Collection (in Rs. Cr.)
FY 21-22	33,893
FY 22-23	46,821
FY 23-24	54,740

113. To a specific query regarding the Multi-Lane Free Flow (MLFF) system, its pilot projects and success, the Ministry in a written reply stated as under:-

“... It is expected that the cost of running physical user fee plaza could be lowered by using barrier-free user fee collection system.”

114. During the course of evidence before the Committee, the representative of the Ministry stated as under:-

‘As Secretary Sir has said, there was an Apex Committee to look into this whole affair of how we can make convenient tolling experience for the citizens. The Apex Committee consists of IIT Professors, industry experts, and IT experts. They suggested that a Multi-Lane Free Flow mechanism is a better mechanism in view of the security aspects also. Now, we are working for the Multi-Lane Free Flow concept.

Now, three bids have been out -- One at the Gharaunda Toll Plaza at Panipat-Jalandhar section; one at the Choryasi Fee Toll Plaza at Surat Bharuch section; and one at the Dwarka Expressway also. And there are some more bids which are also out. But these two bids have been received -- Gharaunda and Choryasi. In these bids, only banks were authorised to participate. Our toll plazas will now be managed by banks with the help of a technology provider. We will deal with the banks and banks are going to be the player as far as the toll collection is concerned. So, in that case, our toll plazas will be free from human interferences and technology will capture the collections.

So, based on the experience of these three or four bids, we will further issue some more bids and then, we will go for a large-scale implementation of Multi-Lane Free Flow.’

115. When asked about protocols ensuring national highways near sensitive borders are resilient, dual-use, and militarily deployable, the Ministry in a written reply stated as under:

“All roads constructed adhere to standards, specifications and guidelines prescribed by this Ministry and relevant IRC codal provisions. These roads are structurally capable and may be utilized for ground movement by the Military, if required.”

116. To a specific query regarding how many expressways have been designed with airstrip-grade infrastructure for defence use, the Ministry in a written reply stated as under:

“Expressways are designed as per IRC SP-99. NHAI has been mandated to provide Emergency Landing Facility (ELF) in consultation with IAF after conducting a joint site visit. 07 no. of ELF have been constructed on National Highways according to the standard layout and specifications of IAF. However, none is currently on the Expressway.”

117. On the issue of green highways, the representative of the Ministry, during the evidence, informed as under:-

‘The civil contracting agencies are not expert as far as the plantation is concerned. So, we are also contemplating an idea that it should be done by a separate agency who has an expertise over the plantation rather than the civil contractor. So, these are some of the initiatives that we have taken. This year, we target to do 50 lakh plantations.’

118. On being enquired about the survival rate of 322.68 lakh saplings planted under Green Highways initiative in 2024 and independent verification mechanisms, the Ministry in a written reply stated as under:

“Since the promulgation of the Green Highways (Plantation, Transplantation, and Beautification & Maintenance) Policy, 2015, NHAI has planted 469.75 lakh saplings (Avenue & Median) along National Highways during the period 2015-16 to 2024-25.

State-wise survival rates of saplings planted under the Green Highways Policy, as per the reports received from regional offices of NHAI during 2024, are provided in **Annexure XI**.

Monitoring for assessing sapling survival rates is conducted through field offices. However, broad verification is conducted through drone-based high-resolution imagery process.”

119. When the Committee sought to know whether drone/satellite monitoring has been made mandatory for plantation contracts and actions on contractor failures, the Ministry in a written reply stated as under:

“Yes. As per NHAI Policy Circular No. 18.98/2024 dated 01st October 2024, drone-based high-resolution imagery is now mandatory for all projects from the date of commencement till completion, and also during O&M stages. This includes plantation monitoring. The circular is attached as **Annexure XII**.

In case of default by the Contractor/Concessionaire with respect to plantation or maintenance, action is taken as per the provisions of the respective Concession Agreement, Contract Agreement, or Memorandum of Understanding (MoU) with the implementing agency.”

120. As regards systematic use of geotextiles in erosion- or flood-prone NH segments as mandated, the Ministry in a written reply stated as under:

“NHAI, in adherence to the guidelines issued by MoRTH in 2018 and 2020, has been incorporating the use of geotextiles in erosion-prone and flood-prone segments of National Highways as part of its commitment to sustainable and resilient infrastructure. These materials are systematically integrated during the planning, design, and construction stages of new projects, and are also deployed in existing stretches wherever site conditions necessitate geotechnical interventions. The use of geotextiles for slope stabilization, drainage, filtration, and reinforcement is being progressively implemented through the respective Project Implementation Units (PIUs) to ensure long-term durability and performance of highway assets.”

121. On being asked whether an AI-enabled monitoring system for traffic and toll fraud detection is being piloted, and reasons if not, the Ministry in a written reply stated as under:

“NHAI is considering the installation of audit cameras at high value toll plazas to independently monitor the accurate count and classification of passing vehicles using Artificial Intelligence (AI).”

H) GENERAL ISSUES

122. When the Committee enquired how many concessionaires have been declared ineligible for new highway projects and what monitoring system is in place for such agreements, the Ministry in a written reply stated as under:-

“As on date there are 13 nos Firms (Concessionaires) have been debarred from NH projects. Further, in order to ensure construction of National Highway as per standards and specifications laid down in the concession agreements and to avoid project delays, Ministry vide letter dated 06.10.2021 has issued detailed Standard Operating Procedure (SOP) to debar/penalize/declare the Concessionaire as Non- Performer in National Highways and other centrally sponsored road projects.

Debarment of Contractor/ Concessionaire is governed by the terms outlined in the respective agreements, considering the type and nature of the default.

Furthermore, NHAI has also implemented a comprehensive rating system to assess performance of Concessionaires/Contractors. NHAI monitors and ensures due diligence of the performance of the Agreement through digital monitoring on the data lake portal and further assessments.

The monitoring of the projects is being supervised through consultant (Authority Engineers/ Independent Engineers) under their contractual provisions. Necessary quality tests, as per IRC specifications and at defined frequencies, are carried out during the construction phase to ensure material and workmanship quality. Regular, random, independent quality checks are also done by the team deputed by higher authorities. In addition, frequent review meetings are held with all relevant stakeholders to monitor progress and resolve critical project issues.

Penal action is also taken in case of non-fulfilment of conditions stipulated in concession/ Contract agreement.”

123. When asked whether the Ministry has any proposal to revise the base rate for toll fee determination fixed in 2008, the Ministry in a written reply stated as under:-

“Presently, Ministry is considering to initiate a comprehensive study of factors, that impinge upon user fee determination such as vehicle operating costs, vehicle damage factor & willingness to pay.”

124. When the Committee enquired about the share of Indian versus foreign companies in toll plaza construction, the Ministry in a written reply stated as under:-

“As per the latest exercise done in FY 2023-24, percentage share of foreign companies is around 3.0 % in the awarded Contracts whereas share of Indian Companies is around 97.0 %.”

125. When the Committee sought details of upcoming bids for new highway projects over the next three years, the Ministry in a written reply stated as under:-

“Award of projects under Ministry including its agencies in FY 24-25 was 7534 km. Target for award in subsequent FY 2025-26 and 2026-27 is yet to be finalised.”

126. When the Committee enquired about the process of tax collection under EPC, BOT, HAM, and monetization models, and sought a comparative analysis, the Ministry in a written reply stated as under:-

“Under EPC and HAM projects, user fee is collected by Government through NHAI directly through User Fee collection Agency through auction/open bidding.

In BOT projects, construction cost is borne by Concessionaire as per respective Concession Agreement and toll is collected by Concessionaire for the Concession period.

Toll tax/user fee rate is determined as per applicable NH fee rule and revised annually.

In monetization model, after auctioning of completed projects/NH section by NHAI, toll is collected by InVIT/TOT Concessionaire as per respective Concession Agreement for the entire concession period.

Toll tax/user fee rate is determined as per applicable NH Fee Rules and revised annually.”

127. As regards the number of projects completed under Build-Operate-Transfer (BOT) and Hybrid Annuity Model (HAM) categories so far, the Ministry in a written reply stated as under:

“Projects completed under BOT and HAM category is enclosed in **Annexure XIII.**”

128. When asked the reasons for the shift from BOT to HAM model and the current preferred model for highway projects, the Ministry in a written reply stated as under:

“The BOT (Toll) mode experienced limited participation from concessionaires due to higher risk on concessionaires including traffic risk, toll collection risks and construction risks, difficulty in raising capital for projects with revenue risk and delays in project execution due to availability of encumbrance-free land and permissions. Due to this, HAM gained popularity as a mode of construction and saw massive participation from contractors. HAM offers several benefits to the authority:

- **Reduced Immediate Burden on Budgetary Resources:** Unlike EPC mode, where authority bears the entire investment, HAM enables private investment. This allows award and construction of higher number of NH projects with limited pool of budgetary resources.
- **Risk Sharing:** HAM divides the risk between private developers and the government. By contributing to 40% of the project cost during construction, the government shares the financial burden with private players, while traffic/revenue risks are with authority.

Additionally, MoRT&H has introduced several reforms in the BOT(T) MCA to make the mode more viable and attractive to concessionaires like adding provision to adjust the concession period in case the traffic variation is beyond $\pm 5\%$; compensating concessionaire for gap in projected and realized revenue in the event of a competing road coming on the BOT(T) stretch, introducing “Equivalent Vehicle Unit” factor for accurate measurement of tollable traffic on stretch etc.

MoRT&H has already published the revised MCA for 4-lane to 6-lane upgradation projects and is in the final stages of completing the 2-lane to 4-lane upgradation MCA.

In addition to changes in MCA, MoRT&H is taking efforts to improve viability of the project by initiatives such as bundling of existing National Highways having toll history with greenfield alignments connecting the same Origin and Destination such as in Agra-Gwalior corridor and permitting the sale of concession rights with complete exit of concessionaire post lock-in period of 1 year.

To engage with industry stakeholders, MoRTH has conducted multiple events such as conference on BOT Projects (Jan 2024) focused on promoting PPPs

and easing business hurdles and International Outreach Program in the Middle East aimed to attract both national and global private sector partners.

Mode of implementation for projects is selected based on the financial viability of the project.”

129. On being enquired whether the road tax collected by State Governments is divided between Central and State Governments and for details thereof, the Ministry in a written reply stated as under:

“According to the Constitution, levy of Road Tax is State subject. List II in Schedule 7 of the Constitution of India , states at Sr. No. 57 that “taxes on vehicles, whether mechanically propelled or not, suitable for use on roads, including tramcars subject to the provisions of entry 35 of List III.

Therefore, taxes on vehicles fall within the purview of the States and are levied, collected and retained by the States.”

130. When the Committee sought data on the number of vehicles registered in the country during the last five years, category-wise, and on vehicles going out of use due to vehicle scrapping policy, the Ministry in a written reply stated as under:

“List having details of category wise vehicle registrations year-wise from 2020 to 2025 is at **Annexure XIV**.

As on 15.06.2025 the total No. of vehicles scrapped at RVSFs is 2,45,529 (127,048 Govt. Vehicles and 118,481 Pvt. Vehicles)”

131. On being asked whether any revenue is generated from Right of Way (RoW) by NHAI and details thereof or if any proposal is under consideration, the Ministry in a written reply stated as under:

“The licence fee for laying utilities and granting access to National Highways is being collected in accordance with the applicable norms and guidelines set by MoRT&H under the provisions of the Control of National Highways (Land and Traffic) Act, 2002.”

132. When the Committee enquired for a detailed note on provisions in concession agreements to take action against concessionaires and details of cases where penal provisions have been invoked in the last five years, the Ministry in a written reply stated as under:

“Ministry of Road Transport and Highways vide circular No.RW/NH-33044/76/2021-S&R(P&B) dated 06.10.2021 has issued SOP to debar/penalize/declare as Non-Performer the Contractor/Concessionaire in National Highways and other centrally sponsored road projects. The circular contains the actions to be taken against the Contractor/ Concessionaire for the different type of deficiencies. NHAI has implemented the same vide Policy Circular no. 16.11/2021 dated 16.11.2021. The circular also contains provision for requisite amendments to be made in the Model RFP and MCA documents for EPC, HAM and BOT(Toll) projects.

Regarding furnishing the details of the cases where NHAI has invoked penal provisions against concessionaires or contractors during the last five years, the same is being complied and will be sent separately.”

133. As regards penal measures enforced under concession agreements and changes initiated to prevent issues related to incomplete or overlooked geotechnical investigations, the Ministry in a written reply stated as under:

“i) Clause 4(i) of Annex-1 of Schedule-N of Standard EPC Agreement issued by MoRTH on 05.03.2019, stipulates as follows:

‘During the Construction Period, the Authority’s Engineer shall review and approve the Drawings furnished by the Contractor along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys, and the recommendations of the Safety Consultant in accordance with the provisions of Clause 10.1 (vi). The Authority’s Engineer shall complete such review and approval and send its observations to the Authority and the Contractor within 15 (fifteen) days of receipt of such Drawings; provided, however that in case of a Major Bridge or Structure, the aforesaid period of 15 (fifteen) days may be extended upto 30 (thirty) days. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.’

ii) Similarly, in case of HAM and BOT Projects, Para 4(i) of Schedule-N and Schedule Q of MCA of HAM and BOT Projects respectively stipulate as follows:

‘During the Development Period, the Independent Engineer shall undertake a detailed review of the Drawings to be furnished by the Concessionaire along with supporting data, including the geo-technical and hydrological

investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys and traffic surveys. The Independent Engineer shall complete such review and send its comments/observations to the Authority and the Concessionaire within 15 (fifteen) days of receipt of such Drawings. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.'

iii) In case of any lapses/failure identified in a project, including those related to failure to detect design/ quality deficiency in Key/ Non-key Components, failure to detect deficiency/ not reviewing drawings etc., NHAI vide Policy Circular dated 18.01.2022 issued SOP to debar/penalize/declare as Non-Performers the Authority's Engineer/Independent Engineer/Construction Supervision Consultant/Project Management Consultant in National Highways and other centrally sponsored road projects.

iv) Further, NHAI vide Policy Circular dated 16.11.2021 issued SOP to debar/penalize/declare as Non-Performers the Contractor/Concessionaire in case of any failure or lapses identified in a project. The SOP also provides for rectification of defects or failures at the risk and cost of the Contractor/Concessionaire.

v) The provisions of above policy circulars are aimed at improving accountability and ensuring any lapses in the project are addressed and prevented in future projects. The provisions of the above policy circulars dated 18.01.2022 and 16.11.2021 have also been incorporated into the Model RFP for AE/IE and Standard RFP of EPC/ HAM/ BOT(Toll) Projects. A Copy of the Policy Circular dated 16.11.2021 is attached in **Annexure XV.**"

PART-II

OBSERVATIONS/RECOMMENDATIONS

The following are the interim recommendations of the Committee touching upon critical issues concerning the planning, execution, safety, tolling, and user services associated with National Highway projects. The Committee have examined various matters ranging from design accountability, sub-contracting, pavement failures, and emergency response mechanisms to toll reforms, service quality, and stakeholder consultations etc.

RECOMMENDATION NO. 1

Performance Assessment of NHAI

1. The Committee note that since its inception, the National Highways Authority of India (NHAI) has played a pivotal role in transforming the road infrastructure landscape of the country. With the substantial completion of the Golden Quadrilateral, major phases of the National Highways Development Project (NHDP), and subsequent flagship programmes such as Bharatmala, the national highway network has expanded significantly—from approximately 50,000 kilometres in the early 2000s to over 1.45 lakh kilometres at present. As a result, highway connectivity, travel times, and access to remote regions have improved considerably, and users are increasingly experiencing the benefits of a modern road network.

However, the Committee also observe that this rapid expansion has brought new challenges and systemic gaps to the fore. Persistent issues such as inconsistent design quality, inadequate safety features, irrational toll charges, delays in land acquisition, slack concession agreements, and weak enforcement of contractual obligations are some of them. The institutional response to such challenges has often been fragmented and reactive, indicating the lack of a structural response mechanism.

In light of the above, the Committee are of the considered opinion that NHAI must undergo assessment to determine whether the planning and execution of highway projects have achieved the intended outcomes in

terms of cost, time, and quality. This assessment should also examine whether institutional mechanisms are in place to ensure transparency, value for public money, and user satisfaction.

The Committee are of the view that NHAI must now transition from being primarily a tender-awarding construction agency to a mature infrastructure authority with a focus on asset creation and management, user-centric service delivery, and long-term sustainability. The Committee desire that NHAI reorient itself accordingly and remain alive and aware of the expectations of all stakeholders. To facilitate this shift, the Committee recommend that NHAI undertake a comprehensive review of its organisational structure and internal functioning through a credible third-party assessment, aimed at evaluating its performance, governance systems, vertical alignment, and operational efficiency.

RECOMMENDATION NO. 2

Performance Audit of National Highway Projects

2. The Committee note that the road network in India has undergone rapid expansion, with NHAI evolving into a multi-layered institution comprising several verticals responsible for planning, implementation, asset monetisation, tolling, maintenance, and digital integration of national highways. This transformation has been largely driven by National Highways Projects undertaken by NHAI, which aimed to expand the country's highway infrastructure. While this institutional growth reflects the importance, it has also given rise to significant challenges.

The Committee further note that grievances have been consistently received from a wide range of stakeholders—including road users, concessionaires, and state governments—highlighting issues such as project delays, suboptimal service delivery, inadequate tolling rationale, poor grievance redressal, and lack of transparency in decision-making. These recurring concerns, point to systemic and institutional shortcomings warrant a deeper, independent examination of the structural and operational dimensions of NHAI's functioning, particularly in the context of the National Highway Projects.

The Committee also note that the Comptroller and Auditor General of India have conducted audit on different aspects of NHAI during the last few years such as Report No. 12 of 2024 (Union Government – Commercial) and Report No. 7 of 2023 (Compliance Audit on Toll Operations in Southern India), which underscore concerns in the functioning of the National Highways Authority of India (NHAI).

Given the complexity and scale of NHAI's operations, the Committee are of the view that an external, independent audit is necessary to complement internal assessments. Such an audit should evaluate the effectiveness of NHAI's organisational structure, the functioning of its different verticals, the adequacy of internal controls, and the degree of compliance with statutory and regulatory frameworks.

The Committee are of the opinion that such an audit is required to strengthen institutional integrity, and ensure that NHAI remains aligned with its core mandate of delivering efficient, safe, and accountable highway infrastructure across the country. Considering these issues, the Committee recommend that the Comptroller and Auditor General (CAG) of India take up a comprehensive performance audit of the National Highway Projects being undertaken by NHAI.

RECOMMENDATION NO. 3

DPR preparation

3. The Committee note that several National Highway projects have suffered delays, redesigns, and avoidable public dissatisfaction due to insufficient consultation during the DPR stage. The Committee find that despite the crucial role DPRs play in finalising alignment, land acquisition, service road layout, and access points, there is no formal consultation with local stakeholders, Members of Parliament, MLAs/MLCs, and local bodies. In several cases, essential structures like underpasses and culverts were added only after repeated demands by local stakeholders, indicating systemic oversight in the planning process.

The Committee note that several highway stretches have failed as some of them were constructed using high earthen embankments over unstable soils, without reinforced structures or geo-grids, and that land acquisition

constraints were not adequately reconciled with design feasibility, leading to unsafe or compromised alignments. The Committee find that recurring deficiencies in national highway construction highlight the failure to integrate local technical expertise and site-specific inputs during the Detailed Project Report (DPR) and design stages. Diverse terrain and environmental sensitivities across India call for routine consultations with Geological Survey of India (GSI) or the Central Road Research Institute (CRRI), State-level Public Works Departments, revenue authorities, or district-level engineering officials. Customised designs have to be applied in fragile zones such as waterlogged areas, paddy fields etc. with adequate consideration of soil stability, drainage needs, and hydrological conditions.

The Committee observe that the absence of structured, more inclusive, and documented consultations often results in designs that fail to address local realities, particularly in ecologically sensitive or densely inhabited regions. The Committee also find that expertise from engineers of local bodies, revenue, public works departments and State Highways is not consistently incorporated at the DPR preparation stage, where terrain complexities demand contextual solutions.

The Committee desire that there should be a mechanism that includes (i) formal engagement with respective Members of Parliament, MLAs/MLCs, Urban Local Bodies, and Town and Country Planning bodies, Panchayati Raj Institutions and (ii) technical consultations with State-level Public Works, Revenue, Irrigation, and Disaster Management departments. Relevant suggestions must be documented, evaluated, and incorporated into DPRs, with written justification provided for any exclusion.

The Committee therefore recommend that NHAI should evolve an effective mechanism to institutionalise a mandatory, structured, and time-bound consultation framework, at the state level, during DPR preparation, to be overseen by an Empowered Committee comprising representatives from MPs/MLAs Urban Local Bodies, concerned State Authorities like PWDs etc. to ensure both technical feasibility and local responsiveness in project design.

RECOMMENDATION NO. 4

Design Oversight in Highway Construction

4. The Committee note that National Highway projects in Kerala have encountered repeated instances of slope failure, pavement cracking, poor

drainage, and waterlogging. They also note the claims that NHAI have executed several highway widening and upgradation projects across Kerala, including in Kasaragod, Kannur, Palakkad, Thrissur, Ernakulam, and Thiruvananthapuram—districts that receive heavy rainfall and share similar geotechnical characteristics. In many of these locations, construction of reinforced earth (RE) walls has been undertaken. However, as per the Ministry, the incident of slope failure at Kooriyad occurred due to lapses by the Concessionaire and Independent Engineer. For instance, the Committee find that at Kooriyad in Malappuram district, the slope failure on a 10 m high embankment constructed over saturated clay silt led to severe damage and risk to public safety. The Committee note that the Ministry has admitted that “design parameters were wrongly assumed” and “actual site conditions at the location were wrongly assessed.”

The Committee further observe that action was taken against the Independent Engineer and consultants for negligence, and that a revised design involving reinforced earth walls was approved only after the failure. A review Committee had suggested corrective course of action which is being implemented.

The Committee also note that the initial DPR did not reflect actual ground conditions, and that pavement designs using PQC layers over poor subgrade soils without sufficient drainage led to premature failures. The Committee note the persistent and systemic lapses in project planning, design validation, and site assessment that have led to engineering failures, safety hazards, and loss of public resources in hilly and geologically sensitive States and elsewhere.

In this regard, the Committee desire that accountability must be enforced not merely post-failure but through independent pre-construction audits, and penal provisions should be invoked against errant consultants, engineers, and officials who negligently approve flawed designs. The Committee desire that accountability should also be fixed on the officers of NHAI responsible for the approval and oversight of such projects. The Committee recommend that in cases of gross negligence or repeated failure, the defaulting concessionaire be blacklisted from undertaking future projects under NHAI or the Ministry.

RECOMMENDATION NO. 5

Sub-contracting in Highway Projects

5. The Committee note that in the Ministry's own submissions, much of the road infrastructure is executed by sub-contractors, who might not be accountable under the primary contract framework. The Committee note that this unchecked layering of contractors and sub-contractors, particularly in EPC, BOT, and HAM projects, has led to diffusion of accountability, where the Authority has limited leverage to enforce quality standards or timely delivery.

The Committee observe that while sub-contracting is not explicitly defined or regulated in the statutory or contractual framework governing NHAI projects, it is indirectly permitted through a broad enabling clause under Section 16(2)(h) of the National Highways Authority of India Act, 1988, as amended. This provision empowers the Authority to “engage, or entrust any of its functions to, any person on such terms and conditions as may be prescribed”. However, this discretion appears to have resulted in multi-tier sub-contracting, with severe consequences for project quality and timelines. The Committee observe that in many highway projects along NH-66 in Kerala, there is a big difference between the amount approved by the government (sanctioned cost) and the actual cost at which the project was awarded. For example, the project from Kadambattukonam to Kazhakuttom was approved at ₹3684.98 crore, but the contract was awarded for just ₹795 crore—only about 22% of the approved amount. On average, for all 20 packages of the NH-66 project, the awarded cost is only around 54% of what was sanctioned. The Committee are concerned about such a large difference, as it raises questions about whether these projects are being carried out as originally specified in the DPR and whether subcontracting at lower costs is affecting the quality and scale of the work.

The Committee are also concerned that this cost difference may be closely related to sub-contracting practices adopted by main concessionaire. Instead, these main concessionaires pass on the work to sub-contractors at a lower cost thereby making a clear profit without executing any work or any responsibility. This can lead to delays, lower quality, and weak accountability, especially if these sub-contractors are not properly monitored.

Due to these reasons, the Committee are inclined to believe that sub-leasing of work beyond one level (i.e. contractor to one sub-contractor) should be discouraged. They feel that, if further sub-contracting is absolutely necessary, it should only be allowed with special approval from NHAI. NHAI must ensure that all sub-contractors are registered, get prior approval, and be clearly documented.

The Committee recommend that the Ministry do a detailed review of all NH-66 projects, especially where the gap between the sanctioned and awarded cost is unusually large. The Committee feel that such large gaps are one of the first red flags and pointers to check if this cost gap is leading to poor quality due to on sub-contractors. In every case, the main contractor must remain fully responsible for completing the work, even if they engage sub-contractors. The Committee therefore desire that the Ministry take strong steps to stop contractors from quoting abysmally low prices just to win tenders.

The Committee, in this regard, also recommend that standard contract formats, such as Model Concession Agreements, be revised to make sure that sub-contractors can also be held legally responsible—along with the main contractor, for any delays, safety problems, or quality failures. The Committee desire that if any work is carried out by an unauthorised sub-contractor and if NHAI finds any quality issues, then both the main contractor and that sub-contractor should be blacklisted. The Committee also recommend that NHAI should consider putting a limit on how much of the work or contract value can be sub-contracted and standard contract formats should include clear rules that make all contractors, main and sub, jointly and severally responsible for the quality, safety, and timely completion of the work.

RECOMMENDATION NO. 6

Institutional Strengthening of Design Review by NHAI

6. The Committee note that a significant proportion of National Highway projects are implemented through EPC contracts or PPP modes such as BOT, HAM, and TOT, where the responsibility for detailed engineering design is delegated to the concessionaire. As per the Ministry's submission, concessionaires are required to translate the

conceptual designs in the Detailed Project Report (DPR) into executable construction drawings, including those for geometric, pavement, structural, and drainage systems, by engaging a design consultant, a proof consultant, and a safety consultant. These designs are reviewed by an Independent Engineer and vetted by the Authority's safety consultants.

The Committee note that DPR consultants, design consultants, and safety consultants are all engaged by the Concessionaire or EPC contractor, and that NHAI's internal role is limited to formal approvals. The Committee observe that this delegation of responsibility weakens accountability, especially when Independent Engineers also fail to flag design deficiencies—as seen in the Kooriyad collapse case which was attributed to inaccurate geotechnical assessments and poor oversight by both the concessionaire and the Independent Engineer, as acknowledged by the Ministry. The Committee are of the view that the methodology being followed by NHAI could help it escape responsibility but this brings bad repute to NHAI as an organization. While design scrutiny is important, implementation of approved design should also be ensured and no short cut measures to reduce costs by the concessionaire/ sub contractors may be permitted.

The Committee find that in the roadway projects, the critical design elements such as embankment stability, drainage channels, pavement layering, and slope protection are being handled in a fragmented and contractor-friendly manner without formal centralized scrutiny. As these highways are used by lakhs of vehicle users, any lapse or oversight or laxity can cause loss of life and property. The Committee observe that this multilayered delegation does not absolve the Authority of its ultimate accountability for project quality and safety.

The Committee desire that NHAI must ensure that its own approvals are not reduced to procedural formalities, with full accountability fixed on approving officers and NHAI shall have final and effective authority for the review and approval of all critical design elements, included in the original DPR or introduced later by the concessionaire. The Committee, therefore, recommend that NHAI institutionalise in-house technical review mechanism for the vetting and approval of all critical design components of the project.

RECOMMENDATION NO. 7

Design and Utility of Service Roads

7. The Committee note that NHAI constructs service roads alongside National Highways, particularly in areas where the highways pass near small towns and cities. Service roads are critical for providing local access and ensuring the safe coexistence of highway and non-highway traffic. They are especially vital in densely populated or industrial areas, where local vehicles, pedestrians, and slow-moving traffic must be segregated from the main carriageway to avoid congestion and accidents. However, the Committee find that service roads are frequently either omitted from project design, implemented in a fragmented manner, or left poorly maintained. In many projects, their construction is deferred or treated as an afterthought, and such practices not only cause inconvenience to local populations but also defeat the fundamental purpose of access control and safe highway usage. The Committee also note that poor drainage design along service roads leads to recurring waterlogging, and in some cases, submerging homes and businesses in adjacent areas.

The Committee have also been informed that service roads are of insufficient and inconsistent width, which does not cater to the vehicular traffic and is often found inadequate, causing traffic snarls/jams. The Committee therefore urge that NHAI adopt a uniform minimum standard for the width and construction quality of service roads, proportionate to the expected local traffic load, and ensure that they remain durable and navigable throughout the project life cycle.

The service roads are an important requirement to cater to the local populace alongside National Highway roads for the towns and villages through which they pass. The Committee desire that toll should not be levied unless service lanes along completed stretches are constructed and made operational for public use. The Committee therefore recommend that service roads be designed and treated as an essential component of National Highway infrastructure, and NHAI must ensure that the service road alignment, standardised width, structural integrity, connectivity, signage, and drainage features are finalised at the DPR stage itself. It should be ensured that the quality of service roads is similar to that of the National Highway.

RECOMMENDATION NO. 8

Review of Pavement Failures

8. The Committee note with concern that the quality and durability of concrete pavements on several National Highway stretches have been far from satisfactory. Specific instances were brought to the Committee's attention, including the key stretches along the Delhi–Vadodara Expressway. These roads, which were expected to offer long-term service with minimal maintenance are found to have developed premature cracks, surface distress, and failures in pavement quality concrete (PQC), often within a short period of completion.

The Committee note the Ministry's admission of design failures, weak quality assurance, and over-reliance on concessionaires for critical decisions. Owing to the repeated and serious failures of concrete pavements on National Highways—particularly in rain-prone and low-lying areas such as Kerala—and the admission by the Ministry and NHAI of design failures and suboptimal construction practices, the Committee find that the indiscriminate shift from bituminous to concrete roads without adequate assessment has resulted in poor quality outcomes, delays, and potential wastage of public funds.

The Committee also note that in response to a specific query, the Ministry has admitted that no forensic audit has been conducted in such cases and without which it would be difficult to identify whether the failures stem from design flaws, material quality issues, construction lapses, or environmental conditions.

The Committee therefore conclude that the problem appears systemic. In this regard, the Committee recommend that the Ministry and NHAI adopt a mandatory, evidence-based framework for selecting pavement material bituminous, concrete or otherwise based on site-specific technical and environmental assessments and included at the DPR stage, itself. Further, the Committee recommend a third-party technical audit of all concrete pavement projects undertaken in the last five years, with results submitted within six months to them .

RECOMMENDATION NO. 9

Tolls and ongoing works on highways

9. The Committee note that toll is meant to be charged only when the road is fully developed, safe, and usable as per approved standards. The road users pay toll to travel fast, safe and comfortable. However, they find that in several cases, toll is being collected even when the road is incomplete or under expansion, or when lanes are closed due to ongoing widening, upgradation, or maintenance works. This implies that the road user is not getting the full benefit for which the toll is being paid.

The Committee desire that MoRTH&NHAI must ensure strict monitoring of the highways in this respect before allowing toll collection. In cases where toll is collected in violation of these norms, strong penalties should be imposed on the concerned contractor or concessionaire, including fines and debarment from future projects. Until such time as the road is complete and fully functional, toll collection should be suspended. The Committee, therefore recommend, that toll must not be collected on any highway stretch where road works are ongoing and users are not getting full and safe access to the complete carriageway and related facilities like service roads and drainage.

RECOMMENDATION NO. 10

Rationalisation of Toll Charges

10. The Committee find that toll charges on National Highways are linked to base rates first fixed in 2008 and annually revised, with a 3% annual escalation, irrespective of road quality, traffic volume, or user affordability. However, the Committee observe that the concept of tolling in perpetuity was first introduced through an amendment to the Fee Rules in 2008, allowing continued collection of user fees even after the recovery of project costs. This provision was further clarified and codified through the 2023 amendment to the Fee Rules, which explicitly permits tolling to continue beyond the end of the concession period, thereby formalising a regime of perpetual tolling.

Once the concession period of a BOT-toll project is over, the asset is handed over to NHAI, after which it is operated as a publicly funded toll

plaza, with toll revenues credited directly to the Consolidated Fund of India. While toll rates are revised annually through a formula combining a fixed 3% increment with partial indexation to the Wholesale Price Index, the Committee find that there is no institutional mechanism to independently evaluate whether toll charges are justified in relation to actual operation and maintenance costs or future service requirements.

The Committee note that the Ministry have acknowledged this and initiated a study with NITI Aayog to revise the user fee determination framework, including base rates, inflation indexing, and concession structures. The Committee recommend that the Ministry pursue the proposed study—being initiated through NITI Aayog in collaboration with reputed academic institutions—and ensure that it is time-bound and result-oriented.

The Committee desire that toll collection on any highway stretch must be rationalised and substantially reduced once capital and routine maintenance costs have been recovered. Any continuation of tolls beyond this point should be permitted only if clearly justified and approved by the proposed independent oversight authority. The Committee also urge that all existing contracts and publicly funded toll plazas allowing tolling beyond cost recovery must be reviewed in light of these principles to safeguard user interest and uphold the principle of equity in public infrastructure usage. While higher toll charges are justified during the period of concession agreement, continuation after that needs to be justified.

The Committee therefore, recommend that the Ministry establish an tariff authority, on the lines of the Airports Economic Regulatory Authority (AERA) in the civil aviation sector, to ensure transparency and fairness in toll fixation, collection, and regulation. This authority, should be mandated to review and determine periodicity of toll revisions are based on certain parameters.

RECOMMENDATION NO. 11

Toll Refund

11. The Committee note that under Section 7 of the National Highways Act, 1956, the Central Government is empowered to levy user fees in

consideration of services or benefits rendered on National Highways. The Ministry submitted that toll is presently collected under the National Highways Fee (Determination of Rates and Collection) Rules, 2008, and is explicitly levied for the provision of highway-related services to users. The Committee also note the Ministry's admission that user convenience remains a challenge and that efforts are underway to implement barrierless free-flow tolling systems to enhance service delivery.

The Committee further draw attention to Section 10 of the National Highways Authority of India Act, 1988, which mandates that NHAI must discharge its functions in accordance with sound business principles. However, the Committee find it unacceptable that toll continues to be collected even in situations where the essential service—namely, safe, uninterrupted, and timely travel—is not available. This includes highway stretches that are incomplete, under prolonged construction, or marked by serious deficiencies in safety and traffic flow. Continuing to levy toll without delivering the promised level of service violates both the user-pay principle embedded in Section 7 of the National Highways Act and the norms of fair commercial conduct envisaged under Section 10 of the NHAI Act.

The Committee are particularly concerned by the absence of any institutional mechanism for refunding or waiving toll in such cases, despite the service not being rendered. Charging toll under these conditions not only violates the principle of quid pro quo but also undermines public confidence in the legitimacy of user charges. In this context, the Committee wish to draw a parallel with the income tax framework, where the Government has institutionalised a transparent and automated mechanism to process refunds to taxpayers in cases of excess deduction or payment.

The Committee, therefore, recommend that the Ministry of Road Transport and Highways and the National Highways Authority of India establish a clear, technology-driven, and transparent mechanism for automatic toll refund or waiver in cases where the highway is incomplete, unfit, or unavailable fully or under maintenance for use. This system should be fully integrated with the electronic toll collection framework (e.g., FASTag) and designed to function without the need for user intervention, just as income tax refunds are processed and paid directly to taxpayers.

RECOMMENDATION NO. 12

Tolling to be paired with operational safeguards

12. The Committee note that the Ministry is in the process of rolling out Multi-Lane Free Flow (MLFF) tolling using AI-based Automatic Number Plate Recognition (ANPR) and Global Navigation Satellite System (GNSS) technologies. While pilot projects have reportedly demonstrated potential revenue gains, the Committee find that serious unresolved issues persist with the existing FASTag-based tolling system, which undermine the very purpose of electronic toll collection.

Despite the reported widespread adoption of FASTag—with over 5.54 crore active tags and daily toll collections exceeding ₹193 crore—the Committee observe that the system continues to suffer from major operational and user-level deficiencies. Malfunctioning FASTag scanners at toll plazas frequently result in failed reads and vehicle pile-ups. Although nearly all lanes are technically ETC-enabled, inconsistent ground-level enforcement and lack of uniformly functional RFID infrastructure result in avoidable congestion and user dissatisfaction.

The Committee further note that toll plazas often lack on-site facilities for users to recharge, purchase, or replace their FASTags. This compels users to rely on issuer bank websites or third-party applications, which vary widely in reliability and user interface quality. In the event of queue delays or wrongful deductions, commuters are often left helpless. The Committee find that grievance redressal mechanisms remain weak. Most users are unaware of the procedure to lodge complaints, and only a small fraction follow up. Physical enforcement is also inadequate, especially at high-traffic locations.

In view of these persistent operational shortcomings, the Committee emphasise that effective toll management must be grounded in real-time monitoring and data-driven decision-making. They, therefore, recommend that NHAI develop a real-time toll plaza performance dashboard that integrates live traffic flow, queue lengths, lane-wise usage, and estimated waiting times. The dashboard should flag congestion-prone lanes and enable timely corrective action, including staff deployment and lane reallocation.

The Committee further desire that the implementation of MLFF tolling be supported by a regulatory framework to ensure data integrity, correct billing errors, and safeguard user privacy. To mitigate on-ground difficulties, the Committee also recommend NHAI to coordinate with banks and financial institutions to ensure that they provide on-site FASTag recharge and replacement facilities at toll plazas.

The Committee also observe that during situations involving large crowd movement—such as religious congregations (e.g., Mahakumbh), natural disasters, or large public events—rigid toll collection protocols may aggravate traffic congestion and pose safety risks. In such cases, decentralised and timely decision-making becomes essential. Therefore, the Committee recommend that appropriate amendments be made to the NHAI Act and relevant rules to empower the District Magistrate or other competent local authority to manage traffic flow and, where necessary, temporarily suspend toll collection in the public interest.

RECOMMENDATION NO. 13

Unauthorised Toll Plazas

13. The Committee are concerned to note reported instances of unauthorised toll collection on National Highways, where private individuals illegally diverted traffic through a defunct industrial premises and collected tolls without any authority. Although the illegal operation was eventually dismantled and legal action initiated, such incidents point to serious enforcement and monitoring deficiencies. They not only result in potential revenue loss to concessionaires and the exchequer but also undermine public trust in the legitimacy of the tolling system and expose users to fraudulent practices.

The Committee are of the opinion, that real-time GPS-based mapping and geofencing of all authorised toll plazas, deployment of CCTV and drone surveillance on vulnerable stretches, and periodic joint inspections by NHAI, State authorities, and law enforcement agencies, can help road users to identify the correct toll plaza location. A clear and time-bound protocol must also be established for identifying, reporting, and initiating legal action against unauthorised tolling operations. The Committee also desire that toll concession agreements include specific obligations for the

prevention of unauthorised tolling and diversion, with appropriate penalties for non-compliance. Further, details of all authorised toll plazas should be published and regularly updated on public platforms such as the RajmargYatra app to enable verification by users. Noting the need for transparency in toll operations, the Committee recommend that the Ministry of Road Transport and Highways and NHAI urgently develop and implement a Toll Integrity and Enforcement Framework.

RECOMMENDATION NO. 14

Emergency and Safety Mechanisms

14. The Committee are deeply concerned to note the incidence of accidents on National Highways and the absence of a fully institutionalised mechanism to ensure timely and effective emergency response. Field observations and submissions before the Committee confirm that in the event of serious accidents or collisions, particularly on high-speed or remote highway stretches, victims are often deprived of prompt medical attention, roadside assistance, or coordinated rescue support. The absence of a structured framework for real-time emergency response—including ambulances, trauma care, centralised dispatch, and coordination with law enforcement—continues to result in preventable loss of life and grievous injuries.

The Committee note with particular concern that, despite express provisions in project guidelines and concession agreements, many National Highway stretches lack dedicated emergency response vehicles, trauma management protocols, or fully functional highway patrol services. Where ambulances are provided by concessionaires or EPC contractors, they are often inadequate in number, ill-equipped, or operate without GPS tracking and central command integration. The current model, which relies on project-specific arrangements without uniform national standards, has created a fragmented and adhoc emergency response ecosystem across the highway network.

The Committee further observe that the absence of clear institutional accountability, whether with the concessionaire, the project implementation unit, or State authorities, has led to a systemic vacuum in

handling accidents, particularly at identified *blackspots*, which continue to remain accident prone zones due to continued inaction. Despite the identification of thousands of *blackspots* by various agencies, there is no consistent framework for their rectification, real-time monitoring, or prioritisation of emergency services in these high-risk areas.

The Committee emphasise that accident response mechanisms must also encourage Good Samaritan intervention. In this regard, the Committee urge the Ministry and NHAI to promote Good Samaritan participation through structured awareness campaigns, dedicated helplines, and improved on-ground coordination. The Committee further recommend that the role of Good Samaritans be formally recognised and supported as an integral part of highway safety protocols. In doing so, the Committee emphasise that the protections notified by the Central Government under the 2016 Good Samaritan guidelines must be operationalised on the ground in letter and spirit, ensuring that no Good Samaritan is harassed, compelled to disclose identity, or detained beyond what is legally permitted. The Committee is of the considered view that individuals acting as Good Samaritans, ought not to be subjected to legal proceedings or held liable for any unintended consequences arising therefrom. They, therefore, earnestly recommend that, in the interest of justice and public welfare, such individuals should be accorded due legal protection and immunity.

In addition to the above, the Committee desire that tolling infrastructure such as FASTag systems, Automatic Number Plate Recognition (ANPR) cameras, and surveillance networks be mandatorily integrated with automated incident detection systems capable of rapid identification of crashes, obstructions, and blackspot activity. Accordingly, the Committee recommend that an integrated emergency response system on National Highway be put in place along with GPS-enabled ambulances, highway patrol and recovery vehicles for immediate trauma response and the same may be monitored through a Control Room.

NEW DELHI
11 AUGUST 2025
20, Sravana, 1947

K. C. VENUGOPAL
Chairperson,
Public Accounts Committee

MINUTES OF THE THIRTEENTH SITTING OF THE COMMITTEE ON PUBLIC ACCOUNTS (2024-25) HELD ON 12 FEBRUARY, 2025

The Committee on Public Accounts sat on Wednesday, the 12 February, 2025 from 1500 hrs to 1715 hrs in Committee Room D, Parliament House Annexe, New Delhi.

PRESENT

Shri K.C. Venugopal - Chairperson

Members

LOK SABHA

2. Dr. Nishikant Dubey
3. Smt. Aparajita Sarangi
4. Dr. Amar Singh
5. Shri Tejasvi Surya
6. Shri Anurag Singh Thakur
7. Shri Dharmendra Yadav
8. Shri T. R. Baalu
9. Prof. Sougata Ray

RAJYA SABHA

10. Dr. K. Laxman
11. Shri Tiruchi Siva

LOK SABHA SECRETARIAT

- | | | | |
|----|-------------------------|---|------------------|
| 1. | Dr. Sanjeev Sharma | - | Joint Secretary |
| 2. | Shri Muraleedharan. P | - | Director |
| 3. | Shri Alok Mani Tripathi | - | Deputy Secretary |
| 4. | Shri Pankaj Sharma | - | Deputy Secretary |
| 5. | Shri Atul Bhawe | - | Deputy Secretary |
| 6. | Smt. Malvika Mehta | - | Deputy Secretary |

**REPRESENTATIVES OF THE OFFICE OF THE COMPTROLLER AND AUDITOR
GENERAL OF INDIA**

- | | | | |
|----|------------------------|---|------------------|
| 1. | Sh. Rebecca Mathai | - | Dy. CAG |
| 2. | Ms. Atreyee Das | - | Dy. CAG |
| 3. | Ms. Smita S. Chaudhari | - | Dy. CAG |
| 4. | Sh. Samar Kant Thakur | - | Director General |

REPRESENTATIVES OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

Sl. No.	Name	Designation
1.	Shri V. Umashankar	Secretary, MoRT&H
2.	Shri Santosh Kumar Yadav	Chairman, NHAI
3.	Shri B.K. Sinha	ADG, MoRT&H
4.	Shri K. Venkata Ramana	Member (PPP), NHAI
5.	Shri Vishal Chauhan	Member (Admin), NHAI
6.	Shri Anil Choudhary	Member (Project), NHAI
7.	Shri V.K. Rajawat	Member (Projects), NHAI
8.	Shri Alok Deepankar	Member (Technical), NHAI
9.	Shri Kamlesh Chaturvedi	JS (Toll), MoRT&H
10.	Shri Abdul Basit	CGM (CO), NHAI
11.	Shri Rohit Singh	SE (Toll), MoRT&H
12.	Shri A.R. Chitranshi	DGM, NHAI

PART A

At the outset, Hon'ble Chairperson welcomed the Members and the officials of the Office of the Comptroller and Auditor General of India (C&AG) to the Sitting of the Committee convened to take oral evidence of the representatives of the Ministry of Road Transport and Highways, National Highways Authority of India and other concerned organisations on the subject "Levy and regulation of fee, tariff, user charges etc. on public infrastructure and other public utilities."

2. The Chairperson requested the officers of the C&AG to give the input on the subject to the Committee. Subsequently, issues arising from CAG Report no. 7 of 2023 related to maintenance of the highways, roadside amenities on highways, identification of black patches and black spots etc. were discussed.

3. Thereafter, the representatives of the Ministry of Road Transport and Highways, National Highways Authority of India and other concerned organisations were called in and the Chairperson welcomed them to the Sitting. The Committee raised concern over faulty implementation of NH Fee Amendment Rules, 2013, reduction in toll tax during upgradation of highways, loss of revenue due to lack of revenue sharing in Concession Agreements, toll collection using the Global Navigation Satellite System, etc. The Committee also raised queries on excess collection of toll, comprehensive rating system for performance assessment of concessionaires, challenges faced in the determination and collection of toll, etc.

4. The representatives of the Ministry presented their views on performance of FASTag, Automatic Number Plate Recognition (ANPR), performance of Rajmarg App, etc.

5. The Members raised various issues *viz.* lack of amenities on highways especially for women , various business models like HAM, EPC, BOT, AI driven smart tolling systems, waiting time on toll plazas, inconvenience caused to local residents and everyday commuters due to lack of alternate routes, leakages in collection of toll

tax on highways, increase in speed limit on highways, monitoring mechanism for the contractors, grievance redressal mechanism, budgetary support for the Ministry, annual passes for highway users, etc.

6. The representatives of the Ministry further highlighted the efforts made by the Ministry regarding multi-lane free flow tolling, rationalisation of rates of toll tax, launch of new highway projects, behavioural training of toll booth employees, monitoring of excess tolling, etc.

7. The Ministry was directed to provide the detailed replies to the points raised during the discussion along with a reply to the List of Points within fifteen days.

PART B

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The Committee then adjourned.

A copy of the proceedings of the Sitting has been kept on record.

**MINUTES OF THE THIRD SITTING OF PUBLIC ACCOUNTS COMMITTEE (2025–26)
HELD ON THURSDAY, 29TH MAY 2025, FROM 1100 HOURS TO 1315 HOURS IN THE
MAIN COMMITTEE ROOM, PHA.**

The Public Accounts Committee sat on Thursday, 29th May 2025 from 1100 hrs. to 1315 hrs. in Main Committee Room, PHA, New Delhi.

PRESENT

Shri K.C. Venugopal - Chairperson

Members

LOK SABHA

2. Shri Jai Parkash
3. Prof. Sougata Ray
4. Shri Balashowry Vallabhaneni
5. Shri Dharmendra Yadav

RAJYA SABHA

6. Shri Shaktisinh Gohil
7. Dr. K. Laxman
8. Shri Praful Patel
9. Shri Sukhendu Sekhar Ray

LOK SABHA SECRETARIAT

1. Shri H. Ram Prakash – Joint Secretary
2. Shri Muraleedharan P – Director
3. Shri Alok Mani Tripathi – Deputy Secretary
4. Shri Pankaj Kumar Sharma – Deputy Secretary
5. Smt. Malvika Mehta – Deputy Secretary

REPRESENTATIVES OF THE OFFICE OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA

1. Ms. Smita S. Chaudhri – Deputy C&AG

REPRESENTATIVES OF MINISTRY OF ROAD TRANSPORT AND HIGHWAYS AND NHAI

1. Shri V. Umashankar – Secretary, MoRTH
2. Shri Santosh Kumar Yadav – Chairman, NHAI
3. Shri Vishal Chauhan – Member, NHAI
4. Shri K. Venkata Ramana – Member, NHAI

At the outset, Hon'ble Chairperson welcomed the Members and the officers of the Comptroller and Auditor General of India (C&AG) to the Sitting of the Committee convened to take oral evidence of the representatives of the Ministry of Road Transport and Highways (MoRTH) and the National Highways Authority of India (NHAI) on the subject "Levy and Regulation of Fees, Tariffs, User Charges, etc. on Public Infrastructure and Other Public Utilities".

2. Hon'ble Chairperson made a reference to oral evidence of the Ministry and NHAI held before the previous Committee on 12th February, 2025, on the subject and then drew attention to the alarming condition of National Highway-66 in Kerala, where serious incidents of road collapse, cracks, and substandard construction had been reported. It was observed that the situation could have led to tragic casualties had the failures occurred after public opening. Audit officers, thereafter, presented a detailed overview of past audit findings, highlighting irregularities in toll collection, non-compliance with fee rules, toll revenue leakages, and failure to enforce penalties.

3. Representatives of the Ministry of Road Transport and Highways (MoRTH) and the National Highways Authority of India (NHAI) were then called in. In his opening remarks, Hon'ble Chairperson expressed serious concern over the current system of determination, levy, and collection of user charges on national highways, describing it as being in a state of confusion and lacking alignment with modern technologies and stakeholder expectations. He noted that despite previous deliberations, many questions remained unresolved, particularly regarding the rationale behind toll rate

hikes and deficiencies in tolling infrastructure. The representatives made a power point presentation, focusing on tolling practices, the basis for fee determination, the structure of concessions for different vehicle classes, and the regulatory framework under which tolls are levied. They elaborated on the National Highways Fee Rules, 2008, and the structure of annual toll revisions based on a fixed formula. The Ministry further apprised the Committee of new initiatives, including the One Vehicle-One FASTag initiative, pilot projects for Multi-Lane Free Flow (MLFF) tolling, the use of automatic number plate recognition (ANPR), and steps to address multiple deduction issues and grievance redressal through mobile applications. However, concerns were raised by Members regarding the practical inefficacy of FASTag at congested toll plazas and long waiting lines, despite automation.

4. The Committee expressed concern on the infrastructure failures along NH-66 in Kerala, viz. repeated cracks, collapses of service roads, caving in of embankments, and inundation of adjacent homes that occurred in several districts, including Malappuram, Kasaragod, Kannur, and Alleppey. Members expressed dissatisfaction with NHAI's failure to adopt site-specific engineering designs despite early warnings from the Geological Survey of India (GSI) and inputs from local authorities. The Committee raised serious questions about institutional accountability and public interest. In light of these issues, the Committee directed the audit officials to initiate an audit of NHAI's construction practices, contracts, and oversight mechanisms, including the shortcomings in construction of NH66, in the state of Kerala.

5. The Committee, further raised concern of the lack of preventive oversight and poor integration of state-level expertise, including PWD and district administration. It was noted that many requests for corrections had only been taken seriously after public representatives raised them, indicating a reactive rather than proactive approach. The Members also raised serious concern on poor drainage design, frequent failure of concrete pavements, uneven road surfaces, and lack of culverts, and passages to link the highways with villages. The Committee questioned the rationale behind shifting from bitumen to concrete roads without adequate readiness and quality assurance mechanisms.

6. On the financial front, the Committee enquired about the basis of the recent nationwide toll hike, the impact on commuters, and sustainability of long-term asset monetization models.

7. The Chairperson thanked the witnesses for their free and frank views on the subject and the Ministry was directed to submit written replies to all queries, along with a response to the list of points being sent by the Secretariat, within fifteen days.

The witnesses then withdrew.

The Committee then adjourned.

A copy of the verbatim proceedings of the Sitting has been kept on record.

MINUTES OF THE TENTH SITTING OF THE PUBLIC ACCOUNTS COMMITTEE (2025-26) HELD ON 11 AUGUST, 2025

The Public Accounts Committee sat on Monday, 11th August, 2025 from 1000 hrs to 1045 hrs in Main Committee Room, Parliament House Annexe, New Delhi.

PRESENT

Shri K.C. Venugopal - Chairperson

Members

LOK SABHA

2. Shri Jagdambika Pal
3. Shri Jai Parkash
4. Shri Ravi Shankar Prasad
5. Dr. Amar Singh

RAJYA SABHA

6. Shri Shaktisinh Gohil
7. Dr. K Laxman
8. Shri Tiruchi Siva
9. Dr. Sudhanshu Trivedi

LOK SABHA SECRETARIAT

1. Shri H. Ram Prakash - Joint Secretary
2. Smt. Archana Pathania - Director
3. Shri Alok Mani Tripathi - Deputy Secretary

REPRESENTATIVES FROM OFFICE OF COMPTROLLER AND AUDITOR GENERAL OF INDIA

Sl. No.	Name	Designation
1.	Shri Anand Mohan Bajaj	Dy. C&AG
2.	Shri Pramod Kumar	Addl. Deputy C&AG
3.	Ms. Ritu Dhillon	Director General

At the outset, Hon'ble Chairperson welcomed the Members and the officials of the Office of the Comptroller and Auditor General of India (C&AG) to the Sitting of the Committee. He invited suggestions of the Members on the Draft Report on the subject "Levy and Regulation of Fees, Tariffs, User Charges etc. on Public Infrastructure and Other Public Utilities".

2. After some deliberations, the Committee adopted the aforesaid Draft Report with minor modification and authorised the Chairperson to finalise the Reports in the light of factual verification.

The Committee then adjourned.

Annexure-I

- National Highways Fee (Determination of Rates and Collection) Rules 2008 [GSR 838 (E) dt. 05.12.2008]- Original
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2010 [GSR 950(E) 03.12.2010]-Revised exemption list from payment of fee
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2011 [GSR 15(E) 12.01.2011]-Commercial vehicles for toll plazas in registered district to be charged at 50% user fee
- National Highways Fee (Determination of Rates and Collection) Second Amendment Rules 2011 [GSR 756 (E) 12.10.2011] - Transition Plan from 1997 Fee Rules to 2008 Fee Rules
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2013 [GSR 778(E) 16.12.2013]-Penalty for overloading
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2014 [GSR 26(E) 16.01.2014] - Structures more than 60 m length
- National Highways Fee (Determination of Rates and Collection) Second Amendment Rules 2014 [GSR 831(E) 21.11.2014]- FASTag lane of toll plaza
- National Highways Fee (Determination of Rates and Collection) Third Amendment Rules 2014 [GSR 02(E) 29.12.2014]-Overloading penalty provision made applicable to all toll plazas
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2015 [GSR 220(E) 23.03.2015] tolerance upto 5% in gross vehicle weight and safe axle weight
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2016 [GSR 585(E) 08.06.2016]-on exemption from payment of user fee for specially designed vehicle for differently abled road users
- National Highways Fee (Determination of Rates and Collection) Amendment Rules 2016 [GSR 1114(E) 02.12.2016]-Prepaid payment instrument
- National Highway Fee Determination of Rates and Collection Amendment Rules 2017 GSR 248E 14.03.2017
- National Highway Fee Determination of Rates and Collection Amendment Rule 2018 GSR 427E 07.05.2018
- National Highway Fee Determination of Rates and Collection Amendment Rule 2018 GSR 920E 25.09.2018
- National Highway fee Determination of Rates and Collection Amendment Rule 2019 GSR 942 E 20th December 2019
- National Highway Fee Determination of Rates and Collection Amendment Rule 2020 GSR 298 E 15th May 2020
- National Highway Fee Determination of Rates and Collection Amendment Rule 2020 GSR 523 E 24 Aug 2020
- National Highway Fee Determination of Rates and Collection Amendment Rule 2020 GSR 804 E 30 Dec 2020

- National Highways Fee (Determination of Rates and Collection), Amendment Rules, 2022 G.S.R. 467 (E) dated 24 June, 2022
- National Highways Fee (Determination of Rates and Collection), Amendment Rules, 2023 G.S.R. 725 (E) dated 06 October, 2023- perpetuity of Toll collection.
- National Highways Fee (Determination of Rates and Collection), Amendment Rules, 2024 G.S.R. 3856 (E) dated 09 September, 2024- Fee collection through Global Navigation Satellite System.

The copy of National Highways Fee (Determination of Rates and Collection), Rules, 2008 - original (Notification no. G.S.R. 838(E) dated 5th December 2008) is available on Ministry of Road Transport & Highways website & NHAI's toll information system website."

Exemption from payment of fee has been listed out in Rule 11 of NH fee Rule, 2008 as detailed below:-

No fee shall be levied and collected from a mechanical vehicle:

(a) transporting and accompanying:

- (i) the President of India
- (ii) the Vice president of India
- (iii) the Prime Minister of India
- (iv) the Governor of a State
- (v) the Chief Justice of India
- (vi) the Speaker of the House of People
- (vii) the Cabinet Minister of the Union
- (viii) the Chief Minister of a State
- (ix) the Judge of the Supreme Court
- (x) the Minister of State of Union
- (xi) the Lieutenant governor of a Union territory
- (xii) the chief of Staff holding the rank of full General or equivalent rank
- (xiii) the Chairman of the Legislative Council of a State
- (xiv) the Speaker of the Legislative Assembly of a state
- (xv) the Chief Justice of a High Court
- (xvi) the Judge of a High court
- (xvii) the Member of Parliament
- (xviii) the Army Commander or Vice-Chief of Army Staff and equivalent in other services
- (xix) the Chief Secretary to a state Government within concerned State
- (xx) the Secretary to the Government of India
- (xxi) the Secretary, Council of States
- (xxii) the Secretary, House of People
- (xxiii) the Foreign Dignitary on State visit
- (xxiv) the Member of Legislative Assembly of a State and the Member of Legislative Council of a State within their respective State, if he or she produces his or her identity card issued by the concerned Legislature of the State
- (xxv) the awardee of Param Vir Chakra, Ashok Chakra, Maha Vir Chakra, Kirti Chakra, Vir Chakra and Shaurya Chakra, if such awardee produces his or her photo identity card duly authenticated by the appropriate or competent authority for such award

(b) Used for official purposes by -

- (i) the Ministry of Defence including those which are eligible for exemption in accordance with the provisions of the India Toll (Army and Air Force) Act. 1901 and rules made thereunder, as extended to Navy also.

- (ii) the Central and State armed forces in uniform including para military forces and police
- (iii) an executive Magistrate
- (iv) the fire-fighting Department or organization
- (v) the National Highways Authority of India or any other Government organization using such vehicle for inspection, survey, construction or operation of national highways and maintenance thereof.
- (c) used as ambulance and
- (d) used as funeral van.
- (e) specially designed and constructed for use of a person suffering from some physical defect or disability or registered with Ownership type as 'DIVYANGJAN' under the Motor Vehicles Act, 1988 (59 of 1988) and the rules made there under.

XXXXXXXXXXXX

Annexure III

Complaint Type	Reported Year	Received (Type wise)	Closed (Type wise)	Total Received Complaints	Total Closed Complaints
FASTAG FACILITY/LANE	2023	95	95	796	796
HIGHWAY/TOLL PLAZA OPERATION COMPLAINT		211	211		
POOR WORKMANSHIP ON CONSTRUCTION		61	61		
POTHOLE AND OTHER MAINTENANCE ISSUES		251	251		
SAFETY HAZARDS		136	136		
TOILET/PUBLIC CONVENIENCE		42	42		
FASTAG FACILITY/LANE	2024	222	222	3,040	3,039
HIGHWAY/TOLL PLAZA OPERATION COMPLAINT		617	616		
POOR WORKMANSHIP ON CONSTRUCTION		392	392		
POTHOLE AND OTHER MAINTENANCE ISSUES		1,077	1,077		
SAFETY HAZARDS		432	432		
TOILET/PUBLIC CONVENIENCE		137	137		
UNAUTHORISED OCCUPATION		163	163		
FASTAG FACILITY/LANE	2025	36	29	574	463
HIGHWAY/TOLL PLAZA OPERATION COMPLAINT		163	130		
POOR WORKMANSHIP ON CONSTRUCTION		59	48		
POTHOLE AND OTHER MAINTENANCE ISSUES		152	116		
SAFETY HAZARDS		94	81		
TOILET/PUBLIC CONVENIENCE		29	26		
UNAUTHORISED OCCUPATION		41	33		

1033- Grievances received and Resolved

Year	2022	2023	2024
Complaints Reported	1133938	1208967	1440821
Complaints Resolved	1133938	1208967	1440821

Grievances received and Resolved byFASTag Issuer Banks

Year	Grievances Received	Grievances Resolved	Remarks
2022	28,86,743	12,16,460	The grievances resolved also includes those lodged in previous year and resolved in the next year.
2023	21,83,082	22,34,752	
2024	24,42,309	24,81,094	

5. Annual revision of rate of fee.-(1) The rates specified under rule 4 shall be increased without compounding, by three per cent. each year with effect from the 1st day of April, 2008 and such increased rate shall be deemed to be the base rate for the subsequent years.

(2) The applicable base rates shall be revised annually with effect from April 1 each year to reflect the increase in wholesale price index between the week ending on January 6, 2007 (i.e. 208.7) and the week ending on or immediately after January 1 of the year in which such revision is undertaken but such revision shall be restricted to forty per cent of the increase in wholesale price index.

(3) The formula for determining the applicable rate of fee shall be as follows:-

$$\text{Applicable rate of fee} = \text{base rate} + \text{base rate} \times \left\{ \frac{\text{WPI A} - \text{WPI B}}{\text{WPI B}} \right\} \times 0.4$$

Explanation.- for the purposes of this sub-rule, -

- (a) applicable rate of fee shall be the rate payable by the user;
- (b) base rate shall be the rate specified in rule 4 read with sub-rule (1) of rule 5;
- (c) WPI A means the wholesale price index of the week ending on or subsequent to 1st January immediately preceding the date of revision under these rules; and

(d) WPI B means the wholesale price index of the week ending on 6th January, 2007 i.e. 208.7.

Illustration:

If the revision is to be made for the year 2008-09 by applying the wholesale price index of the week ending on 5th January 2008 (i.e. 216.6), then the rate for car, jeep or van will be 0.6796 as computed below:

$$\text{Applicable rate of fee: } 0.6695 + 0.6695 \times \left\{ \frac{216.6 - 208.7}{208.7} \right\} \times 0.4 = 0.6796$$

(4) Annual revision of rate of fee under this rule shall be effective from first of April every year.

RW/G-23012/01/2019-W&A(Part-III)

1896923/2023/Planning Zone

No.RW/G-23012/01/2019-W&A(Pt.III)
 Government of India
 Ministry of Road Transport & Highways
 (Planning Zone)
 Transport Bhawan, 1, Parliament Street, New Delhi - 110001

Dated the 6th July, 2023.

To

1. The Principal Secretaries/ Secretaries of all States/UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
2. All Engineers-in-Chief and Chief Engineers of Public Works Departments of States/ UTs dealing with National Highways and other centrally sponsored schemes.
3. The Chairman, National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi-110075.
4. The Managing Director, NHIDCL, PTI Building, New Delhi-110001
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.

Sub: Contract Maintenance of NHs - Reg.

- Ref: (i). Ministry's Letter of even no. dt 23.11.2020 - SOP for M&R of NHs
 (ii). Ministry's Letters of even no. dt 15.01.2021 - Contract Documents for Short & Medium Term maintenance of NHs
 (iii) Ministry's Letters of even no. dt 13.01.2023 - Standard Operating Procedure (SOP) for Maintenance & Repair (M&R) of NHs

Sir,

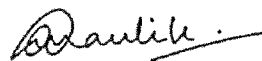
Kind attention is drawn to the Ministry's letters of even number under ref. (i) and (ii) above vide which Standard Operating Procedure (SOP) for PR / IRQP works and OR works for Maintenance & Repair (M&R) of NHs as well as Contract Documents for Short Term (1 year) and Medium Term maintenance (3 years or more) of NHs were issued. Vide letter of even no. under ref. (iii) above, the Ministry also issued PBMC guidelines and withdrew the provisions for medium term maintenance contract issued vide OM under ref. (ii) above.

2. Based on the various feedback received from all sections of the construction industry, it has now been decided that, Maintenance and Repair (M&R) of NHs shall be carried out either under Short Term Maintenance Contract (STMC) or Performance Based Maintenance Contract (PBMC). Accordingly it has also been decided that SOP issued vide OM of even no. dated 13.01.2023 stands withdrawn.

3. Accordingly, following broad guidelines / Action Plans may be adopted for taking up effective M&R of NHs stretches through the Short Term maintenance contract and Performance based maintenance contract as applicable:-

Page 1 / 9

E:\ABM\Planning Zone HQM&RVFY 23-24\PBMC\Draft_Maintenance_Contract_Guidelines_Mod_II_03-07-2023.docx



- (i) **Short Term Maintenance Contract (STMC):** These will be undertaken where DPR has been completed / in advanced stages of completion / not required and development work is planned to be commenced after a year or so with due consideration of the prospective appointed date for such projects; for avoidance of doubt, it is clarified that the duration of commencement shall also include likely period of issuing appointed dates. Contract period shall be generally one year. If development work has been sanctioned and there is delay in giving the appointed date then in such cases also short term maintenance contract may be undertaken however such contracts need to be foreclosed at the time of appointed date. Multiple stretches may be combined under a single contract depending upon geographical proximity and operational convenience so as to have a minimum length of about 25 km or so.
- (ii) **Performance Based Maintenance Contract (PBMC):** Such contract will be undertaken on those NHs stretches including newly declared NHs where road condition is generally good and structurally sound and no deficiencies exist and either no further expansion has been planned in next five to seven years or development work is likely to start after 3 to 4 years. Implementation of PBMC shall be generally avoided in cases where the existing pavements are in moderate to severely distressed condition necessitating significant amount of initial rectification works; in all such cases separate contracts for undertaking extensive rehabilitation of distressed sections of roads may be undertaken based on detailed investigation instead of PBMC. All NHs stretches wherein implementation of one renewal layer would by and large suffice traffic worthiness of such sections along with modest initial rehabilitation interventions and where no capacity augmentations are required to be done shall also be covered under Performance based maintenance contract. Such stretches may be either tollable or non-tollable. Such contract will generally include one cycle of renewal layer; renewal layer may be implemented in phases in project length in a staggered timeline; however, entire length under contract shall have to be covered by renewal layer latest within second year of contract period which may be either 5 years, 7 years or more; for contract period of 7 years (and above, if any), two cycles of renewal may be allowed and second cycle shall be implemented before handing over the section at the end of contract period; in all such cases adequate time lag shall be ensured between two cycles of renewal in due consideration of Contractors' obligations under Defects Liability Period (DLP) as per extant policy of the Ministry. Such contract to be done preferably in a length of 50 km. If any single stretch is less than 50 km, then multiple stretches may be clubbed together.

Development plan if necessitated in such stretches may be initiated before expiry of the PBMC and the existing PBMC may be foreclosed at the time of Appointed Date.

For stretches being considered for award of PBMC just after completion of DLP of any development project, it shall be mandatorily ensured that all structures and pavements are in serviceable conditions as per contract provisions. Accordingly all executing agencies and Project Zones of the Ministry / ROs shall ensure that all necessary rectification works (if any) are fully completed under all such projects before completion of DLP of PBMC and taking over of project section.



Stretches requiring significant strengthening or adding new facilities may be avoided under PBMC and a separate contract may be done after proper survey and investigations.

For any avoidance of doubt, If cost of Initial rectification is more than 25% of Periodic maintenance works, or DBM layer is required in excess of the 10% of the project length or Concrete panel replacement requirement is more than 10% then PBMC contract may be avoided and rather other improvement contracts like strengthening may be carried out.

2. It may be ensured that all the NH stretches in a particular State/UT are either covered under development work, DLP or any of the above maintenance contracts. All maintenance contracts of developed stretches should be initiated well before the closure of the DLP period so that just after DLP, one maintenance contract is ready and the stretch is not left unattended.

3. All new routine maintenance activities under OR(N) / FDR (N) are targeted to be discontinued and all such activities are to be essentially covered under performance based / short term maintenance contracts. All Project Zones and ROs of Roads Wing may accordingly take advance action to develop and finalise the plan for implementation of these maintenance works and such finalised plans duly approved by the Project Chief Engineer need to be sent to the Planning Zone for conveying the appropriate sanction ceiling. For 2023-24, such exercise may be concluded on priority and details may be sent by 15.07.2023. For the Year 2024-25, such exercise may be concluded by 31st January, 2024

4. While preparing the estimates by the field units, it may be ensured that GST may be added in the estimate. Tender may be invited excluding GST and the same may be reimbursed to the contractor based on the actual payment by the contractor.

5. In general, entire contract maintenance requirement shall be prepared well in advance between October to December of the preceding year. Based on the requirement projected by the State Governments/Regional Officers/Project zones, Planning Zone will convey the sanction ceiling for the particular category of maintenance contract based on the approved list by the Project Zone Chief Engineer. Estimates may be got prepared parallelly and submitted to Ministry for approval. Estimates must be accompanied with Maps, bar chart, lane configuration, condition of the road, DLP status, future development plans etc. The entire sanctioning process should be completed by the end of the preceding financial year. Bids for maintenance contracts may be simultaneously invited after the technical approval of the estimates and contracts should be desirably awarded by 15th April so that maintenance interventions of urgent nature can be completed before onset of monsoon and damages during monsoon period are minimized. NHAI, NHIDCL and BRO are requested to define similar timeline for stretches entrusted with them.

6. Executive Agencies (Roads Wing, NHAI, NHIDCL & BRO) to give feedback on regular basis based on experiences gained over next one year or so for further refinement of the document and policy.

7. A detailed SOP has been prepared regarding the preparation of estimate and implementation of performance based maintenance works and attached at Annexure-I

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8. This issues with the concurrence of Finance Wing vide Note #211 and approval of the Secretary (RT&H).

Enclosure: As above

Yours faithfully,



(A. Maulik)

Executive Engineer (Planning)
planningmorth@gmail.com

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. The Secretary General, Indian Roads Congress
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's New"

Copy for information and necessary action to:

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. Sr. PPS to DG (RD) & SS
5. Sr. PPS to AS&FA
6. Sr. PPS to AS (Highways) / AS (NHIDCL, RT & MVL, RS)
7. Sr. PPS to Pr. CCA, MoRT&H
8. Sr. PPS / PPS / PS to ADGs
9. Sr. PPS / PPS / PS to JS (EAP) / JS (Logistics)

Annexure-I

Enclosure to Planning Zone letter of even no. dated 06.07.2023

Sub: SOP for preparation of estimate and implementation of performance based maintenance works.

1. Broad framework of Performance Based Maintenance Contracts (PBMC) document.

Implementation of PBMC shall be generally avoided in cases where the existing pavements are in moderate to severely distressed condition necessitating significant amount of initial rectification works; in all such cases separate contracts for undertaking extensive rehabilitation of distressed sections of roads may be undertaken based on detailed investigation instead of PBMC. The maintenance and repair under PBMC has been categorised in three groups:

- (i) Initial rectification (IR)
- (ii) Periodic Maintenance (PM) and
- (iii) Routine Maintenance (RM)

(a) Initial rectification works: Such works shall be undertaken at the initial stage within ____ months of the appointed date of PBMC so as to make the section traffic worthy. Following items may be considered under initial rectification works under PBMC:

- (i) For flexible pavement: Repair to bituminous carriage way wherever required to bring the specified service level for the damage for potholes, ruts, cracks, edge cracking etc.
- (ii) For rigid pavement: Repair of localized failed areas of PQC, Full depth repair of PQC slab, Sealing of crack/porous concrete, Repair of Joint Grooves, Repair Involving Removal of Old Joint Sealant and Sealing with Fresh Sealant, Repair of transverse joints, Repair of longitudinal cracks through Cross-stitching/Stapling, Repair of honey combed and spalled concrete surface, Improvement of Pavement Surface texture through Diamond Grinding/Grooving etc.
- (iii) Repair to shoulders
- (iv) Jungle clearance on shoulders, medians and embankment slopes
- (v) Repair and cleaning of cross drainage works including culverts and minor bridges and side drains
- (vi) Providing mandatory road signs as per the site condition, km stones including minor repair for existing road signs and km stones

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- (vii) Providing road markings as per the requirement
- (viii) Repair and painting of median/curves/railing/parapet
- (ix) Missing crash barriers
- (x) Repair/replacement of expansion joints if required
- (xi) Cleaning and greasing of bearings

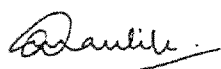
- (xii) Any other item required to bring the carriage way/structure in serviceable condition

Care has to be taken to keep the quantities under IR to be minimum which may be essential for bringing the carriageway upto service level. No major work like construction of new bridges/converts, flyovers /underpasses, service roads, pavement reconstruction of length more than one km, continuous crash barriers at new locations. Items identified under initial rectification should be such that it must get executed within six months of the start date of the work.

If cost of IR is more than 25% cost of the PM works or DBM requirement is more than 10% of the project length then instead of PBMC, normal strengthening / improvement work may be carried out separately after due survey and investigation.

Note for IR for PQC works:

- (i) This will generally include repair of cracks, spalls, joint sealed effects corner racks, levelling, potholes, polished surface, faulting in cracks and joints, heal and bump, blow up or buckling, drop off, pumping and ponding. Estimate for such defects may be included in the IR if slab condition becomes poor and very poor with distress rating of 4 and 5 as defined in clause 4.6 and 4.7 of IRC SP 83-2018. However, it may be seen that panel replacement should not be more than 10% of the total panel area of the entire project section.
- (ii) If there is requirement of substantial panel replacement (>10%) of the entire project section, then a separate contract other than PBMC may be done specifically suited for cement concrete pavement. Generally rectification of defects with degree of severity ranging from 0 to 3 (degree of severity as defined in Table 4.5 of IRC SP: 83-2018 Table 4.5) are to be considered as scope of routine maintenance itself.
- (iii) Distresses with degree of severity of 5 (like wide cracks with spalling and/or scaling) exceeding 50% area and/or faulting exceeding 12 mm or broken slabs exhibiting rocking effect may be considered for slab replacement.



Indicative BOQ for the IR are given in the Para 2.2 part-I of the ROAD MAINTENANCE STANDARDS AND PERFORMANCE MEASURES

(b) Periodic Maintenance: PM shall be considered for entire project length. However, phasing of the sections for PM may be planned if required as per site. Works under periodic maintenance shall include following:

- (i) Profile correction course with WMM/DBM/BC
- (ii) Patch work with DBM/BC as required
- (iii) Prime coat /tack coat as per the requirement
- (iv) 40mm/50mm BC
- (v) Patchwork of shoulders and road markings
- (vi) Installation of road sings / studs.
- (vii) Wearing coat over Cross drainage works, if required
- (viii) Replacement Bearings / expansion joints in structures

Note: In case of flexible pavement, provision of DBM should be avoided as far as possible and may be restricted upto 5% of total length.

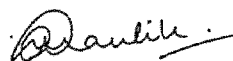
PM for PQC works: In case of cement concrete pavement, an overlay may be considered either as partially bonded overlay or fully bonded overlay subject to fulfilment of overlays requirement as per para 11.6 of IRC: SP:83-2018. Further, if the road condition is such that even after PM works the roughness cannot be brought lower than 2400mm/Km for PQC, then extensive rehabilitation of such roads may be explored based on detailed investigation and project report and such roads should not be taken up under PBMC.

Indicative BOQ for the PM are given in the Para 2.3 part-I of the ROAD MAINTENANCE STANDARDS AND PERFORMANCE MEASURES

(c) Routine Maintenance (RM): Under Routine maintenance contractor has to carry out all necessary works to keep the road in appropriate service level condition as defined in the document. This is a fixed lump- sum payment to be made to the contract per month in lieu of the work executed by contractor under RM. For estimation purpose, Rs. 5.13 lakhs per km per year may be considered for two lane with paved shoulders NHs for FY 2023-24 and the same may be escalated for every succeeding financial year based on the methodology given in clause 17 of Contract data of PBMC document. For other carriageway configuration following multiplication factors should be taken into consideration for estimate purposes as under:

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Lane Configuration		Multiplication factor
Two lane without shoulder		0.9
Single lane	without paved shoulders	0.56
	paved shoulder	0.625
Intermediate lane	without paved shoulders	0.68
	paved shoulder	0.75
Four lane with divided carriageway	without paved shoulders	1.53
	paved shoulder	1.7
Four lane with divided carriageway and service road on either side	without paved shoulders	2
	paved shoulder	2.2
Six lane with divided carriageway	without paved shoulders	2.53
	paved shoulder	2.7
Six lane with divided carriageway and service road on either side	without paved shoulders	3
	paved shoulder	3.2

Above indicated cost does not include the payment of electricity charges for Highway lighting works, AMC charges for ATMS facilities. Accordingly the field officers are requested to include costs towards such items separately while getting the estimate sanctioned depending upon the existing facilities. Contractor are supposed to maintain the Highways assets in serviceable condition however electricity charges / AMC charges need to be paid by the Authority.

2. **Emergency Works:** In the PBMC document provision has also been made for carrying out emergent nature of works required during flood/earthquake etc. for temporary restoration of the traffic. For this a provisional sum with fixed rate has been defined in the document. Quantities may be executed for temporary restoration as per site requirement. Payment to the contractor shall be made as per the actual quantity executed by them as per the rates defined in the contracts. Concerned EEs/PDs/ROs may also add any other item under provisional sums which may be required in their geographical locations and rates may also be provided in the document accordingly.

Signature

3. **Preparation of Estimates:** Estimate may be got prepared either by Field Officers (ROs/ PDs / EEs) or through the consultants based on the broad scope of the work as defined above. All field officers are required to do the necessary due diligence while preparing the estimates and suggested to deploy NSV for preparing the cost estimates. In case of rigid pavements, estimate must be got prepared through consultants based on adequate investigations. For such preparation of estimates consultant with team leader-cum senior bridge engineer, pavement specialist and site engineer may be engaged for a short assignment of say about one month period or so.

The rates as available in the latest applicable SOR of NH works issued by state PWD for corresponding circle shall be used. Further for items not available in applicable SOR, rates as provided in SOR of other circle/states may be used. In case rates of some items are not available, rates as discovered in the past tenders or actual market rates may be adopted. However such items may be reported to the Central HQ unit responsible for updating the SOR so that the same may be added in the SOR subsequently.

Due care should be taken so as to plan the procurement timeline to correspond with availability of maximum working season for initial rectification works, after deployment of contractor.

4. **Supervision & Monitoring:** The defects are to be captured on NHAI One Application (TATPAR) which would also be used for monitoring of timelines, generation of penalties and submission of ATRs by the contractor for closing of defects. As on date, NHAI One Application (TATPAR) is functional for NHAI primarily for flexible pavements; NHAI is in the process of suitably upgrading it also for application of rigid pavements; eventually TATPAR shall have to be universally made applicable for all NHs irrespective of the agencies with whom such NHs are entrusted. It would be desirable to engage services of Supervision Consultants for implementation of PBMC with duly assigned roles and responsibilities for reporting of defects and service levels periodically as per requirements of PBMC and also utilizing NHAI One (TATPAR) or any other platform as decided by the Employer/ as per extant policy from time to time.



The comments and inputs of point no 37 pertaining to Road Safety Division, NHAI is as given below

The Status of Blackspot in respect of NHAI are as under following for the last 5 year

Blackspot Details Rectification Status Series-Wise (NHAI)														
Series	Total no. of Black Spots	Short term measures		Long term measures										
		Completed	Under progress	Completed	Not required	Entrusted with other agencies	Under Construction		Under bidding		Standalone projects to be sanctioned		Corridor Projects	
							Target for completion		Target for completion		Target for completion		To be taken up during 2025-26	To be taken up after 2025-26
							2025-26	Beyond March 2026	2025-26	Beyond March 2026	2025-26	Beyond March 2026		
2016-18	3976	3976	0	1670	1366	18	498	245	19	38	19	37	30	36
2017-19	1585	1562	23	479	679	6	173	113	14	28	12	26	38	17
2018-20	1083	1069	14	346	403	7	123	83	12	24	11	34	16	24
2019-21	1690	1504	186	536	710	25	175	75	3	39	8	31	60	28
Grand Total	8334	8111	223	3031	3158	56	969	516	48	129	50	128	144	105

Therefore, the balance 25% that is 2145 black spot (8334-3031-3158).

These 25% are taken up lately due to utility shifting, procedural delay, position of land, removal of encroachment etc.

541 Black spot of 2020-22 are published and informed to field officers on 19.01.2025. So, they are very early stage however their status is as under.

Blackspot Details Rectification Status Series-Wise (NHAI)														
Series	Total no. of Black Spots	Short term measures		Long term measures										
		Completed	Under progress	Completed	Not required	Entrusted with other agencies	Under Construction		Under bidding		Standalone projects to be sanctioned		Corridor Projects	
							Target for completion		Target for completion		Target for completion		To be taken up during 2025-26	To be taken up after 2025-26
							2025-26	Beyond March 2026	2025-26	Beyond March 2026	2025-26	Beyond March 2026		
2020-22	541	431	28	113	164	1	77	15	27	1	4	14	13	20

Annexure VI

STATUS OF ONGOING PROJECTS IN THE STATE OF KERALA

	Project Stretch	Concessionaire/Contractor	Total length(Km)	Total Project Cost(Cr.)	Appointed/Scheduled Completion Date	Physical progress as on date(%)	Likely completion
1	6-laning of Thalappady-Chengala of NH-66	M/s ULCCS	39	2467	18.11.2021/ 15.05.2024	96.50	30.06.2025
2	6-laning of Chengala-Neeleshwaram of NH-66	M/s MEGHA Engineering	37.27	2378	15.10.2021/ 11.04.2024	81.55	31.12.2025
3	6-laning of Neeleshwaram-Thalipparamba of NH-66	M/s MEGHA Engineering	40.11	3799	15.10.2021/ 11.04.2024	83.25	31.12.2025
4	6-laning of Thalipparamba-Muzhapilangadu of NH-66	M/s Vishwa Samudra	29.948	3319	29.11.2021/ 31.08.2025	70.30	31.03.2026
5	6-laning of Azhiyur-Vengalam of NH-66	M/s Adani	40.8	3898.46	30.10.2021/ 31.05.2025	59.00	31.05.2026
6	6-laning of Kozhikode Bypass of NH-66	M/s KMC Constructions	28.4	2065.95	22.02.2021/ 25.12.2024	95.00	30.06.2025
7	6-laning of Ramanattukara-Valanchery of NH-66	M/s KNR Constructions	39.682	4924.11	21.01.2022/ 31.05.2025	99.10	30.06.2025
8	6-laning of Valanchery-Kappirikkad of NH-66	M/s KNR Constructions	37.35	4023.94	21.01.2022/ 31.03.2025	98.30	31.07.2025
9	6-laning of Kappirikkad-Thalikkulam of NH-66	M/s Shivalaya Constructions	33.165	4225.59	01.09.2022/ 26.01.2025	70.41	31.03.2026
10	6-laning of Thalikkulam-Kodungallur of NH-66	M/s Shivalaya Constructions	28.735	4302.06	17.09.2022/ 14.02.2025	62.75	31.05.2026
11	6-laning of Kodungallur-Edapally NH-66	M/s Oriental Structures	26.03	3606.2	25.10.2022/ 21.04.2025	60.14	31.05.2026
12	6-lane Elevated Highway Aroor-Thuravoor NH-66	M/s Ashoka Buildcon	12.752	2382	01.02.2023/ 31.01.2026	56.75	30.06.2026
13	6-laning of Thuravoor-Paravoor NH-66	M/s KCC Buildcon	38.388	2638	17.03.2022/ 12.09.2024	41.78	31.05.2026
14	6-laning of Paravoor-Kottukulangara of NH-66	M/s. SEW Infrastructure	37.5	3273.61	29.08.2022/ 31.03.2026	58.51	31.03.2026
15	6-laning of Kottukulangara-Start of Kollam Bypass of NH-66	M/s Viswa Samudra	31.5	3680.49	12.04.2022/ 07.10.2024	70.53	31.03.2026
16	6-laning of Start of Kollam Bypass-Kadambattukonam of NH-66	M/s Shivalaya Constructions	31.25	1385	01.10.2022/ 28.02.2025	75.90	31.03.2026
17	6-laning of Kadambattukonam-Kazhakuttom of NH-66	M/s RDS project	29.83	3464	23.07.2022/ 11.08.2025	38.67	31.05.2026

Annexure VIIIa																												
Public Accounts Committee-"Levy and Regulation of Fees, Tariffs, User Charges etc. on Public Infrastructure and other Public Utilities"																												
No. of Package	Name of the Project	PIU	Total Length (in Km)	CWC (₹ crores)	LA cost (₹ crores)	Other Cost (₹ crores)	Sanctioned Capital Cost (₹ crores)	Awarded Cost (₹ crores)	Promoters of Concessionaire	Appointed Date	Schedule Completion	Likely Completion	Progress upto May 2025	Name of EPC Contractor	Name of Sub Contractor	Names of NHAI Officers												
																PD	RO	HQ										
1	6-laning of Thalappady to Chengala on NH-66	Kannur	39	1154.05	683.09	131.7	1968.84	1704.12	ULCCS Kasaragod Expressway Private Limited	18.11.2021	15.05.2024	15.07.2025	96.4	M/s Uralungal Labour Contract Co-Operative Society Ltd	Nil	Sh. Umesh Garg	Sh. Venakata Ramana, Sh. W. Biah, Sh Naveen Mishra & Sh. Dinesh Singh Fageria											
2	6-laning of Chengala to Neeleshwaram on NH-66		37.27	1132.05	509.52	126.008	1767.578	1799	Megha Engineering and Infrastructure Ltd. - Navvuga Engineering Co. Ltd. (Consortium)	15.10.2021	11.04.2024	31.03.2026	82	M/s Megha Engineering and Infrastructure	Nil													
3	6-laning of Neeleshwaram to Thalipparamba on NH-66		40.11	1414.41	1496.66	142.08	3053.15	2251	Megha Engineering and Infrastructure Ltd. - Navvuga Engineering Co. Ltd. (Consortium)	15.10.2021	11.04.2024	31.03.2026	82.1	M/s Megha Engineering and Infrastructure	Nil													
4	6-laning of Thalipparamba to Muzhapilangadu on NH-66		29.95	1428.94	1234.8	57.78	2721.52	2038	Vishwa Samudra Engineering Pvt. Ltd.	29.11.2021	26.05.2024	31.05.2026	73	M/sVishwa Samudra Engineering Pvt. Ltd.	Nil													
5	6-laning of Azhiyur to Vengalam on NH-66	Kozhikode	40.8	1312.76	1815.86	90.85	3219.47	1838.1	M/s Adani Enterprises Ltd	30.10.2021	26.04.2024	31.03.2026	57.9	M/s Adani Road Transport Ltd	Nil	Sh. Prashant Dubey												
6	6 laning of Kozhikode Bypass (i.e. Vengalam Jn. to Ramanattukara Jn.		28.4	1215.29	75.73	133.754	1424.774	1710	M/s KMC Constructions Ltd	22.02.2021	21.02.2023	30.06.2025	95.01	M/s KMC Constructions Ltd	Nil													
7	Balance work of widening of 4 nos existing 2 Lane major Bridge of 6-laning of Kozhikode Bypass		1.9	102.02	0	0	102.02	106.2	NA	05.09.2024	05.03.2026	05.03.2026	30.34	M/s KMC Constructions Ltd	Nil													
8	Construction of an underpass at km 184.85 & Misc works in Thalassery Mahe bypass		1.13	46.5	0	0	46.5	40.4	NA	21.05.2025	20.05.2026	20.05.2026	0	M/s Irkkur construction Company	Nil													
9	6-laning of Ramanattukara to Valanchery on NH-66	Cochin-I	39.68	1842.96	2286.01	127.163	4256.133	2367.5	M/s KNR Constructions Ltd	21.01.2022	19.07.2024	31.12.2025	99.1	M/s KNR Constructions Ltd	Nil	Sh.Prashant Dubey (A/C)												
10	6-laning of Valanchery to Kapprikkad on NH-66		37.35	1619.72	1641.01	105.41	3366.14	2140	M/s KNR Constructions Ltd	21.01.2022	19.07.2024	30.06.2025	98.3	M/s KNR Constructions Ltd	Nil													
11	4/6-laning of Kapprikkad-Thalikulam of NH-17 (New NH-66)		33.17	1115.58	2408.15	67.32	3591.05	1258	M/s Shivalaya Construction Co. Pvt. Ltd.	01.09.2022	26.02.2025	31.03.2026	71.59	M/s Shivalaya Construction Co. Pvt. Ltd.	Nil													
12	4/6-laning of Thalikulam-Kodungallur of NH-17 (New NH-66)		28.74	1303.23	2221.03	88.47	3612.73	1420	M/s Shivalaya Construction Co. Pvt. Ltd.	17.09.2022	14.03.2025	31.03.2026	64.07	M/s Shivalaya Construction Co. Pvt. Ltd.	Nil													
13	6-laning of Kodungallur- Edappally of NH-66	Cochin-II	26.03	1488.7	1930.3	46.82	3465.82	1617.2	M/s. Oriental Structural Engineers Pvt. Ltd	25.10.2022	22.04.2025	31.05.2026	62	M/s. Oriental Structural Engineers Pvt. Ltd	Nil	Sh. P. Pradeep												
14	6 lane Elevated Corridor from Aror to Thuravoor Thekku section of NH 66		12.75	2353.21	222	352	2927.21	1668.5	M/s Ashoka Buildcon Limited	01.02.2023	30.01.2026	30.06.2026	59.91	M/s Ashoka Buildcon Limited	Nil													
15	6 Laning of Thuravoor Thekku – Paravoor section of NH-66		38.39	1469.15	1412.94	5.61	2887.7	1118	NA	17.03.2022	12.09.2024	31.05.2026	43.79	M/s KCC Buildcon Pvt. Ltd.	Nil													
16	6 laning of Paravoor to Kottukulangara section of NH 66	Kollam	37.5	1393.97	1909.04	203.15	3506.16	1152	NA	29.08.2022	24.02.2025	31.03.2026	61.01	M/s SEW Infrastructure Ltd.	Vishwa Samudra Private Ltd	Sh. Bipin Madhu												
17	6 laning of Kottukulangara to start of Kollam bypasssection of NH-66		31.5	1124.56	1645.83	64.85	2835.24	1580	Vishwa Samudra Engineering Pvt. Ltd.	12.04.2022	08.10.2024	25.03.2026	70.95	Vishwa Samudra Engineering Pvt. Ltd.	-													
18	6 Laning of Start of Kollam Bypass to Kadamattukonam of NH-66	Trivandrum	31.25	1220.3	1409.68	74.66	2704.64	1385	M/s Shivalaya Construction Pvt Ltd	01.10.2022	29.03.2025	28.02.2026	76.05	M/s Shivalaya Construction Pvt Ltd	-	Sh. Debaprasad Sahoo												
19	6 Laning of Kadamattukonam to Kazhakuttom of NH-66		29.83	856.3	2584.5	244.18	3684.98	795	NA	23.07.2022	18.01.2025	30.04.2026	38.97	M/s. RDS Project Ltd	M/s. R K Chavan Infrastructure Pvt Ltd													
20	Rectification of 4 Blackspots of NH-66		2.42	98.05	0	32.5	130.55	93.12	NA	2/22/2024	8/22/2025	3/31/2026	16.81	M/s Cherian Varkey Construction Company Pvt Ltd	NA													
	Grand Total			567.17	23691.75	25486.15	2094.305	51272.205	28081.14																			

RW/NH-24036/55/2021 - BP&SP

Government of India

Ministry of Road Transport & Highways
(BP & SP Cell)

Transport Bhawan, 1, Parliament Street, New Delhi-110001.

Dated: 19th January 2022CIRCULAR

To,

1. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector - 10, Dwarka, New Delhi - 110 075
2. The Managing Director, National Highway Infrastructure Development Corporation Ltd., 3rd Floor, PTI Building, Parliament Street, New Delhi - 110 001
3. The Principal Secretaries/ Secretaries of all State/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes
4. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi - 110 010
5. The Engineers-in-Chief and Chief Engineers of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes

Subject: Revision of Normative Cost Norms for the National Highways in Plain and Rolling Terrain - Reg.

Reference: Circular No. RW/NH-24036/27/2010-PPP dated 25.04.2018.

Sir,

The issue of cost estimates of National Highways has been coming up at various forum. Historically, a reference is made to the costing norms as considered by the B. K. Chaturvedi Committee in the then Planning Commission which were mainly based on the data provided by the NHAI at that time. The same were updated by MoRTH from time to time. Subsequently, after deliberations in Ministry and with approval of Competent Authority, a Circular No. RW/NH-24036/27/2010-PPP dated 25.04.2018 has been issued by MoRTH for cost norms for the NHs all across India. The cost norms issued vide aforesaid circular is currently being used for cost comparison of the various project highways.

2. As most of IRC Specifications and Manual for design of highways/ pavements/ structures have been revised in recent past (2018 onwards), including the Standard Data Book for Analysis of Rates; it has been necessitated to revise the existing Normative Cost Norms. Moreover, the existing normative rates being used are as one cost for Pan India, while the same may vary from State to State. Hence, to incorporate all the necessary changes made in IRC specifications, considering the current construction practices and also to cater the issue of various project locations in different states, normative cost norms are required to be revised for the justification of current project costs.

3 The major factors having impact on the project cost are as below:-



1. Cost of the basic material i.e. bitumen, cement, steel and aggregates
2. Lead of Aggregates
3. Traffic Loading condition (MSA)
4. Embankment Height
5. Structural Features
 - i. Type of Substructure Foundation
 - ii. Span Type (Single/ Multiple)
 - iii. Skew Angle of Major Structures

4. Keeping in view of the aforesaid considerations, an Interactive Microsoft Excel based Project Cost Analysis Tool has been developed to work out the normative cost of various components of Project Highway considering the variation of material rates for location (state), typical cross section, aggregate lead, traffic loading in MSA, different type of pavement configuration, embankment height and foundation of structures. The project Cost Analysis tool is for Plain and Rolling terrain in various States and UTs. The user has to submit various inputs like Type of Pavement, Lane Configuration, Lead of Aggregates, MSA, Embankment Height, Pavement Combination, Type of Foundation in Structure, Skew Angle etc. in the Project Cost Analysis Tool to derive the component wise normative cost for the project highway in the particular state.

5. Assumptions and considerations for Interactive Microsoft Excel based Project Cost Analysis Tool are as under:-

5.1 In order to develop the cost for each roadway classification, 21 categories of roads configuration have been considered based on the different Typical Cross sections (As per relevant IRC Codes) for arriving at the Normative Cost Norms as mentioned below:

Sl. No.	Description	Remarks
1	Widening to 2-lane + PS	Flexible Pavement
2	Widening the Existing 2 lane to 4 lane+ PS	Flexible Pavement
3	Widening the Existing 4 lane to 6 lane+ PS	Flexible Pavement
4	Widening the Existing 4 lane to 8 lane+ PS	Flexible Pavement
5	Widening the Existing 6 lane to 8 lane+ PS	Flexible Pavement
6	Greenfield Alignment - 2 Lane+ PS	Flexible Pavement
7	Greenfield Alignment - 4 Lane+ PS	Flexible Pavement
8	Greenfield Alignment - 6 Lane+ PS	Flexible Pavement
9	Greenfield Alignment Expressway - 4 lane+ PS	Flexible Pavement
10	Greenfield Alignment Expressway - 6 lane+ PS	Flexible Pavement
11	Greenfield Alignment Expressway - 8 lane+ PS	Flexible Pavement
12	Widening the Existing 2 lane to 4 lane + PS	Rigid Pavement
13	Widening the Existing 4 lane to 6 lane + PS	Rigid Pavement
14	Widening the Existing 4 lane to 8 lane + PS	Rigid Pavement
15	Widening the Existing 6 lane to 8 lane + PS	Rigid Pavement
16	Greenfield Alignment - 2 Lane + PS	Rigid Pavement
17	Greenfield Alignment - 4 Lane + PS	Rigid Pavement
18	Greenfield Alignment - 6 Lane + PS	Rigid Pavement
19	Greenfield Alignment Expressway - 4 lane + PS	Rigid Pavement
20	Greenfield Alignment Expressway - 6 lane + PS	Rigid Pavement
21	Greenfield Alignment Expressway - 8 lane + PS	Rigid Pavement

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5.2 Various assumptions have been considered in order to calculate the proposed normative costs for the road projects which is as follows:

Sl.	Particular	Proposed Normative costs Norms	Remarks
1	Road Portion The road works has been classified as IRC		
(i)	Average embankment height (Excluding Pavement Crust)	1 m	Embankment height is variable. May vary from 0.5 meter to 8 meter.
(a)	Designed Traffic for 2 lane with Paved Shoulder	50 MSA	The base MSA has been considered 50 MSA for calculation of base cost, but it may vary from 20 MSA to 150 MSA in the proposed Project Cost Analysis Tool.
(b)	Designed Traffic for 4 lane+ PS	50 MSA	
(c)	Designed Traffic for 6 lane+ PS	50 MSA	
(d)	Designed Traffic for 8 lane+ PS	50 MSA	
(e)	Designed Traffic for Expressway	50 MSA	
(f)	Designed Traffic for Perpetual Pavement	Greater than 300 MSA	
(ii)	CBR	10%	CBR has been kept fixed at 10%
(iii)	Crust composition with Flexible Pavement		
A	Bituminous Concrete (BC)		
(a)	Up to 2 Lane + Pave Shoulder	40 mm	As per relevant IRC Manual for different MSA & Pavement Combination, the crust is variable and the same may be changed as per design criteria. Aggregate lead is variable and the same may vary in the proposed Project Cost Analysis Tool.
(b)	4-lane/6-lane + PS /Expressway	40 mm	
B	Dense Bituminous Concrete (DBM)		
(a)	Up to 2 Lane + Paved Shoulder	105 mm	
(b)	4-lane/6-lane + PS / Expressway	105 mm	
C	WMM	250 mm	
D	GSB	200 mm	
E	Sub-grade (10% Effective CBR)	500 mm	
F	Perpetual Pavement (Crust composition) for Expressway	SMA-50 mm, DBM-255 mm, WMM-150 mm and GSB-200 mm	Single Crust composition has considered for Perpetual Pavement.
(iv)	Crust composition with Rigid Pavement		
(a)	Pavement Quality Concrete (PQC)	300 mm	

Sl.	Particular	Proposed Normative costs Norms	Remarks
(b)	Dry Lean Concrete (DLC)	150 mm	Only one Crust composition has being considered for Rigid Pavement, Embankment height & aggregate lead may vary in the proposed Project Cost Analysis Tool.
(c)	Granular Sub-base (GSB)	150 mm	
(d)	Sub-grade (10% Effective CBR)	500 mm	CBR has been kept fixed at 10%
1.2	Bridge Portion		
	Type of Foundation	Open Foundation,	As per preliminary design.
		Pile Foundation with Steel Liner (Depth 20m)	As per preliminary design, Dia of Pile -1 m has considered
		Well Foundation (Depth 40 m)	As per preliminary design , Dia of well – Avg. of 5 to 7.5 m
	Super Structure	RCC / Solid Slab	
		Pre-Stressed	
		Box Girder type	
	Width of Carriageway	As per relevant IRC Manual	
1.3	Pipe Culverts		
	Minimum earth cushion	600 mm	
	Nos. of Row	One Row	
	Internal dia of Pipe	1200 & 1500 mm	
	Type of Hume Pipe	NP4	
	Width of carriageway	As per relevant IRC Manual	
1.4	Box Culverts		
	Earth cushion	300 mm	
	Size of Box	Mean value of 2.0 x 2.0 m to 5.0 x 5.0 m (Single Cell)	
	Width of Carriageway	As per relevant IRC Manual	
1.5	ROB		
	Type of Foundation	Open Foundation,	As per preliminary design.
		Pile Foundation with Steel Liner (Depth 20m)	As per preliminary design, Dia of Pile -1 m has considered
	Sub-structure	RCC type	
	Super-structure	Steel Girder	
	Width of Carriageway	As per relevant IRC Manual	

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Sl.	Particular	Proposed Normative costs Norms	Remarks
1.6	ELEVATED STRUCTURE LIKE FLYOVERS / VUP/ LVUP/ SVUP		
1.6.1	Flyover/VUP (Standard)		
	Type of Foundation	Open Foundation,	As per preliminary design.
		Pile Foundation with Steel Liner (Depth 20m)	As per preliminary design, Dia of Pile -1 m has considered
	Type of Abutment/Pier	Circular (Single Pier Type)	
	Vertical Clearance	5.5 m	
	Span arrangement	Varies from 10m to 40m	
	Super-structure	RCC type/ Solid Slab	
		Pre-Stressed type	
		Box Girder type	
	Width of Carriageway	As per relevant IRC Manual	
1.6.2	LVUP		
	Type of Foundation	Open Foundation (Box type)	
	Vertical Clearance	4.00 m	
	Span arrangement	12 m	
	Super-structure	Solid Slab	
	Width of Carriageway	As per relevant IRC Manual	
1.6.3	SVUP		
	Type of Foundation	Open Foundation (Box type)	
	Vertical Clearance	4.00 m	
	Span arrangement	7.00 m	
	Super-structure	Solid Slab	
	Width of Carriageway	As per relevant IRC Manual	
1.7	Slope Protection Works		
	(i) Retaining Wall & Toe Wall		
	Type of Slope Protection	With RCC	
	Height	Upto 5 mtrs.	
	(ii) RE Wall		
	Type of Slope Protection	Precast panel	As per relevant IRC Code
1.8	Lined Covered Drain		
	Size	Height- 1 meter	

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Sl.	Particular	Proposed Normative costs Norms	Remarks
		Width – 1.5 meter	
1.9	Boundary Wall		
	(i) RCC Precast panel	Total Height- 2.5 meter, Height Above GL - 1.5 meter	As per the Ministry Drawing for Boundary Wall.
	(ii) GI Barbed Wire Fencing	Height Above GL - 1.8meter	
1.10	New Jersey Crash Barrier		
	Size	With RCC	As per relevant IRC Code
1.11	Metal Beam Crash Barrier (meter)		
	Height	With RCC	As per relevant IRC Code
1.12	Service/Slip Road		
A	With Flexible Pavement		
(i)	Width of Carriageway	5.5/7.0/10.0 m	Designed Traffic as per relevant IRC Manual for different MSA
(ii)	Designed Traffic	10 MSA	The base MSA has considered 10 for base cost, but it may change from 10 MSA to 40 MSA in the proposed Project Cost Analysis Tool.
(iii)	Embankment Height	1.0 m	Embankment height is variable. May vary form 0.5 meter to 5 meter in the proposed Project Cost Analysis Tool.
(iv)	Effective CBR of Subgrade Soil	10%	CBR has been kept fixed at 10%
(v)	Crust composition		
(vi)	Bituminous Concrete (BC)	30 mm	As per relevant IRC Manual for different MSA & Pavement Combination. The crust is variable and the same may be changed as per design criteria. Aggregate lead is variable, and may vary in the proposed Project Cost Analysis Tool.
(vii)	Dense Bituminous Concrete (DBM)	50 mm	
(viii)	WMM	250 mm	
(ix)	GSB	200 mm	
(x)	Sub-grade	500 mm	
B	With Rigid Pavement		
(i)	Width of Carriageway	5.5/7.0/10.0 m	
(ii)	Embankment Height	1.0 m	
(iii)	Effective CBR of Subgrade Soil	10%	
(iv)	Crust composition		
	Pavement Quality Concrete (PQC)	300 mm	Only one Crust composition has considered for Rigid Pavement, Embankment height & aggregate lead may vary in the proposed Project Cost Analysis Tool.
(vi)	Dry Lean Concrete (DLC)	150 mm	
(vii)	Granular Sub-base (GSB)	150 mm	
(viii)	Sub-grade	500 mm	
1.13	Basic Lead of Material		

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Sl.	Particular	Proposed Normative costs Norms	Remarks
(i)	Aggregate	50 Km.	Aggregate Lead has been considered 50 Km. for base Cost, it may vary in the proposed Project Cost Analysis Tool.
(ii)	Bitumen	0 to 300 Km.	
(iii)	Earth	5 Km.	Lead from borrow to site is considered 5 Km.
(iv)	Project Lead	13 Km.	Project Length has been considered 50 Km.

5.3 The Finishing Road Level (FRL) of the crossing road under the VUP/ PUP/ Flyover shall be atleast 150 mm above the FRL of the slip road/ crossing road.

5.4 The proposed Normative Cost Norms are excluding the provision of various miscellaneous items such as Toll Plaza, Rest Area, Bus bays, Truck lay-byes, ATMS, Foot over bridge, Road & Traffic signage, Wayside amenities, ambulance, crane and other project facilities. Cost of these items is to be worked out as per site requirement in each case or lump-sum provision @ 10% to 15% of Total Project Cost (excluding LA) may be considered to arrive at the normative cost for these additional items.

5.5 The centages involved depending on the mode of execution of the work i.e. EPC, BOT and Hybrid Annuity, are notified by the Ministry of Road Transport & Highways from time to time and the costs of these centages may be added to the normative civil costs to arrive at the Total Project Cost based on Normative Cost Norms.

5.6 The normative costs derived on the basis of above Project Cost Tool is only to be used for comparison during Appraisal and Approval of the projects and not be used for preparation of estimates for project highways.

6. This issues with concurrence of Finance Wing vide their U.O. No. vide note #11 dated 26.10.2021 and approval of Minister (RT&H).

7. Contents of this circular may be brought to the notice of all the concerned for immediate compliance.

Yours faithfully,

Narender
(Narender Sharma) 19.1.22
Superintending Engineer (BP & SP)

Encl :

1. Interactive Microsoft Excel based Project Cost Analysis Tool for Plain & Rolling Terrain.
2. User manual.

Copy to :

1. All Technical Officers at the Headquarters
2. Secretary General, Indian Roads Congress
3. Director, IAHE, NOIDA
4. All ROs, MoRT&H.
5. Sr. PPS to Secretary (RT&H), Sr. PPS to DG (RD) & SS, PS to AS&FA, PS to ADG-I/II/III.
6. NIC-with the request to upload on the Ministry's portal.

Copy for information to:

1. CEO, NITI Aayog, NITI Bhawan, Sansad Marg, New Delhi.
2. Secretary, Department of Expenditure, Ministry of Finance, North Block, New Delhi.
3. Secretary, Department of Economic Affairs, Ministry of Finance, North Block, New Delhi.
4. Secretary, Ministry of Environment and Forests, Paryavaran Bhawan, New Delhi.
5. Secretary, Ministry of Development of North Eastern Region, Vigyan Bhawan Annexe, Maulana Azad Road, New Delhi.

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Annexure to Point No. 17

Year wise Details of Projects Awarded under ToT & InvIT					
FY 2020-21					
S. No.	TOT Bundle	Sections covered under NH no.	Length (km)	Awarded Value (Rs. Cr.)	Concession Period
1	TOT Bundle-3	NH-25, NH-26, NH-24B, NH-28, NH-33, NH-7	566	5011	30
FY 2021-22					
2	TOT Bundle-5 (A-1)	NH-27	54	1011	20
	INVIT Bundle-1	NH-48 (Old NH-4), NH-27, NH-44	389	7350	30
FY 2022-23					
3	TOT Bundle-5 (A-2)	NH-27	106	1251	20
	TOT Bundle-7	NE-2	135	6267	20
	TOT Bundle-9	NH-19, NH-2 & 3, NH-44 (old NH-7)	73	3144	20
FY 2023-24					
4	TOT Bundle-11	NH-2 (Old NH-19)	84	2156	20
	TOT Bundle-12	NH-44 (Old NH-26)	316	4428	20
	TOT Bundle-13	NH-76, NH-75 (new NH-44)	108	1683	20
	TOT Bundle-14	NH-334, NH-24, NH-6	189	7701	20
5	InvIT Bundle 3 (M)	NH-49 (old NH-6), NH-25, NH-30 & NH-34, NH-27 (old NH-31C), NH-44, NH-48	890	15700	20
FY 2024-25					
6	TOT Bundle - 16	NH-44	252	6661	20
7	InvIT Bundle 4	NH 16, NH 5, NH 140, NH 69, NH 8A, NH 374 (old 58), NH 24, NH 30, NH 200 (new 130)	821	17138	20

Annexure X

Survival Rates of Saplings Planted along Highways during the period 2015-16 to 2023-24 by NHAI		
Sl. No.	State	Survival Rate %
1	Andhra Pradesh	82.25
2	Assam	82.02
3	Bihar	76.41
4	Chhattisgarh	86.91
5	Delhi	81.34
6	Gujarat	83.15
7	Haryana	86.97
8	Himachal Pradesh	90.63
9	Jammu & Kashmir	80.30
10	Jharkhand	73.06
11	Karnataka	83.93
12	Kerala	91.50
13	Madhya Pradesh	82.16
14	Maharashtra	84.85
15	Odisha	76.08
16	Punjab	87.60
17	Rajasthan	75.35
18	Tamil Nadu	79.00
19	Telangana	93.35
20	Uttar Pradesh	83.42
21	Uttarakhand	93.15
22	West Bengal	80.45
	Avg. Survival %	82.17



सत्यमेव जयते

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

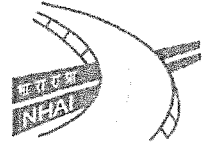
(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport and Highways, Government of India)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली - 110 075 • G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष/Phone : 91-11-25074100 / 25074200



NHA/Policy Guidelines/ Miscellaneous/ 2024

Policy Circular No.18.98/2024 dated 01st October, 2024

{Decision taken on E-Office File No. NHA/IT/SmartMonitoring/IIT-K-PilotProject/2022 (Comp. No. 158387)}

(In supersession of earlier Policy Circular No. 18.69 dated 03rd November 2021)

Sub: Recording of High-Resolution Imagery from Drone of Project Highway during the Development, Construction and O&M Period and Implementation of Drone Analytics Monitoring System (DAMS) - reg.

With the objective to bring Transparency, Uniformity and use of Latest Technology, High Resolution Imagery through Drones of the entire ROW capturing the Progress of the Projects, Road Condition, Road Furniture, etc. has been made mandatory.

2. Scope of High-Resolution Imagery:

All Projects starting from issuance of Appointed Date till completion of construction Drone Surveys shall be carried out. In addition, Projects under O&M shall also be covered. Periodicity for Projects under implementation shall be 'monthly' and for Projects under O&M 'Six monthly'.

3. Role of Drone Service Providers (DSP):

NHA has empanelled zone-wise Drone Service Providers (DSP) for conducting Drone Survey of Project Highway during the Development, Construction, and O&M Period. Further, the Authority is in process of increasing the numbers of empanelled agencies. Drone Survey shall be carried out only through empanelled DSPs. The DSP shall conduct Survey in conformity to the revised SOP on approved per km. rates.

4. Revised SoP for high resolution imagery through Drones:

Capturing of High-Resolution Imagery through Drones shall be as per the revised Standard Operating Procedure (SoP), copy attached at Annexure-I. This revised SOP shall come into force w.e.f. 01st October 2024.

5. Work Orders and execution schedules:

To ensure uniform time bound execution, the system generated work orders along with schedules to DSP for Drone Survey on all eligible Projects shall be issued from Data Lake on every 15th calendar day with a copy to concerned PD and the RO. The Drone Survey should be conducted and completed preferably in the last week every month such that its results can be used to prepare the MPR in the subsequent month. In addition to the prescribed schedules, PDs/ ROs can also undertake need based Drone Survey as and when required on the Project through the DSPs. The system generated scheduling of Drone Survey shall take care of gap of three months between NSV and Drone Survey respectively. Tentative six monthly schedule for O&M Projects is enclosed at Annexure-II.

Contd...2/-

6. Quality Check:

The data set collected through Drone Survey shall have to pass through system generated quality check (QC) to verify/ confirm that the output is in conformity to the revised SOP. This assessment prima facie includes key parameters such as Drone speed, camera angle, coverage, overlap percentages and image quality. The result of QC will be available on Data Lake for DSP reference. In case, the QC results indicate a "Failed" status, the corrected imagery needs to be re-loaded by the DSP. The payment to the DSP for the Drone Survey shall be done by the concerned PIUs subject to the data uploaded as well as compliance with the revised SOP.

7. Use of AI/ML for Drone Analytics:

NHAI has empanelled two (02) Technology Service Providers (TSP) for Drone Analytics Monitoring System (DAMS) to enable remote tracking and monitoring of NHAI Projects. In this system the High-Resolution Imagery collected through Drone shall be reconstructed and analysed to identify change detection on various key parameters using Artificial Intelligence/ Machine Learning algorithms and demonstrate the output on a dashboard four suites viz. (i) Under Construction, (ii) O&M, (iii) Plantation and (iv) Road Safety covering inter-alia but not limited to hindrances, encumbrances/ encroachments, progress of Project, mobilization of plant & equipment, mobilization at camp sites, rectification of maintenance defaults etc. List of approved parameters for AI/ML based analytics is enclosed (Annexure-III). The DAMS will enable NHAI to optimize the utilization of Drone data collected, providing dynamic updates and generating actionable insights through reports and dashboards. The Project wise outcome of the analysed data will be made available on the Data Lake portal to the respective stakeholders.

8. Role of Team Leader of Independent Engineer (IE)/ Authority Engineer (AE):

Drone Survey of Project Highway shall be carried out in the presence of Team Leader of Independent Engineer (IE)/ Authority Engineer (AE)/ Authorized Representative of the Authority. The IE/ AE/ SC shall ensure that the quality of Drone data is not distorted/ tampered with. Further, AE/IE shall also have to validate/ confirm execution of work/ deliverable of TSP. The outcome of DAMS shall mandatorily be examined by AE/ IE/ SC concerned to provide their comments for its correctness/ acceptability, preferably within three days of data is made available in Data Lake or relevant portal or before freezing the MPR of the concerned month. The approved outcome of this analysis shall be incorporated by the AE/IE/SC in Monthly Progress Report (MPR) under relevant section on MPR.

9. PD/RO shall have to cross check the analysed data during their monthly physical inspections and highlight in DAMS itself their comments, if any, or discrepancies between the analysed Drone data, on IE/ AE/ SC comments and ground reality.

10. As the above Drone Survey/ analytical reports coupled with MPR of AE/IE will be a permanent record on Data Lake and facilitate NHAI to use as evidence during dispute resolution before Arbitral Tribunals/ Courts etc the Drone recording shall be carried out carefully and correctly without distortions/ tampering by all parties concerned.


Contd...3/-



11. The Contract Agreement on EPC model (Refer Clause 11.16 of DCA) and the Concession Agreement on HAM & Toll modes (Refer Clause 12.4.3 and 13.6 of MCA) provide for video recording of the Project Highway during the construction period. As such, amount spent on Drone Survey shall be charged to Contractor/ Concessionaire to the extent covered in the Agreement. In Contract where no such provision exist or cases where provision from the Concession / Contract has been de-scoped, the amount spent on recording using Drone shall be borne by the NHAI. Power for approval of expenses on this activity are delegated to PDs who can charge this expenditure to the concerned Project.

12. This issues with the approval of Competent Authority.

Encl.: As stated above


01/10/24
(CS. Sanjay Kumar Patel)
General Manager (Coord.)

To:

All Officers of NHAI HQ/ ROs/ PIUs/ CMUs/ Site Offices

Copy to:

1. Hindi Division for translation in Hindi.
2. Library for hosting the circular on library site.
3. Web Admin for circulation.

Copy also for necessary action to:

1. Data Lake Team - Program Manager.
2. Empaneled Drone Service Provider (DSP).
3. Empaneled Technical Service Provider (TSP).

Revised Standard Operating Procedure (SOP) for recording drone videography imagery

Parameters	Revised SOP								
Drone Speed	5m/sec (18km/hr.) or less								
Drone Height	<p>Height at which drone will be flown will depend on ROW. Indicative heights are given below:</p> <table border="1"> <thead> <tr> <th>ROW (meter)</th><th>Maximum Drone Height calculated as above Ground Level (meter)</th></tr> </thead> <tbody> <tr> <td>40-70</td><td>60</td></tr> <tr> <td>70-100</td><td>80</td></tr> <tr> <td>100-130</td><td>95</td></tr> </tbody> </table> <p>Since drone height greater than 95 meter is not suitable for analytics, in case of sections (clovers, roundabouts etc.) where ROW is greater than 130m, the drone service provider will operate separately with multiple laps to cover both sides of RoW without exceeding the height limits and the DSP will be paid accordingly.</p>	ROW (meter)	Maximum Drone Height calculated as above Ground Level (meter)	40-70	60	70-100	80	100-130	95
ROW (meter)	Maximum Drone Height calculated as above Ground Level (meter)								
40-70	60								
70-100	80								
100-130	95								
Camera Sensors	RGB Sensor, Minimum 12 MP or better. Sensor has to be same for a single inspection.								
Recording Type	Images (JPEG)								
Recording Angle	90 degrees, Nadir unless specified otherwise								
Flight Pattern	Single lap with Right of Way in Centre								
Overlap in images expected	Minimum 85% (Front and Side)								
Geotagged Data	All data to be submitted as a single folder which includes individual sub-folders or sequential geo-tagged images as exported from drone.								
Flight logs	All flight logs from litchi or the app being used by the DSP to be submitted in a separate folder whether in .csv or txt formats, whichever is available in the application in use								
Miscellaneous	<ul style="list-style-type: none"> • Minimum satellite lock should be 12 satellites or more while flying • No custom settings in RGB sensor • The image, width and height ratio should be uniform for all images • Drone should be ideally flown using terrain follow mode or equivalent. • All way side amenities, site camps, casting yards, borrow areas, toll plazas, O&M centre etc and nearby roads used for transportation of earth should be covered. 								
Submission of data/ Deliverables	<p>1. Geo-tagged Photos and log</p> <p>Both are to be uploaded on NHAI Data Lake portal under login of DSP. All images to be in one folder, filenames should be sequential. All data is to be uploaded on NHAI Data Lake portal. Only when all data is submitted finally online will the data be considered submitted. In addition, the raw data i.e. Geo-tagged Photos and log shall also be submitted in Hard Disk/ USB to the respective PIUs.</p>								
System driven QC	The online system quality check of the drone data set uploaded will be checked to confirm that the output is as per the SOP. The payment of DSP will be released subject to compliance with SOP.								

Tentative six monthly schedule for O&M projects

Six Monthly cycle for drone survey for projects under O&M*			
Region	State	1 st	2 nd
		Jan - Jun	Jul - Dec
East	Bihar	Feb	Aug
East	Chhattisgarh	Feb	Aug
East	Jharkhand	Feb	Aug
East	Orissa	Feb	Aug
East	West Bengal	Feb	Aug
Central	Madhya Pradesh	April	October
NE	Arunachal Pradesh	Jan	Jul
NE	Assam	Jan	Jul
NE	Manipur	Jan	Jul
NE	Meghalaya	Jan	Jul
NE	Mizoram	Jan	Jul
NE	Nagaland	Jan	Jul
NE	Sikkim	Jan	Jul
NE	Tripura	Jan	Jul
North	Chandigarh	Feb	Aug
North	Delhi	May	November
North	Haryana	May	November
North	Himachal	Feb	Aug
North	Jammu And Kashmir	Feb	Aug
North	Punjab	May	November
North	Uttar Pradesh	April	October
North	Uttarakhand	Feb	Aug
South	Andhra Pradesh	Jan	Jul
South	Karnataka	April	October
South	Kerala	Jan	Jul
South	Pondicherry	Jan	Jul
South	Tamil Nadu	April	October
West	Goa	Feb	Aug
West	Gujarat	May	November
West	Maharashtra	April	October
West	Rajasthan	May	November

Note (*)

Above is the tentative six monthly schedule of drone survey for O&M projects taking care of gap of three months between NSV and drone survey respectively, load distribution and relevance of Road Safety and Plantation Analytics. Keeping in view that the 1st survey shall be conducted at the time of completion certificate (CC) of a construction project OR at the time of issue of LoA to an O&M agency, the first time survey month shall be reckoned accordingly in place of the month shown against the respective State in the above table.

For example:-

If the project belongs to a Bihar State, where defined survey months as per above table are February and August. However, the CC or LoA to O&M agency is issued in the month of December, then the:-

- The drone survey conducted in the month of December, (when CC or LoA to O&M agency was issued), shall be treated as 1st survey in lieu of scheduled month survey of February and
- 2nd survey shall be conducted in August i.e. the next state-wise schedule as per schedule mentioned in the table above.
- Thereafter, the schedule of drone survey for O&M project in next year shall be as per the table above.

List of approved parameters for AI/ML based analytics is enclosed

Under Construction	Operations and Maintenance	Road Safety	Plantation
1. Bridges 2. Intersection 3. Median Opening 4. Culverts 5. Encroachment 6. Flyover 7. Rail Over Bridges 8. Toll Booth 9. Bus/Truck Bays 10. Median Trees 11. Avenue Trees 12. Wearing Course 13. Base Course 14. Earth Work 15. Construction Not Started 16. Structure progress 17. Change detection	1. Potholes 2. Edge Drops 3. Crack 4. Raveling 5. Rain Cut Embankments 6. Authorized/Unauthorized Median Opening 7. Intersection/Crossroads 8. Temporary/Permanent Encroachments 9. Missing Lane Markings (lane, Inner edge, outer edge, kerb painting) 10. Missing/Damaged Boundary Wall 11. Drain (Open, covered, blocked/unclean) 12. Missing Dissipation Basin	1. Vehicle under Pass (VUP) 2. Crossroads 3. Exit/Entry 4. Bridges 5. Grade Separated Intersection 6. Culverts 7. ROB/RUB 8. Authorized/Unauthorized Median opening 9. Intersection/Crossroads 10. Temporary/Permanent Encroachments 11. Missing Lane Markings (lane, Inner edge, outer edge, kerb painting) 12. Crash Barriers (LHS, RHS, Median) 13. Crash Barriers End Treatment/Transition 14. Entry/Exit of Highway (Chevron Marking, Arrow Marking, Shoulder Mounted Sign, Road Separator) 15. Drain (Open, covered, blocked/unclean) 16. Missing/Unaligned Median Drain 17. Missing Dissipation Basin 18. Missing/Damaged Boundary Wall	1. Name 2. Alignment 3. Canopy Elevation 4. Road Elevation 5. Type 6. Tree Height 7. Longitude 8. Latitude 9. Length 10. Central Latitude 11. Central Longitude 12. Probable Number of Trees 13. VARI (Vegetation Index Ratio)

Annexure to Point No. 12

Sr.	UPC Code	Project Name	Mode	NH(New)	Total Length	LOA Date -Civil Work	Appointed Date/Start Date- Contractor	Completion Date	RO	PIU	Lanes	Concessionaire	AE/IE	Current Project Stage
1	N/02010/05001/KA	AP/ Karnataka Border - Devanhalli	BOT Annuity	44	71.45	27/04/2006	26/03/2007	31/03/2017	RO-Bengaluru	Bengaluru	4L/6L	B S Reddy	LN Mahiya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
2	N/02002/09001/KA	4L of Belgaum - Maharashtra Border from km. 515.00 to km. 592.24 of Old NH-04	BOT Annuity	48	77.24	11/07/2001	20/06/2002	20/11/2004	RO-Bengaluru	Dharwad	4L	Jahind Road Builders	MSV International Inc. - MSV International Tech. Pvt. Ltd. (JV)	CC Issued
3	N/02008/08002/MP	Gwalior Jhansi Section of NH-75 from km. 16.00 to km. 96.127 [NSI/BOT/MP-UP] in Madhya Pradesh	BOT Annuity	44	82.46	31/05/2006	05/06/2007	0	RO-Bhopal	Gwalior	4L	DSC - Apollo Consortium	LN Mahiya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
4	N/09002/01001/PB	Amritsar - Wagah Border section of NH-1 from km 456.100 - km 492.030	BOT Annuity	3	35.93	31/08/2007	12/06/2008	13/06/2010	RO-Chandigarh (PB)	Amritsar	4L	Rohan Rajdeep Infra Private Limited	MSV International Inc. - In Association with MSPARK Futuristics & Associates	CC Issued
5	N/02017/04001/GJ	Palanpur/ Khemana - Abu Road - Swaroopganj from km. 340.00 to km. 264.00	BOT Annuity	27	76	30/12/2005	24/09/2006	24/03/2009	RO-Gandhinagar	Palanpur	4L	Larsen & Toubro Ltd.	K&I Projects Pvt. Ltd.	CC Issued
6	N/09008/01001/ML	4L of Jorabat Shillong (Barapani) section from 0.000 to km 61.800 of Old NH-40	BOT Annuity	6	61.8	20/05/2010	12/01/2011	30/08/2019	RO-Guwahati	Shillong	4L	IL&FS Transportation Networks Ltd. and Ramky Infrastructure Ltd	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued
7	N/02009/14001/TS	AP/Mah Border-Islam Nagar (AP 6)	BOT Annuity	44	55	26/12/2006	02/11/2007	01/12/2020	RO-Hyderabad	Kamareddy	4L	Adilabad Expressway Pvt. Ltd	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
8	N/02009/15001/TS	Islam Nagar-Kadthal (AP 7)	BOT Annuity	44	53	01/02/2007	11/06/2007	27/12/2016	RO-Hyderabad	Kamareddy	4L	Patel - KNR (JV)	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
9	N/02009/16001/TS	Four-laning of Kadthal to Armur from km.278.0 to km.308.0 of Old NH-7	BOT Annuity	44	30.9	26/12/2006	30/10/2007	25/07/2018	RO-Hyderabad	Kamareddy	4L PS	Nirmal BOT Ltd	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
10	N/02009/18001/TS	Km 367.000 (Adloor Yellareddy) to Km 447.000 and Improvement, Operation & Maintenance of Km 447.000 to Km 464.000 (Gundla Pochanpalli) on Nagpur - Hyderabad section of NH-44 AP-2	BOT Annuity	44	103	30/12/2005	26/09/2006	25/07/2009	RO-Hyderabad	Kamareddy	4L	GMR Infrastructure Ltd	MSV International Inc. in association with M/s Sri Infra Consulting Engineers Pvt. Ltd	CC Issued
11	N/02010/03001/TS	Kothakota bypass-Kurnool	BOT Annuity	44	74.62	24/02/2006	01/09/2006	26/09/2022	RO-Hyderabad	Mahabubnagar	4L	IL&FS-CTNL Consortium	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
12	N/05038/02001/RJ	Reengus-Sikar Section of NH-52	BOT Annuity	52	43.887	31/03/2011	05/03/2012	24/07/2019	RO-Jaipur	Jaipur	2L PS	Reengus - Sikar Exressway Pvt. Ltd	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
13	N/02006/03001/JK	Banihal (Km 189.350) to Quazigund (KM 220.700)	BOT Annuity	44	16.27	30/04/2010	05/06/2011	15/12/2022	RO-Jammu	Ramban	4L	Navyuga Road Projects Pvt Ltd.	ISAN Corporation - Chaitanya Projects Consultancy Pvt. Ltd. (JV)	CC Issued
14	N/02006/02001/JK	Banihal to Srinagar (KM 187.00 to KM 189.35 and KM 220.70 to KM 286.11)	BOT Annuity	44	65.41	03/09/2010	27/06/2011	31/03/2025	RO-Jammu	Srinagar	4L	SRINAGAR BANIHAL EXPRESSWAY LIMITED	LN Mahiya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
15	N/02006/06001/JK	4L of Chenani - Nashri including 9 Km long tunnel (2L) with parallel escape tunnel	BOT Annuity	44	10.87	03/05/2010	23/05/2011	08/03/2017	RO-Jammu	Udhampur	2L/4L	Chenani Nashri Tunnelway Limited	TPF Getinsa Eurostudios SL - Segmental Consulting & Infrastructure (JV)	CC Issued
16	N/02006/07001/JK	4L of Jammu - Udhampur from km. 15.00 to km. 67.00 [Jammu Bypass - Udhampur] (Pkg No. NHDP-II/BOT/VII/1&K)	BOT Annuity	44	64.59	30/04/2010	17/06/2011	07/08/2019	RO-Jammu	Udhampur	4L	Athaang Jammu Udhampur Highway Private Limited	Lion Engineering Consultants private limited in association with Hadimba Consultants Professionals & Technocrats	CC Issued

17	N/02005/18001/WB	4L of Pakit-Panagarh	BOT Annuity	19	65	26/09/2001	21/06/2002	06/12/2005	RO-Kolkata	Durgapur	4L	S&P Infrastructure Developers(P) Ltd	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
18	N/02004/01002/WB	4 Lanning project of Dankuni to Kolaghat 17.6 to 72.00 WB-1	BOT Annuity	NH-6	54.4	05/03/2001	24/05/2001	30/06/2006	RO-Kolkata	Kolkata	4L	BSC-RBM-PAT(JV)	Intercontinental Consultants and Technocrats Pvt. Ltd.	Completed & Agency Demobilised (Civil/O&M)
19	N/02005/19001/WB	Pablit - Dhankuni (4L) km 581.457 to km 646.000 of NH-2	BOT Annuity	19	64.54	31/01/2002	27/10/2002	08/12/2005	RO-Kolkata	Kolkata	4L	Kalyan Toll Infrastructure Ltd.	Therne Engineering Services Pvt. Ltd.	Completed & Agency Demobilised (Civil/O&M)
20	N/04024/04001/MH	Nagpur-Betul Section of NH-69	BOT Annuity	47	174.512	21/05/2010	28/02/2011	17/03/2022	RO-Nagpur	Nagpur (PD-1)	4L	Oriental Structural Engineers Pvt. Ltd.	SA Infrastructure Consultants Pvt. Ltd. - K&J Projects Pvt. Ltd. (JV)	CC Issued
21	N/08017/05001/BR	2L PS of Khagaria - Purnea from km. 270.00 to km. 410.00 of NH-31	BOT Annuity	31	140	15/02/2011	05/10/2011	30/04/2018	RO-Patna	Begusarai	2L PS	Punj Lloyd Infrastructure Ltd.	Dhruv Consultancy Services Ltd. - Designilla (JV)	CC Issued
22	N/08038/01001/BR	2L of Mokama-Munger from km. 1.43 to km. 70.00 of NH-80	BOT Annuity	80	68.57	24/05/2010	15/05/2011	13/10/2018	RO-Patna	Munger	2L	BSCP1 - C & C Consortium	MSPARK Futuristics & Associates JV with Chaitanya Projects consultancy Pvt. Ltd.	CC Issued
23	N/02021/07002/UP	Gorakhpur Bypass (Km. 0.000 to Km. 32.27 connecting NH28)	BOT Annuity	27	32.27	28/04/2006	06/04/2007	20/11/2018	RO-UP East	Gorakhpur	4L	Gorakhpur Infrastructure Company Limited	L.N. Malviya Infra Project Ltd.	CC Issued
24	N/08018/02001/UP	2L PS of Raebareilly-Lauapur from km. 0.00 to km. 166.400 of NH-231	BOT Annuity	31	166	31/07/2012	04/06/2014	27/02/2016	RO-UP East	Raebareilly	2L PS	PNC Infratech Pvt. Ltd.	K & J Projects Private Limited in association with BIRJA Construction LLP	CC Issued
25	N/02020/02001/UP	4L of Orai - Bhognipur - Barah from km. 220.0 to km. 255.00 of Old NH-25 & from km. 421.20 to km. 449.00 on Old NH-02 (Pkg No. EW-II/BOT-UP)	BOT Annuity	27	62.8	06/01/2006	24/10/2006	31/08/2021	RO-UP West	Jhansi	4L	O.B Infrastructure Pvt. Ltd. (OBIL)	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
26	N/05018/01001/UP	Lucknow - Raibareilly	BOT Annuity	30	70	30/11/2011	18/07/2012	14/04/2015	RO-UP West	Lucknow	4L	Essele Infraprojects Ltd	EP India Project Management Consultancy Services Pvt. Ltd. in association with Indian Engineering Consultant India Private Limited	CC Issued
27	N/02004/28002/AP	Nellore bypass (from Km. 161.034 to 178.200)	BOT Annuity	16	17	31/01/2002	27/10/2002	30/03/2005	RO-Vijayawada	Nellore	4L	Navyuga Road Projects Pvt Ltd.	Consulting Engineers Group Ltd.	Completed & Agency Demobilised (Civil/O&M)
28	N/02004/18001/AP	Ankapalli - Annavaram (Tuni) from km. 741.255 to km. 830.525	BOT Annuity	16	89.27	13/08/2001	05/09/2002	24/12/2004	RO-Vijayawada	Rajahmendravaram	4L	GMR Infrastructure Ltd	Dorsch Consulting Pvt. Ltd.	Completed & Agency Demobilised (Civil/O&M)
29	N/02004/19001/AP	Annavaram - Diwancheruvu (km 830.525 to km 901.500)	BOT Annuity	16	70.98	05/09/2001	30/05/2002	30/10/2004	RO-Vijayawada	Rajahmendravaram	4L	Gammon Engineers & Contractors Pvt. Ltd.	K&J Projects Pvt. Ltd.	Completed & Agency Demobilised (Civil/O&M)
30	N/02004/20002/AP	Rajahmendravaram - Dharamavaram	BOT Annuity	16	53	05/09/2001	30/05/2002	29/11/2004	RO-Vijayawada	Rajahmendravaram	4L	Gammon Engineers & Contractors Pvt. Ltd.	K&J Projects Pvt. Ltd.	Completed & Agency Demobilised (Civil/O&M)
31	N/08007/02001/KA	4 Lanning of Bijapur-Hungund Section of NH-13 from km 102.00 to km 202.00	BOT Toll	50	97.212	08/02/2010	08/02/2010	21/06/2012	RO-Bengaluru	Bagalkot	4L	Sadbhav Engineering Limited & Montecarlo Construction Ltd.	Dhruv Consultancy Services Ltd. - Chaitanya Projects Consultancy Pvt. Ltd. (JV)	CC Issued
32	N/02003/04001/KA	Silk Board Junction (Bangalore) to TN Border (Hosur)	BOT Toll	44	24	16/11/2005	25/07/2006	01/04/2011	RO-Bengaluru	Bangalore-Expressway	6L	Bangalore Elevated Tollway Private Limited	Sterling Indo Tech Consultants Pvt Ltd In JV with M/s Pioneer Infra Consultants Pvt Ltd	CC Issued
33	N/04027/02001/KA	AP/KNT border-Mulbagal	BOT Toll	69&75	22	07/03/2012	22/05/2013	31/01/2025	RO-Bengaluru	Bengaluru	4L	J.B.Reddy	MSV International Inc. in association with M/s SRINFOTECH	CC Issued
34	N/02002/12001/KA	Six Lanning of Belgaum - Dharwad section of NH-4 from km 433.00 to km 515.00	BOT Toll	48	79.36	19/05/2010	04/05/2011	17/02/2020	RO-Bengaluru	Dharwad	6L	Ashoka Buildcon Limited	Sterling Indo Tech Consultants Pvt Ltd In JV with M/s Pioneer Infra Consultants Pvt Ltd	CC Issued
35	N/04007/12003/KA	MH/KNT Border to Sangareddy Section from km. 433.00 to km. 515.00 of NH-65	BOT Toll	65	145	30/11/2011	01/04/2014	17/09/2019	RO-Bengaluru	Gulbarga	4L	Larsen & Toubro Ltd.	MSV International Inc. in associates with M/s. Sri Infotech	CC Issued
36	N/04029/01001/KA	Neelamangala - Devihalli from km. 28.20 to km. 110.00	BOT Toll	75	80.26	19/04/2007	05/01/2008	11/05/2024	RO-Bengaluru	Hassan	4L	LANCO Infratech Ltd	Feedback Infra Pvt Ltd In JV with SATRA Service and Solution Pvt. Ltd and in Association with Saadhya Infra Solutions LLP.	CC Issued
37	N/04029/02001/KA	Devihalli - Hassan	BOT Toll	75	77	30/03/2010	14/12/2010	01/02/2021	RO-Bengaluru	Hassan	4L	Larsen & Toubro Ltd	MSV International Inc. in associates with M/s. Sri Infotech	CC Issued
38	N/08007/03001/KA	4/6 Lanning of Hungund - Hospet from km. 323.00 to km. 420.00 of Old NH-13 (NH-50)	BOT Toll	50	97	08/02/2010	08/09/2010	14/05/2014	RO-Bengaluru	Hospet	4L/6L	GMR - Oriental Structural Engineers Pvt. Ltd.	MSV International Inc. in associates with M/s. Sri Infotech	CC Issued
39	N/04002/03001/KA	Kundapur (Km.283.300) to Surathkal (Km358.686) and Nantoor (Km.1.900) to Talapady (Km.17.200)	BOT Toll	66	90.08	04/11/2009	05/06/2010	31/05/2023	RO-Bengaluru	Mangalore	4L	Navyuga Road Projects Pvt Ltd.	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
40	N/02002/18001/KA	Tumkur - Nelamangala(4L)	BOT Toll	48	32.5	01/04/2000	01/04/2000	01/11/2004	RO-Bengaluru	Tumakuru	4L	Abhijeet Infrastructure Limited	URS Scott Wilson India Pvt. Ltd. JV with Infra Support Engineering Consultant Pvt. Ltd. In Association with Sri Infotech	Completed & Agency Demobilised (Civil/O&M)

41	N/04004/05001/MP	Four Lining of Guna-Biaora section of NH-3 from Km 332.100 to Km 426.100 in the state of Madhya Pradesh under NHDP Phase-IV on BOT (Toll) mode on DBFOT basis	BOT Toll	46	93.5	29/06/2015	07/09/2016	15/09/2018	RO-Bhopal	Bhopal	4L	Dilip Buildcon Ltd.	Theme Engineering Services Pvt. Ltd.	CC Issued
42	N/04004/03001/MP	Shivpuri to Guna Package -1	BOT Toll	3	85.31	31/03/2015	25/01/2016	27/09/2018	RO-Bhopal	Gwalior	4L	IRCON International Limited	MSV International Inc in association with AICONS Engineering Pvt. Ltd.	CC Issued
43	N/04004/03002/MP	4L of Guna Bypass section from Km. 210.740 to Km 223.130 (Stage-II) of NH - 46	BOT Toll	46	12.39	31/03/2015	25/01/2016	10/05/2024	RO-Bhopal	Gwalior	4L	IRCON International Limited	MSV International Inc in association with AICONS Engineering Pvt. Ltd.	CC Issued
44	N/04004/04001/MP	Guna Bypass Section	BOT Toll	3	12.25	14/02/2005	05/01/2006	14/08/2009	RO-Bhopal	Gwalior	2L	Guna Infrastructure Ltd	Theme Engineering Services Pvt. Ltd.	Completed & Agency Demobilised (Civl/O&M)
45	N/04004/06001/MP	Four Lining of Biaora to Dewas Section from Km 426+100 to Km 566+450 of NH-3	BOT Toll	52	141.26	29/06/2015	09/07/2016	22/07/2020	RO-Bhopal	Indore	4L	Oriental Structural Engineers Pvt. Ltd.	Lion Engineering Consultant Pvt. Ltd.	CC Issued
46	N/04004/09001/MP	4L of Indore-Khalghat section from km 12.600 to km 84.700 of Old NH-3	BOT Toll	52	72.1	30/07/2005	06/09/2006	18/12/2009	RO-Bhopal	Indore	4L	Oriental Structural Engineers Pvt. Ltd.	Lion Engineering Consultant Pvt. Ltd.	CC Issued
47	N/04004/11001/MP	Four Lining of Khalghat-MP/MH Border from km 84.700 to km 167.500	BOT Toll	52	82.8	05/10/2007	19/11/2008	25/10/2013	RO-Bhopal	Indore	4L	Uniquist Infra Ventures Private Limited	Lion Engineering Consultant Pvt. Ltd.	CC Issued
48	N/04001/22001/OR	Strengthening under one time improvement of CG/OD Border - Baragarh - Sambalpur from km. 0.00 to km. 88.00	BOT Toll	53	88	19/05/2010	14/11/2011	23/09/2022	RO-Bhubaneswar	Sambalpur	4L	Ashoka Buildcon Limited	MSV International Inc in Association with DN Consultant	CC Issued
49	N/02007/09001/HR	Panipat Elevated Flyover from km. 86.00 to km. 96.00 on NH-44 (old NH-1)	BOT Toll	44	10	26/06/2005	23/01/2006	17/03/2011	RO-Chandigarh (HR)	Ambala	6L	Larsen & Toubro Ltd.	TPF Getinsa Eurostudios, S.L. in association with Segmental Consulting & Infrastructure Advisory (P) Ltd.	CC Issued
50	N/06012/01001/PB	Ambala - Chandigarh from km. 5.735 to km. 39.960 of Old NH-22 and km. 0.000 to km. 0.870 of Old NH-21	BOT Toll	152	35.1	29/06/2005	10/12/2005	14/03/2009	RO-Chandigarh (HR)	Chandigarh	4L	GMR ENERGY LTD	TPF Getinsa Eurostudios SL	CC Issued
51	N/08021/02001/PB	Kiratpur - Kurali from km. 28.60 to km. 73.20	BOT Toll	205	44.6	03/12/2006	09/02/2008	09/08/2011	RO-Chandigarh (HR)	Chandigarh	4L	BSC-C&C Kurali Toll Road Ltd	MSV International Inc. - PK Engg. Pvt. Ltd.	CC Issued
52	N/08071/01001/HR	Zirakpur -Parwanoo from km.39.96 to km. 67.65 including Pinjore - Kaika Parwanoo Bypass in the State of PB, HR, HP	BOT Toll	5	27.59	31/08/2007	28/02/2008	15/10/2019	RO-Chandigarh (HR)	Chandigarh	4L	HEL	TPF Getinsa Eurostudios SL	CC Issued
53	N/08004/03001/HR	Katthal to Rajasthan border from Design Ch. Km. 0.50 to Km. 165.759	BOT Toll	152&52	166	06/05/2014	15/07/2015	29/03/2019	RO-Chandigarh (HR)	Hissar	4L PS	IRB Infrastructure Developers Ltd.	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued
54	N/04032/01001/HR	Delhi/ Haryana Border to Rohtak section including Bahadurgarh and Rohtak by-passes from km. 29.70 to km. 87.00	BOT Toll	9	63.49	05/07/2007	03/05/2008	20/10/2021	RO-Chandigarh (HR)	Sonapat-CHD-HR	4L/6L	Era Infra Engineering Ltd.	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued
55	N/05021/01001/HR	Rohtak-Panipat Section of NH-71A from Km. 0.00 to Km. 80.858	BOT Toll	709	81	04/01/2010	18/04/2011	27/07/2021	RO-Chandigarh (HR)	Sonapat-CHD-HR	4L	DS Enterprise	MSV International Inc. - Mahamarg Infra Consultants Pvt. Ltd. (JV)	CC Issued
56	N/05021/02001/HR	Rohtak - Bawal section NH-71 from km.363.300 (Design km.363.300) to km.450.800 (design km.445.883)	BOT Toll	352	84	04/02/2010	10/05/2011	13/08/2018	RO-Chandigarh (HR)	Sonapat-CHD-HR	4L	JMC Projects (India) Ltd.	MSV International Inc. - LSI Eng. & Cons. (JV)	CC Issued
57	N/08073/01001/PB	4L of Pathankot-Amritsar from km 6.082 to km 108.502	BOT Toll	54	101.68	16/10/2009	30/05/2010	27/11/2014	RO-Chandigarh (PB)	Amritsar	4L	IRB Infrastructure Developers Ltd.	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued
58	N/09001/01001/PB	Four Lining of Jalandhar-Amritsar of NH 1 from 407.1 to km 456.1	BOT Toll	3	48.74	25/05/2005	30/05/2006	29/04/2010	RO-Chandigarh (PB)	Amritsar	4L	IVRCL Infrastructures & Projects Ltd.	TPF Getinsa Eurostudios, S.L. in association with Segmental Consulting & Infrastructure Advisory (P) Ltd.	CC Issued
59	N/02013/04001/TN	Chengapalli (km 102.035) to Nellore (km144.680) and Madukkarai (Km 170.880) to Walayar (K183.010) (Package No. NS-2/BOT/TN-08)	BOT Toll	544	54.87	11/01/2010	09/09/2010	26/09/2019	RO-Chennai	Coimbatore	4L/6L	IVRCL Infrastructures & Projects Ltd.	Bloom Companies LLC in Association with JR Consultancy Services Pvt Ltd	CC Issued
60	N/09048/01001/TN	Four Lining of Pondicherry - Tindivanam from km. 0.00 to km. 37.29	BOT Toll	66	38.62	05/03/2007	15/01/2008	11/11/2011	RO-Chennai	Puducherry	4L	M/s. AVP Infracore Ltd.	SA Infrastructure Consultant Pvt Ltd in Association with Quest Engineers and Consultants Pvt Ltd	CC Issued
61	N/02011/01001/TN	Krishnagiri - Thumbipadi - Thoppur Ghat - Omalur from km. 94.00 to km. 180.00 (Package No. NS-2/BOT/TN-1)	BOT Toll	44	86	30/09/2005	15/07/2006	24/07/2024	RO-Chennai	Salem	4L	Larsen & Toubro Ltd.	Upham International corporation in JV with SA Infrastructure Consultant Pvt Ltd in association with Quest Engineers & Consultants Pvt.Ltd	CC Issued
62	N/04022/03001/TN	Tindivanam - Ulundurpet from km 121.00 to km 193.90	BOT Toll	45	72.9	28/02/2006	16/10/2006	15/01/2010	RO-Chennai	Viluppuram	4L	Ulundurpet Expressways Pvt. Ltd	Bloom Companies LLC, USA	CC Issued
63	N/08032/03001/UK	4L of Kashipur Sharganj Section of NH-74 from km. 175.000 to km. 252.200	BOT Toll	74	77.2	26/11/2012	05/03/2014	20/02/2025	RO-Dehradun	Rudrapur	4L	Galfar Engineering & Contracting (India) Pvt. Ltd.	Artefact Projects Limited in association with Renaissance IOT LLP	CC Issued
64	N/02001/01001/DL	Access Controlled Highway of Delhi-Gurgaon section of NH-48 from km 14.30 to km 42.00	BOT Toll	48	28	31/01/2002	30/04/2003	22/08/2009	RO-Delhi	Dwarka	6L/8L	Millennium City Expressways Private Limited	Frischmann Prabhu India Pvt. Ltd in association with Mahamarg infra consultants Pvt.Ltd.	Completed & Agency Demobilised (Civl/O&M)
65	N/08035/02001/UP	Meerut - Muzaffarnagar	BOT Toll	58	78.31	23/03/2005	07/03/2006	02/06/2016	RO-Delhi	Meerut	4L PS	Nagarjuna Construction Company Limited.	LN Mahiya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
66	N/01002/01001/GJ	Four Lining of Ahmedabad-Vadodara Expressway from km.0.000 to km 93.302	BOT Toll	NE-I	93.3	28/04/2011	01/01/2013	01/01/2013	RO-Gandhinagar	Ahmedabad	4L	IRB Infrastructure Developers Ltd.	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued
67	N/02001/12001/GJ	6 Lining of Ahmedabad - Vadodara Section from km 6.400 to km 108.700	BOT Toll	48	102	28/04/2011	01/01/2013	05/11/2018	RO-Gandhinagar	Ahmedabad	6L	IRB Infrastructure Developers Ltd.	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued

68	N/04006/03001/GJ	4L of Ahmedabad-Godhra from km. 04.200 to km. 122.420 of NH-59	BOT Toll	59	117.6	11/01/2010	27/12/2010	25/07/2018	RO-Gandhinagar	Ahmedabad	4L	Essel Infraprojects Ltd	MSV International Inc in Association with MSV International Tech Pvt Ltd	CC Issued
69	N/02001/13001/GJ	Six Lining of Vadodara-Bharuch Section from km 108.700 to km 192.000	BOT Toll	48	83.3	31/05/2006	30/01/2007	10/06/2010	RO-Gandhinagar	Ekta Nagar	6L	Larsen & Toubro Ltd.	LEA Associates South Asia Pvt Ltd	Completed & Agency Demobilised (Civil/O&M)
70	N/04006/01001/GJ	Samakhiali to Gandhidham section km 306.0 to km 362.160 of NH-8A	BOT Toll	41	56	20/01/2010	11/09/2010	25/07/2018	RO-Gandhinagar	Gandhidham	6L	Larsen & Toubro Ltd.	MSV International Inc in Association with MSV International Tech Pvt Ltd	CC Issued
71	N/04006/04001/GJ	4L of Godhra to Gujarat/M.P. Border Section from Km. 129.000 to Km. 215.900 of NH-47 (Old NH-59)	BOT Toll	47	87.1	01/01/2010	01/03/2011	29/06/2016	RO-Gandhinagar	Godhra	4L	BSCPL Infrastructure Ltd.	MSV International Inc in association with Infinite Civil Solutions Pvt Ltd	CC Issued
72	N/02001/14001/GJ	Bharuch - Surat from km. 198.00 to km. 263.00 (Package BOT-II)	BOT Toll	48	65.4	14/03/2011	14/03/2011	14/03/2011	RO-Gandhinagar	Surat	4L/6L	IODA Infrastructure Pvt Ltd	Theme Engineering Services Pvt. Ltd.	CC Issued
73	N/02001/16001/GJ	6L of Dahisar - Surat Section of Old NH-8 from km 263.000 to km 502.000	BOT Toll	48	239	21/02/2008	20/02/2009	06/04/2013	RO-Gandhinagar	Surat	6L	IRB Infrastructure Developers Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	Completed & Agency Demobilised (Civil/O&M)
74	N/04009/01001/GJ	Gujarat / Maharashtra Border - Surat - Hazira Port	BOT Toll	53	131.5	18/02/2009	30/03/2010	29/03/2018	RO-Gandhinagar	Surat	4L/6L	Isolux-Soma Consortium (JV)	MSV International Inc.	CC Issued
75	N/02009/17001/TS	Armur - Adloor Yellareddy (Nagpur-Hyderabad)	BOT Toll	44	60	27/05/2009	02/02/2010	15/09/2021	RO-Hyderabad	Kamareddy	4L	Navyuga Road Projects Pvt Ltd.	MSV International Inc. in association with M/s Sri Infra Consulting Engineers Pvt. Ltd	CC Issued
76	N/02010/02001/TS	Jadcherla-Kothakotta Bypass	BOT Toll	44	56	30/09/2005	19/08/2006	03/08/2021	RO-Hyderabad	Mahabubnagar	4L	Larsen & Toubro Ltd.	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
77	N/06003/01001/TS	Hyderabad-Yadagiri	BOT Toll	163	36	31/12/2009	30/07/2010	27/06/2015	RO-Hyderabad	Warangal	4L	Sadbhav Engineering Pvt. Ltd.	Dhruv Consultancy Services in Association with KDM Engineers & Consultants Pvt. Ltd.	CC Issued
78	N/02001/05001/RJ	Kishangarh (km 0.000) to Gulabpura (km 90.000) of NH-79A and NH-79 in Rajasthan	BOT Toll	48	90	27/12/2016	21/02/2018	20/07/2022	RO-Jaipur	Ajmer	6L	IRB Infrastructure Developers Ltd.	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
79	N/08012/01001/RJ	Bikaner (km 4.20) to Phalodi (km 163.5) of NH - 15 in Rajasthan	BOT Toll	11	159.17	27/08/2014	14/10/2015	04/09/2023	RO-Jaipur	Bikaner	4L/2L PS	IRCON International Limited	MSV International Inc - Sterling Indo Tech Consultant Pvt. Ltd	CC Issued
80	N/04038/01001/RJ	Four Lining of Mahua-Jaipur from Km 120.00 to Km 228.00	BOT Toll	21	108	13/05/2005	20/03/2006	26/09/2009	RO-Jaipur	Dausa	4L	Jaipur-Mahua Tollway Limited	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
81	N/04038/02001/RJ	4L of Bharatpur-Mahua from km. 63.00 to km. 120.00 of Old NH 11	BOT Toll	21	57	07/03/2005	10/04/2006	08/05/2009	RO-Jaipur	Dausa	4L	Madihucon Projects Ltd	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
82	N/04038/03001/RJ	Four Lining of Agra-Bharatpur from km 17.756 to km 62.295 of NH-21	BOT Toll	21	44.54	30/07/2005	06/09/2006	09/07/2009	RO-Jaipur	Dausa	4L	Oriental Structural Engineers Pvt. Ltd.	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
83	N/02001/04001/RJ	Six Lining of Jaipur-Kishangarh from km 273.500 to km 363.885	BOT Toll	48	90.39	01/03/2002	01/04/2003	09/04/2005	RO-Jaipur	Jaipur	6L	GVK International MV and Leighton Contractors (India) Private Limited with GVK International NV	L.N. Malviya Infraprojects Pvt Ltd. In Association with M/s Varja Associates	CC Issued
84	N/08004/04001/RJ	Rajasthan Border (Km 0.000) to Salasar (km 154.141) of NH-52 and 58 (old-65) in Rajasthan	BOT Toll	52&58	154.14	26/11/2012	06/02/2014	23/09/2022	RO-Jaipur	Jaipur	2L PS	Gaffar Engineering & Contracting SAOG	L.N. Malviya Infra Projects Pvt Ltd in Association with Pioneer Infra Consultants Pvt Ltd	Completed & Agency Demobilised (Civil/O&M)
85	N/08004/04002/RJ	4L of Rajasthan Border (Km. 0.000) to Salasar (Km. 154.141) of NH-52 and NH-58 in Rajasthan	BOT Toll	NH-65(New NH-52&58)	154.141	26/11/2012	06/02/2014	07/04/2025	RO-Jaipur	Jaipur	4L/2L PS	SALASAR HIGHWAYS PRIVATE LIMITED	L.N. Malviya infra projects Pvt. Ltd. - Pioneer Infra Consultants Pvt. Ltd. (JV)	CC Issued
86	N/08027/01001/RJ	4 Lining of Jaipur to Deoli Section of NH-12 (Km 18.700 to km 165.000)	BOT Toll	52	148.77	14/10/2009	14/06/2010	28/03/2016	RO-Jaipur	Jaipur	4L	IRB Infrastructure Developers Ltd.	L.N. Malviya Infra Projects Pvt Ltd in Association with Pioneer Infra Consultants Pvt Ltd	CC Issued
87	N/04037/01001/RJ	4L of Beawar- Pali- Pindwara Section of NH 14 (km 0.000 to km 244.120)	BOT Toll	14	244.12	10/05/2011	19/12/2011	16/02/2023	RO-Jaipur	Jodhpur	4L	Larsen & Toubro Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
88	N/08027/02001/RJ	Deoli (Km 165/0) to Jn. of NH-76 on Kota Bypass	BOT Toll	12	82.52	21/04/2010	05/01/2011	23/10/2018	RO-Jaipur	Kota	4L	Shiva Build Tech	LEA Associates South Asia Pvt. Ltd.	CC Issued

89	N/02001/06001/RJ	Gulabpura (Km 90.000) to Chittorgarh (Km 214.870) of NH-79 in Rajasthan	BOT Toll	79	124.87	30/09/2016	04/11/2017	14/08/2021	RO-Jaipur	Udaipur	6L	IRB Infrastructure Developers Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
90	N/02001/07001/RJ	Chittorgarh-Udaipur Section of NH76	BOT Toll	48	93.5	23/09/2016	03/07/2017	13/04/2021	RO-Jaipur	Udaipur	6L	TRIL Roads Pvt. Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
91	N/02001/09001/RJ	6L of Udaipur to Shamlaji from Km 287.400 to km 401.200 of Old NH-8	BOT Toll	48	113.8	26/09/2016	03/09/2017	31/05/2021	RO-Jaipur	Udaipur	6L	IRB Infrastructure Developers Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
92	N/06015/01001/RJ	Rajsamand-Bhiwara	BOT Toll	758	87.25	26/11/2012	09/10/2013	30/06/2017	RO-Jaipur	Udaipur	4L	Sadbhav Engineering Pvt. Ltd.	MSV International Inc - Sterling Indo Tech Consultant Pvt. Ltd	CC Issued
93	N/02005/18002/WB	6L of Palait-Panagarh from Km. 521.120 to Km. 588.870 of NH-19	BOT Toll	19	67.75	30/03/2021	02/04/2022	27/09/2024	RO-Kolkata	Durgapur	6L	Adani Road Transport Ltd.	I.N. Malviya infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
94	N/02004/02001/WB	Four Lining of Balasore to Kharagpur from km. 0.00 to km. 119.30	BOT Toll	16	119.3	13/01/2012	01/11/2013	26/12/2015	RO-Kolkata	Kharagpur	4L	IL&FS Transportation Networks Ltd.	Bloom Companies LLC in Association with M/s Sunbny Consultants Pvt. Ltd	CC Issued
95	N/02004/01001/WB	6L of Dhankuni to Kharagpur from km 17.600 to km 129.000 of Old NH-06	BOT Toll	16	111.4	25/02/2011	01/04/2012	06/08/2021	RO-Kolkata	Kolkata	6L	Ashoka Buildcon Limited	Feedback Infra Pvt Ltd in association with Vaishnavi infratech Services Pvt Ltd	CC Issued
96	N/02005/20001/WB	Sister Nivedita Bridge (2nd Vivekananda Bridge) & its approaches from km. 853.010 to km. 859.05 of Old NH-2	BOT Toll	19	6	01/04/2000	01/04/2000	04/07/2007	RO-Kolkata	Kolkata	6L	Second Vivekananda Bridge Tollway Co Pvt Ltd	PD concerned (Officiating AE)	CC Issued
97	N/08005/03001/WB	Berhampore (191.700) to Farakka (292.300) of NH-34 in the State of West Bengal	BOT Toll	12	100.6	08/02/2010	03/02/2011	22/06/2024	RO-Kolkata	Malda	4L	Baharampore-Farakka Highways Limited	URS Scott Wilson India Pvt. Ltd.	CC Issued
98	N/08005/04001/WB	Farakka (295.000) to Raiganj (395.000) of NH-34 in the state of West Bengal	BOT Toll	12	100.2	08/02/2010	03/02/2011	25/03/2022	RO-Kolkata	Malda	4L	FARAKKA RAIGANJ HIGHWAYS PVT. LTD.	MSV International Inc in Association with DN Consultant	CC Issued
99	N/04022/04001/TN	Four Lining of Ukundupet-Padalur from km. 192.25 to km. 285.00 of Old NH-45 (Pkg VI-B)	BOT Toll	38	93.89	28/02/2006	26/12/2006	04/09/2012	RO-Madurai	Trichy	4L	IJM Corporation Berhad Ltd. - Shapoorji Pallonji & Co. Ltd (JV)	Feedback Infra Pvt. Ltd.	CC Issued
100	N/02002/05001/MH	4 Lining of Satara-Kagal from km. 592.40 to km. 725.00 of NH-48 (Old NH-4)	BOT Toll	48	132.76	03/12/2001	04/01/2002	24/05/2006	RO-Mumbai	Kolhapur	4L	MSRDC	MSV International Inc.	Completed & Agency Demobilised (Civil/O&M)
101	N/04001/02001/MH	4L of Vadape - Gonde (km 539.500 to km 440.00) section of Old NH-3	BOT Toll	160	96.64	16/06/2005	12/04/2006	27/12/2012	RO-Mumbai	Nashik	4L	Gammson Engineers & Contractors Pvt. Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
102	N/04004/15001/MH	Dhule-Pimpalgaon Baswant	BOT Toll	60	118.15	07/03/2005	27/03/2006	30/09/2011	RO-Mumbai	Nashik	4L	IRCON International Limited - Soma (JV)	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
103	N/04007/01001/MH	4L of Pune - Solapur Section from km. 40.00 to km. 144.40 of NH 65 (Pkg-1)	BOT Toll	65	110.05	17/02/2009	14/11/2009	28/01/2015	RO-Mumbai	Pune	4L	Tata Realty & Atlantis	FF India Project Management Consultancy Services Pvt. Ltd. in association with Indian Engineering Consultant India Private Limited	CC Issued
104	N/04007/02001/MH	4L of Pune Solapur Section from km. 144.40 to km.249.00 of Old NH 9 (Pkg-II)	BOT Toll	65	101.3	27/08/2009	28/09/2011	03/02/2016	RO-Mumbai	Solapur	4L PS	IL&FS Transportation Networks Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
105	N/04023/01001/MH	Solapur Yedashi Section of NH-211 From Km. 0.000 To 100.000 in the State of Maharashtra	BOT Toll	52	98.72	24/12/2013	21/01/2015	15/10/2019	RO-Mumbai	Solapur	4L	IRB Infrastructure Developers Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
106	N/08007/01003/MH	Solapur-Vijayapur	BOT Toll	52	109.07	16/11/2017	26/10/2018	19/04/2022	RO-Mumbai	Solapur	4L	IJM Corporation Berhad Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
107	N/04001/07001/MH	Talegaon - Amravati from km. 100.000 to km. 166.725	BOT Toll	53	66.73	18/11/2009	18/11/2009	25/07/2018	RO-Nagpur	Amravati (MH)	4L/6L	IRB MRM Consortium	MSV International Inc - Sterling Indo Tech Consultant Pvt. Ltd	CC Issued
108	N/04001/08001/MH	Four Lining of Kondhali-Talegaon section from km 50.00 to 100.00	BOT Toll	53	50	02/08/2005	05/09/2006	16/07/2008	RO-Nagpur	Amravati (MH)	4L	Oriental Structural Engineers Pvt. Ltd.	K&J Projects Pvt. Ltd.	CC Issued
109	N/04001/09001/MH	4L of Nagpur - Kondhali Section from km 9.200 - km 50.000 of Old NH-6	BOT Toll	53	40.44	22/09/2005	05/06/2006	08/03/2021	RO-Nagpur	Amravati (MH)	4L PS	Atlanta SREI Consortium (JV)	Upham International Corporation Ltd.	CC Issued
110	N/04023/02001/MH	Yedshi (Km.100.000) to Aurangabad (Km 290.200)	BOT Toll	52	190.2	28/04/2014	01/07/2015	24/09/2020	RO-Nagpur	Aurangabad	4L	IRB Infrastructure Developers Ltd.	SA Infrastructure Consultants Private Limited in association with Acculead Consultancy Services	CC Issued

111	N/04004/12001/NH	Four Lining of MP/MH Border-Dhule from km. 168.50 to km. 265.09	BOT Toll	52	88.8	15/01/2009	21/12/2009	06/09/2012	RO-Nagpur	Dhule	4L	Sadbhav Engineering Pvt. Ltd.	K&J Projects Pvt. Ltd.	CC Issued
112	N/02006/21001/MH	4L of MP/MH Border-Nagpur including Kamptee-Kanhan and Nagpur Bypass and Maintenance of Nagpur-Hyderabad from Km. 14.585 to Km. 36.600	BOT Toll	44	117.08	27/09/2009	03/04/2010	19/03/2019	RO-Nagpur	Nagpur (PD-1)	4L	Oriental Structural Engineers Pvt. Ltd.	K&J Projects Pvt. Ltd.	CC Issued
113	N/04001/11001/MH	Nagpur-Wainganga bridge	BOT Toll	53	45.43	09/05/2011	09/04/2012	02/02/2021	RO-Nagpur	Nagpur (PD-1)	4L	JMC Projects (India) Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
114	N/04001/15001/MH	Wainganga Bridge - MH/CG Border	BOT Toll	53	80	01/12/2006	15/03/2008	05/12/2020	RO-Nagpur	Nagpur (PD-1)	4L	Ashoka- IDFC (consortium)	Dhruv Consultancy Services Ltd.	CC Issued
115	N/04001/21001/CG	4L of Odisha/Chhattisgarh border-Aurang Section from Km.88.000 to Km. 239.000 of NH-6	BOT Toll	53	151	29/08/2011	15/02/2013	03/10/2019	RO-Raipur	Abhanpur	4L	BSCPL Aurang Tollway Ltd	MSV International Inc in Association with DN Consultant	CC Issued
116	N/04001/17001/CG	End of Durg Bypass - MH/CG Border from km. 322.40 to km. 405.00	BOT Toll	53	82.6	21/01/2008	22/07/2008	06/12/2018	RO-Raipur	Raipur	4L	Ashoka Buildcon Limited	MSV International Inc in Association with DN Consultant	CC Issued
117	N/04001/18001/CG	Durg Bypass	BOT Toll	53	18	29/05/1997	01/04/2011	18/06/2016	RO-Raipur	Raipur	4L	SM5	MSV International Inc in Association with DN Consultant	CC Issued
118	N/04001/19001/CG	Raipur - Aurang from km. 239.00 to km. 281.00	BOT Toll	53	43.46	07/03/2005	11/04/2006	09/12/2016	RO-Raipur	Raipur	4L	DSC	MSV International Inc in Association with DN Consultant	CC Issued
119	N/02013/08001/KL	4L of Walayar to Vadakkanchery from Km 182.250 to Km 240 (Section NS2/BOT/KL-02) of NH 544	BOT Toll	544	53.5	03/08/2012	18/05/2013	31/10/2015	RO-Thiruvananthapuram	Palakkad	4L	KNR Constructions Limited	Theme Engineering Services Pvt. Ltd.	CC Issued
120	N/02013/10001/KL	Vadakkanchery (Km 236.000) to Thrissur (Km 264.490) of NH - 544 in Kerala	BOT Toll	544	28.36	27/02/2009	15/09/2012	14/06/2024	RO-Thiruvananthapuram	Palakkad	6L	KMC Construction Ltd.	Dhruv Consultancy Services in association with Varad Associates	CC Issued
121	N/02013/11001/KL	4/6 L Thrissur (km 270) to Angamali (km 316.700) i/c Maintenance of Angamali (km 316.700) to Edappally (km 342) Section NS-2/BOT/KL/01	BOT Toll	544	65.3	30/09/2005	22/09/2006	18/04/2016	RO-Thiruvananthapuram	Palakkad	4L/6L	KMC-SREI Consortium	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
122	N/02005/03001/UP	Agra - Etawah Bypass Section of NH-2 from Km. 199.660 to Km. 323.525 in the State of Uttar Pradesh	BOT Toll	19	124.48	06/07/2015	01/08/2016	24/11/2020	RO-UP West	Agra	6L	Agra Etawah Tollways Ltd	L.N. Mahviya infra projects Pvt. Ltd.	CC Issued
123	N/05045/01001/UP	Agra -Aligarh	BOT Toll	509	81	11/04/2010	09/10/2012	08/10/2014	RO-UP West	Agra	2L	Brijbhoomi Expressways Pvt. Ltd	Lion Engineering Consultant Pvt. Ltd.	CC Issued
124	N/04021/01001/UP	Ghaziabad - Aligarh	BOT Toll	34	126.3	15/12/2009	25/02/2011	23/04/2022	RO-UP West	Aligarh	4L/6L	PNC - SREI - Gawar [JV]	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
125	N/02005/04001/UP	6L of Etawah - Chakeri from km. 323.475 to km. 483.687 of NH-19	BOT Toll	19	160.21	30/11/2011	13/03/2013	30/11/2016	RO-UP West	Kanpur	6L	Oriental Structural Engineers Pvt. Ltd.	L.N Mahviya Infra Project Ltd	CC Issued
126	N/04017/11001/UP	Kanpur - Kabrai from km. 0.00 to km. 123.863	BOT Toll	34	124	25/11/2010	21/01/2013	31/12/2015	RO-UP West	Kanpur	2L PS	PNC Infotech Pvt. Ltd.	MSV International Inc. - MSV International Tech. Pvt. Ltd. [JV]	CC Issued
127	N/04020/06001/UP	Four Lining of Lucknow-Sitapur from km 488.270 to km 413.200	BOT Toll	30	75.93	29/08/2005	30/06/2006	02/08/2012	RO-UP West	Lucknow	4L	Apollo Enterprises Ltd. - John Laing International Ltd. (Consortium).	Artefact Projects Limited in association with Renaissance IOT LLP	CC Issued
128	N/04020/04001/UP	4 L of Moradabad - Bareilly section of NH-24 from km 149.25 to km 271.05	BOT Toll	9,530,30	121.8	29/12/2009	04/12/2010	30/07/2019	RO-UP West	Moradabad	4L	IL&FS Transportation Networks Ltd.	Feedback Infra Pvt. Ltd.	CC Issued
129	N/02004/26001/AP	Six Lining Of Chiklukuripet Vijayawada Section from km 355.00 to km 434.15	BOT Toll	16	82.5	21/02/2008	01/05/2009	03/05/2016	RO-Vijayawada	Amravati (AP)	6L	IBM-IDFC (JV) Consortium	MSV International Inc. in associates with M/s. Sri Infotech	Completed & Agency Demobilised (Civil/O&M)
130	N/04008/05001/AP	Four Lining of Kadapa (167.750) to Kurnool (356.502) of NH-40 (Old NH-18)	BOT Toll	40	188.75	26/02/2009	15/11/2010	01/07/2022	RO-Vijayawada	Kadapa	4L	KMC Construction Ltd. IVRCL Consortium	L.N. Mahviya infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
131	N/02004/29002/AP	4L of Tada - Nellore from Km. 52.800 to 163.600 [110.52 km.]	BOT Toll	16	159	27/03/2001	16/09/2001	31/10/2005	RO-Vijayawada	Nellore	4L	MAIF Investments India 3 Pte Ltd	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
132	N/02004/28001/AP	Chilakuripet (1182.802) to Nellore (1366.547) of NH16 in Andhra Pradesh	BOT Toll	16	183.62	19/05/2010	21/11/2011	01/12/2022	RO-Vijayawada	ONGOLE	6L	KMC & BSCPL (JV) Consortium	LN Mahviya Infra Projects Pvt. Ltd.	CC Issued
133	N/04007/15001/AP	4L of Nandigama - Vijayawada	BOT Toll	65	49	27/03/2001	01/08/2001	31/10/2005	RO-Vijayawada	Vijayawada	4L	Swarna Tollway Private Limited	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
134	N/02002/16001/KA	Chitradurga - Davanagere including Chitradurga bypass of NH-48 (Old NH-4)	HAM	48	72.7	31/03/2017	27/12/2017	14/02/2023	RO-Bengaluru	Chitradurga	6L	PNC Infotech Pvt. Ltd.	URS SCOTT WILSON INDIA PRIVATE LIMITED in Association with G-ENG ADVISORY SERVICES PRIVATE LIMITED	CC Issued
135	N/02002/14001/KA	Six Lining of Haveri (Km 340) to Hubli (Km 403.400) section of NH4 in Karnataka	HAM	48	63.4	21/03/2017	22/02/2018	27/04/2022	RO-Bengaluru	Dharwad	6L	Montecarlo Hubli Haveri Private Limited	LN Mahviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued

136	N/08013/01001/MP	Jhansi - Khajuraho(PKG-I)	HAM	39	76.61	31/03/2017	18/05/2018	16/10/2023	RO-Bhopal	Chhattarpur	4L	PNC Infratech Pvt. Ltd.	FP Project Management in Association with sterling Indo Tech Consultant	CC Issued
137	N/08013/02001/MP	Jhansi-Khajuraho from Km. 76.3 to Km. 161.7 near Bamitha Town	HAM	39	85.4	28/03/2017	13/02/2018	17/11/2022	RO-Bhopal	Chhattarpur	4L	PNC Infratech Pvt. Ltd.	MSV International Inc.	CC Issued
138	N/04024/02002/MP	4L of Harda - Betul (Pkg-I) from Km.0 to Km.30.20 [Harda - Temgaon]	HAM	47	30	31/07/2020	10/09/2021	12/07/2024	RO-Bhopal	Harda	4L	Prakash Asphaltings and Toll Highways (India) Ltd.	Lion Engineering Consultant Pvt. Ltd.	CC Issued
139	N/04024/03001/MP	Harda - Betul (Pkg-II) from Km. 81.00 to Km.121.248 [Chicholi - Betul]	HAM	47	40.24	16/09/2020	15/09/2021	04/08/2024	RO-Bhopal	Harda	4L	Bansal Construction Works Pvt. Ltd.	Lion Engineering Consultant Pvt. Ltd.	CC Issued
140	N/09079/02001/MP	Churhat Bypass of Rewa Sidhi Section	HAM	39	15.35	28/03/2018	14/12/2018	08/02/2023	RO-Bhopal	Katni	4L	Dilip Buildcon Ltd.	TPF Getinsa Eurostudoes SL	CC Issued
141	N/05003/07003/MP	4L of Khedakhajuriya to Suhagadi from Km. 41.400 to Km. 89.200 of NH-148NG (New NH 752D) (Pkg-II)	HAM	752D	47.8	28/02/2022	17/10/2022	28/08/2024	RO-Bhopal	Ujjain	4L	Ravi Infrabuild Projects Private Limited	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
142	N/05003/07004/MP	4L of Suhagadi to Bardiya Amra from Km. 89.200 to Km. 135.351 of NH-148NG (Pkg-III)	HAM	752D	46.15	07/03/2022	17/10/2022	18/11/2024	RO-Bhopal	Ujjain	4L	MKC Infrastructure Ltd.	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
143	N/05042/01001/MP	4L of Dewas - Ujjain from km. 0.0 to km. 19.76 of Old SH 18 (New 752D) including Ujjain Bypass (Km. 19.76 to km. 26.9) & Dewas Bypass (km. 0.00 to km. 14.52)	HAM	752D	41.42	29/10/2020	06/07/2021	16/01/2024	RO-Bhopal	Ujjain	4L	Gawar Construction Ltd	L.N. Malviya Infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
144	N/05042/02001/MP	4L of Ujjain to Badnawar from km 26.900 to km 96.00 of NH-752D	HAM	752D	69.1	24/03/2022	10/10/2022	01/02/2025	RO-Bhopal	Ujjain	4L	G R Infraprojects Limited	LN Malviya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
145	N/02004/04001/OR	6L of Chandikhole (km 62.000) to Bhadrak (km136.500)	HAM	16	74.5	24/01/2018	16/12/2018	19/02/2023	RO-Bhubaneswar	Chandikhole	6L	Dilip Buildcon Ltd.	Bloom Companies LLC in Association with M/s Sunnily Consultants Pvt. Ltd	CC Issued
146	N/04001/25001/OR	Bijnhabahal - Talebani from km. 414.000 to km. 491.71	HAM	49	78.32	13/10/2016	15/01/2018	13/05/2022	RO-Bhubaneswar	Keonjhar	4L PS	Oriental Structural Engineers Pvt. Ltd.	MSV International Inc in Association with DN Consultant	CC Issued
147	N/04001/27001/OR	Singhara - Bijnhabahal from km. 310.806 to km. 414.982	HAM	49	104.17	29/03/2017	28/09/2018	13/05/2022	RO-Bhubaneswar	Keonjhar	4L PS	Montecarlo Vaidedara Mumbai Expressway P2P1 Private Limited	Bloom Companies LLC in JV With M/s MSV International Inc in Association With M/s Sunnily Consultants Pvt. Ltd	CC Issued
148	N/08078/01001/PB	Kharar Km. 10.185 (Design Chainage) to Sanwala Chowk, Ludhiana Km 86.199 (Design Chainage) in the State Of Punjab	HAM	5	76.01	09/08/2016	15/03/2017	01/09/2022	RO-Chandigarh (HR)	Chandigarh	4L/6L	Ashoka Kharar Ludhiana Road Limited	Feedback Infra Pvt. Ltd.	CC Issued
149	N/04003/09001/HR	6L Mandi Dabwali (Punjab/Haryana border) Sangaria road section from proposed Mandi Dabwali Bypass to Chautala from km. 27.400 to km. 62.200 of NH - 54	HAM	54	34.8	22/01/2021	24/01/2022	14/09/2024	RO-Chandigarh (HR)	Hissar	6L	VRC Constructions (India) Pvt. Ltd.	L N Malviya Infra Projects Pvt. Ltd. in Association with Casta Engineers Pvt. Ltd.	CC Issued
150	N/08058/01001/HR	UP/HR Border - Sonapat - Jhajjar	HAM	334B	40.5	28/02/2019	22/01/2020	15/05/2022	RO-Chandigarh (HR)	Sonipat-CHD-HR	4L	Gawar Construction Ltd	SA Infrastructure Consultants Pvt. Ltd.	CC Issued
151	N/08058/02001/HR	Four Lining of Rohna/ Hassangarh section from Km.44.800 to km.80.250 (Package-2)	HAM	334B	35.45	26/03/2018	18/12/2018	31/07/2020	RO-Chandigarh (HR)	Sonipat-CHD-HR	4L	Gawar Construction Ltd	MSV International Inc. - MSV International Tech. Pvt. Ltd. (JV)	CC Issued
152	N/08061/02001/PB	4L of Phagwara - Rupnagar from km. 0.00 to km. 80.82 of NH-344A	HAM	344A	80.82	22/08/2016	06/10/2017	26/05/2021	RO-Chandigarh (PB)	Jalandhar	4L	GR Infra Projects Ltd	MSV International Inc. - Mahamarg Infra Consultants Pvt. Ltd. (JV)	CC Issued
153	N/02007/07001/PB	Laddowal Bypass (Km. 0.000) to (Km. 17.041) Linking with NH-95 with NH-1 Via Laddowal Seed Farm of NH-95 in Punjab	HAM	5	17.04	18/05/2016	28/06/2017	05/04/2021	RO-Chandigarh (PB)	Ludhiana	4L	Eagle Infra Pvt. Ltd.	Feedback Infra Pvt. Ltd. in association with PK Engineers	CC Issued
154	N/08049/01001/TN	Trichirapalli (Km 0.000) to Kallagam (Km. 38.700) of NH-227 in Tamil Nadu	HAM	81	38.7	28/02/2018	01/03/2019	15/06/2023	RO-Chennai	Viluppuram	4L	KNR Sirangam Infra Pvt. Ltd	MSV International Inc in association with M/s SRIINFOTECH	CC Issued
155	N/08049/03002/TN	Meensurutti (Km 98.433) to Chidambaram (Km.129.965) of NH-227	HAM	227	31.53	23/10/2020	09/08/2021	30/04/2025	RO-Chennai	Viluppuram	2L	Sunway RNSIL MC Pvt. Ltd	MSV International Inc in association with M/s SRIINFOTECH	CC Issued

156	N/08056/03001/UP	Gagalheri-Saharanpur-Yamunanagar (UP/ Haryana Border) Section of NH-73	HAM	344	51.45	31/03/2016	27/01/2018	10/02/2022	RO-Dehradun	Roorkee	4L	MBL Infrastructures Ltd.	L.N. Mahiya infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
157	N/08056/04001/UK	Chutmalpur Ganeshpur section and Roorkee Chutmalpur Gagalheri section	HAM	72A	53.3	30/03/2016	28/02/2018	07/10/2022	RO-Dehradun	Roorkee	4L	MBL Infrastructures Ltd.	L.N. Mahiya infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
158	N/08065/01001/UK	Rampur - Rudrapur Section from km. 0.000 to km. 43.446 [Rampur Kathgodam (Package-I)]	HAM	87	43.45	31/03/2016	31/03/2017	16/02/2023	RO-Dehradun	Rudrapur	4L	Sadbhav Engineering Pvt. Ltd.	LEA Associates South Asia Pvt. Ltd.	CC Issued
159	N/03002/01003/HR	6L Access Controlled Highway from Jn. with Jaitpur - Pushta Road to Jn. with Sector 62/65 dividing road on Faridabad - Ballabhgarh Bypass of NH-148NA from km. 9.00 to km. 33.00 including Spur upto Badarpur Border	HAM	148NA	25.38	30/07/2020	10/08/2021	16/09/2024	RO-Delhi	CMU Mathura	6L	Dineshchandra R. Agrawal Infracore Pvt. Ltd.	Intercontinental Consultants and Technocrats Pvt. Ltd. - MSPARK Futuristics & Associates (JV)	CC Issued
160	N/03002/01004/HR	6L Access Controlled Highway from Jn. with Sector 62/65 dividing road on Faridabad - Ballabhgarh Bypass to Jn. with KMP Expressway with NH-148NA from km. 33.00 to km. 59.063	HAM	148NA	26.06	07/08/2020	14/05/2021	13/05/2023	RO-Delhi	CMU Mathura	6L	Dineshchandra R. Agrawal Infracore Pvt. Ltd.	Intercontinental Consultants and Technocrats Pvt. Ltd. - MSPARK Futuristics & Associates (JV)	CC Issued
161	N/01007/01001/DL	Package-I- 6 laning of Delhi-Meerut Expressway and 8 laning of NH-24 from NH-24-Ring Road T-Junction to U.P. Gate (Km. 0.000 to Km. 8.360)	HAM	9	8.72	04/03/2016	28/11/2016	26/09/2018	RO-Delhi	Ghaziabad	6L	Welspun Enterprises Ltd.	CMEC Consulting Engineers Pvt. Ltd.	CC Issued
162	N/01007/02001/DL	Package-II of Delhi-Meerut Expressway - 6L from Km 0.000 to Km 27.740 and 6/8 L from existing Km. 8.36 to existing Km. 27.74 of Old NH-24 [Delhi-UP Border to Dasna]	HAM	24	19.38	23/03/2017	06/11/2017	31/03/2021	RO-Delhi	Ghaziabad	6L	APCO Infracore Pvt. Ltd.	CMEC Consulting Engineers Pvt. Ltd.	CC Issued
163	N/01007/03001/DL	Package-III- Delhi-Meerut Expressway- 6-laning of NH-24 from existing Km. 27.740 to existing Km. 49.346 (Dasna to Hapur)	HAM	24	22.27	06/01/2016	19/12/2016	11/09/2020	RO-Delhi	Ghaziabad	6L	APCO Infracore Pvt. Ltd.	CMEC Consulting Engineers Pvt. Ltd.	CC Issued
164	N/08035/01001/UP	Shakarpur(Km 8.800) to Akbarpur (Km 73.512) of NH-235 in Uttar Pradesh (Meerut - Bulandshahr)	HAM	334	61.19	11/01/2016	28/04/2017	28/02/2022	RO-Delhi	Meerut	4L	APCO Infracore Pvt. Ltd.	LEA Associates South Asia Pvt. Ltd.	CC Issued
165	N/08072/01001/UP	Meerut - Najibabad from km. 11.50 to km. 39.24 & km. 86.59 to km. 112.545 of NH-119 (Pkg-I)	HAM	119	53.95	23/06/2020	19/03/2021	03/02/2025	RO-Delhi	Meerut	4L	PNC Infracore Pvt. Ltd.	L.N. Mahiya infra projects Pvt. Ltd.	CC Issued
166	N/03003/01001/HR	Gurgaon Sohna Pkg-I (Km 2.74 to Km 11.682)	HAM	248A	8.94	06/03/2018	01/02/2019	15/02/2023	RO-Delhi	Rewari	6L	Oriental Structural Engineers Pvt. Ltd.	Frischmann Prabhu India Pvt. Ltd.in association with Mahamarg infra consultants Pvt.Ltd.	CC Issued
167	N/03003/02001/HR	6L of Gurgaon Sohna Pkg-II from existing Km.11.682 to existing km.24.40	HAM	248A	12.72	06/03/2018	30/01/2019	15/09/2022	RO-Delhi	Rewari	6L	H.G. Infra Engineering Limited	Frischmann Prabhu India Pvt. Ltd.in association with Mahamarg infra consultants Pvt.Ltd.	CC Issued
168	N/05006/01001/HR	Paniyala Mor (NH-48 In) to Narnaul Sec. of NH-148B & Narnaul to Pachori Kalan Sec. of NH-11 (Pkg-I)	HAM	11/148B	45.3	15/01/2019	19/09/2019	31/12/2021	RO-Delhi	Rewari	4L/6L	Gawar Construction Ltd	MSV International Inc in Association with MSV International Tech Pvt Ltd	CC Issued
169	N/05006/01002/HR	Narnaul Bypass & Ateli Mandi to Narnaul section of NH-11 km 43.445 to km 56.900	HAM	11/148B	40.8	08/03/2019	28/02/2020	11/03/2022	RO-Delhi	Rewari	4L/6L	H.G. Infra Engineering Limited	MSV International Inc in Association with MSV International Tech Pvt Ltd	CC Issued
170	N/05006/01003/HR	Upgradation of 4 lane of Rewari-Ateli Mandi Section of NH-11 from Km11.780 to Rewari to Ex. Km 43.445 near Ateli Mandi	HAM	11	31	28/02/2019	14/01/2020	31/03/2023	RO-Delhi	Rewari	4L	H.G. Infra Engineering Limited	MSV International Inc in Association with MSV International Tech Pvt Ltd	CC Issued
171	N/05006/01004/HR	Four Laning of Rewari Bypass Pkg-IV	HAM	11	14.4	28/02/2020	15/01/2021	17/02/2025	RO-Delhi	Rewari	4L	H.G. Infra Engineering Limited	CEMOSA in JV with ARKTECHNO Consultants (India) Pvt Ltd	CC Issued
172	N/01001/06001/GJ	Vadodara Mumbai Expressway (Padra to Vadodara) (Phase IA - Pkg I) [Km 355.00 to Km 378.740]	HAM	NE-4	23.74	20/03/2018	18/01/2019	30/08/2022	RO-Gandhinagar	Godhra	8L	IRB Infrastructure Developers Ltd.	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
173	N/01001/07001/GJ	Vadodara Mumbai Expressway (Sampa to Padra) (Phase IA - Pkg II) [Km 323.00 to Km 355.00]	HAM	NE-4	32	28/03/2018	31/01/2019	09/01/2024	RO-Gandhinagar	Godhra	8L	IRCON International Limited	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued

174	N/01001/08001/GJ	Vadodara Mumbai Expressway (Manubar to Sanpa) (Phase IA - Pkg III)	HAM	TBD	31	28/03/2018	08/03/2019	10/01/2024	RO-Gandhinagar	Godhra	8L	Patel Infrastructure Limited	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
175	N/04003/14001/GJ	4L of Dhol-Bhadra-Patya section from 0.000 to km 13.600 and Bhadra Patya - Pipaliya section from 73.00 to km 24.00 of NH-151A	HAM	151A	50.42	14/12/2020	28/10/2021	14/02/2025	RO-Gandhinagar	Rajkot	4L	Dilip Buildcon Ltd.	LEA Associates South Asia Pvt. Ltd. - Pioneer Infra Consultant Pvt. Ltd. (JV)	CC Issued
176	N/08009/01001/GJ	Porbandar-Dwarka (Package VIII) from km. 379.100 to km. 496.848	HAM	51	117.74	02/06/2017	12/02/2018	13/10/2021	RO-Gandhinagar	Rajkot	4L	G R Infraprojects Limited & VINOD KUMAR AGRAWAL	K&J Projects Pvt. Ltd.	CC Issued
177	N/08009/02001/GJ	Gadvi -Porbandar (Package VII)	HAM	51	91.67	15/12/2016	04/09/2017	23/12/2020	RO-Gandhinagar	Rajkot	2L PS	Kalthia Engineering & Construction Ltd.	Geo Designs & Research Pvt. Ltd.	CC Issued
178	N/01001/09001/GJ	Vadodara Mumbai Expressway (Ankleshwar to Manubar) (Phase IA- Pkg IV)	HAM	TBD	13	28/03/2018	10/12/2018	02/04/2024	RO-Gandhinagar	Surat	8L	Ashoka Ankleshwar Manubar Expressway Private Limited	SA Infrastructure Consultants Pvt. Ltd.	CC Issued
179	N/04005/12001/TS	Sangareddy - Nanded (Pkg. II) Ramsanpalle to Mangloor	HAM	161	46.8	26/03/2018	02/05/2019	21/06/2022	RO-Hyderabad	Gajwel	4L	KNR Constructions Limited	MSV International Inc. in in Association with Armenge Engineering Pvt. Ltd.	CC Issued
180	N/04005/13002/TS	Sangareddy - Nanded - Akola (Pkg-I) [From Kandi to Ramsanpalle]	HAM	161	40	22/11/2019	05/10/2020	31/01/2024	RO-Hyderabad	Gajwel	4L	Ashoka Kandi Ramsanpalle Road Private Limited	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
181	N/05011/01001/TS	4L of Suryapet to Khamam from Km. 0.420 to Km.59.046 of NH 365BB	HAM	365BB	58.62	08/03/2019	27/12/2019	10/02/2024	RO-Hyderabad	Khammam-II	4L	Adani Enterprises Ltd. and Prakash Asphaltings & Toll Highways (India) Ltd.	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
182	N/08002/03002/TS	4L of NH-363 from Repallewada from Km.288.510 to TL/MH Border Km.342.00	HAM	363	52.6	14/09/2020	01/03/2021	29/03/2024	RO-Hyderabad	Mancherla	4L	Dilip Buildcon Ltd.	SATRA Service and Solution Pvt. Ltd. in JV with Feedback Infra Pvt Ltd.	CC Issued
183	N/08002/04001/TS	4L of Mancherla to Repallewada km 251.900 to km 288.510	HAM	363	42	08/03/2019	17/08/2020	30/04/2024	RO-Hyderabad	Mancherla	4L	Adani Enterprises Ltd. and Prakash Asphaltings & Toll Highways (India) Ltd.	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.	CC Issued
184	N/07007/01001/RJ	Khapurwa-Poogal - Dantour- Jaggasr- Gokul- Goddu- Ranjeelpura- Charanwala- Nauth-Bap section of NH	HAM	911 & 911 A	217.051	27/03/2018	22/05/2019	30/10/2021	RO-Jaipur	Bikaner	2L/4L	Gawar Construction Ltd	TPF Sterlinggetinsa Eurostudio (JV)	CC Issued
185	N/09009/02001/RJ	Dausa - Labot - Kothun section of NH11 A Extn. [Ch. 0.000 to Ch. 83.453]	HAM	23 & 148	83.45	28/07/2016	31/05/2017	05/11/2020	RO-Jaipur	Dausa	4L/2L PS	PNC Rajasthan Highways Pvt. Ltd.	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
186	N/09010/01001/RJ	2L PS Sriganganagar to Raisinghnagar [Design Chainage -0.500 km to Design Chainage 101.000 km] (Package-1) on NH-911	HAM	911	102.07	29/10/2021	10/06/2022	05/05/2025	RO-Jaipur	Hanumangarh	2L PS	VRC Constructions (India) Pvt. Ltd.	Sterling Indo Tech Consultants Pvt Ltd In JV with M/s Pioneer Infra Consultants Pvt Ltd	CC Issued
187	N/08004/05001/RJ	Salasar (Km 151.141) to Nagaur (Km 270.735) of NH-65 in Rajasthan	HAM	58	120	30/06/2016	28/03/2017	28/01/2019	RO-Jaipur	Jaipur	2L PS	Dineshchandra R. Agrawal Infracore Pvt. Ltd.	Theme Engineering Services Pvt. Ltd in Association with Ishita Info Solution Pvt. Ltd.	CC Issued
188	N/07006/01001/RJ	Munabao(NH-25E)- Sundra- Myajar-Dhanana-Asutar -Ghotaru-Tanot [Design Chainage Km 0.0 to Km 46.00 and Km 82.60 to Km 310.467]	HAM	70	273.87	26/03/2018	01/01/2019	21/08/2020	RO-Jaipur	Jaipur	4L/2L PS	Dineshchandra R. Agrawal Infracore Pvt. Ltd.	MSV International Inc. - Sterling Indo Tech Consultant Pvt. Ltd	CC Issued
189	N/08015/02001/RJ	Jodhpur Ring Road Package-I [4-laning of Dangiawas (Km. 96.595) to Jajiwai (Km. 283.500)]	HAM	0	74.619	19/12/2017	14/12/2018	09/07/2024	RO-Jaipur	Jodhpur	4L	Gawar Construction Ltd	Consulting Engineers Group Ltd.	CC Issued
190	N/05003/02001/RJ	4 Lane from Km 299.000 to 346.540 [Darah-Jhalawar-Teendhar section] of NH-12.	HAM	52	48.88	04/10/2017	24/05/2018	31/07/2023	RO-Jaipur	Kota	4L	Patel Infrastructure Limited	Artefact Projects Limited in association with Renaissance IOT LLP	CC Issued
191	N/02001/08001/RJ	Six Lane Greenfield Udaipur Bypass [Connection between NH- 76 at Existing Km. 118.500 at Debari to NH-8 Km. 287.400 at Kaya Village] (Pkg-Iv)	HAM	48	23.88	27/04/2017	30/11/2017	19/07/2024	RO-Jaipur	Udaipur	6L	Sadbhav Engineering Pvt. Ltd.	LN Mahiya Infra Projects Pvt. Limited in association with Intratech Civil Solutions & Consultant	CC Issued
192	N/08042/02001/TN	Oddanchatram - Madathukulam from km. 29.00 to km. 74.38	HAM	83	45.38	07/03/2019	05/10/2020	27/01/2024	RO-Madurai	Dindigul	4L PS	XNR Constructions Limited	SA Infrastructure Consultants Pvt. Ltd.	CC Issued
193	N/04013/04001/MH	Ahmednagar Bypass	HAM	222	40.6	21/09/2020	21/07/2021	10/02/2024	RO-Mumbai	Ahlyanagar	4L	GHV (India) Pvt Ltd.	Dhruv Consultancy Services Limited - Arkitecho Consultants (India) Pvt Ltd	CC Issued

194	N/04013/05002/MH	4L of Ahmednagar - Mirajgaon - Karmala - Tembhurni (Pkg-I) [Ahmednagar to Ghogargaon] from km. 0.00 to km. 38.775 of NH-516A	HAM	516A	38.78	30/03/2021	28/12/2021	22/03/2024	RO-Mumbai	Ahilyanagar	4L	GHV (India) Pvt Ltd.	Dhruv Consultancy Services Ltd. - Chaitanya Projects Consultancy Pvt. Ltd. (JV)	CC Issued
195	N/04013/05003/MH	4L of Ahmednagar - Mirajgaon - Karmala - Tembhurni (Pkg-II) [Ghogargaon to Ahmednagar- Solapur District Border] from km. 38.775 to km. 80.390 of NH-516A	HAM	516A	41.62	30/03/2021	13/01/2022	20/02/2024	RO-Mumbai	Ahilyanagar	4L	Anish Infracon India Pvt. Ltd. - GHV (India) Pvt Ltd.	Dhruv Consultancy Services Ltd. - Chaitanya Projects Consultancy Pvt. Ltd. (JV)	CC Issued
196	N/08011/04001/MH	Four Lining of Sangli - Solapur (Pkg I) [Sangli - Bargaon km 182.556 - km 224.00]	HAM	166	41.44	27/03/2018	23/05/2019	18/02/2023	RO-Mumbai	Kolhapur	4L	Dilip Buildcon Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
197	N/06013/01001/MH	Sinnar-Shirdi (including Sinnar Bypass)	HAM	160	50.94	09/03/2019	18/08/2020	30/06/2023	RO-Mumbai	Nashik	4L	Montecarlo Vadodara Mumbai Expressway P2P1 Private Limited	Theme Engineering Services Pvt. Ltd.	CC Issued
198	N/04008/01001/MH	Four Lining of Akkalkot to Solapur (including Akkalkot Bypass of Length 7.35 km.) from km. 99.400 to km. 138.352 of NH-150 E	HAM	150E	38.95	27/03/2018	14/12/2018	09/03/2023	RO-Mumbai	Solapur	4L	G R Infraprojects Limited	Dhruv Consultancy Services Ltd.	CC Issued
199	N/08011/01001/MH	Four Lining of Sangli - Solapur (Pkg IV) [Mangalwedha-Solapur] from km 321.6 - km 378.10	HAM	166	56.5	27/03/2018	23/05/2019	01/03/2023	RO-Mumbai	Solapur	4L	Dilip Buildcon Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
200	N/08011/02001/MH	Four Lining of Sangli - Solapur (Pkg III) [Watambare-Mangalwedha] from km 276.0 - km 321.60	HAM	166	45.6	27/03/2018	31/12/2018	01/03/2024	RO-Mumbai	Solapur	4L	G R Infraprojects Limited	Dhruv Consultancy Services Ltd.	CC Issued
201	N/08011/03001/MH	Four Lining of Sangli - Solapur (Pkg II) [Boregaon-Watambare] from km. 224.00 to km. 276.00	HAM	166	52	27/03/2018	22/04/2019	01/03/2023	RO-Mumbai	Solapur	4L	Dilip Buildcon Ltd.	Dhruv Consultancy Services Ltd.	CC Issued
202	N/04009/06002/MH	Balance Works of 4L Amravati - Chikhli (Pkg - I) [Amravati - Kurankhed from km. 166.00 to km. 220.00]	HAM	53	54	07/02/2020	10/07/2021	28/02/2024	RO-Nagpur	Amravati (MH)	4L	Raj Path Infracon Pvt Ltd - Eagle Infra Ltd (Consortium)	MSV International Inc - Sterling Indo Tech Consultant Pvt. Ltd.	CC Issued
203	N/04009/06003/MH	Balance Works of 4L Amravati - Chikhli (Pkg - II) [Kurankhed - Shelad from km. 220.00 to km. 270.00]	HAM	53	50	07/02/2020	29/06/2021	28/08/2024	RO-Nagpur	Amravati (MH)	4L	Raj Path Infracon Pvt Ltd - Eagle Infra Ltd (Consortium)	K & J Projects Pvt. Ltd. in JV with Frischmann Prabhu India Pvt. Ltd. in association with Ceinsys Tech Ltd.	CC Issued
204	N/04009/06004/MH	Balance Works of 4L Amravati - Chikhli (Pkg - III) [Shelad - Nandura from km. 270.00 to km. 315.00]	HAM	53	45	07/02/2020	14/01/2021	30/06/2023	RO-Nagpur	Amravati (MH)	4L	Montecarlo Amravati Chikhli Highway Private Limited	L.N. Mahiya infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
205	N/04014/07001/MH	Four Lining of Yavatmal to Wardha (Pkg-III) of NH-361 from Km 400.575 to Km 465.500	HAM	361	64.93	28/03/2017	05/02/2018	06/01/2022	RO-Nagpur	Chandrapur	4L	Dilip Buildcon Ltd.	SA Infrastructure Consultants Pvt. Ltd. - ADNOPS Engineering Services Pvt. Ltd. (JV)	CC Issued
206	N/04014/08001/MH	Four Lining of Wardha - Butibori of NH-361 (Pkg - IV) from km. 465.50 to km. 524.69	HAM	361	59.19	28/03/2017	30/11/2017	04/01/2022	RO-Nagpur	Chandrapur	4L	Dilip Buildcon Ltd.	SA Infrastructure Consultants Pvt. Ltd. - ADNOPS Engineering Services Pvt. Ltd. (JV)	CC Issued
207	N/04009/05001/MH	4L of Chikhli - Tarsad section of NH-6 from km 360.00 - km 422.700	HAM	53	62.7	04/11/2016	16/01/2019	30/10/2022	RO-Nagpur	Jalgaon	4L	Vishwaraj Environmental Pvt. Ltd.	Dhruv Consultancy Services Ltd. in Associate with M/s Cvidesign Consultant Pvt. Ltd.	CC Issued
208	N/04009/06005/MH	Balance Works of 4L Amravati - Chikhli (Pkg - IV) [Nandura - Chikhli from km. 315.00 to km. 360.00]	HAM	53	45	07/02/2020	19/05/2021	31/12/2024	RO-Nagpur	Jalgaon	4L	Kalyan Toll Infrastructure Ltd.	L.N. Mahiya infra projects Pvt. Ltd. in association with Highway Engineering Consultant	CC Issued
209	N/02008/23001/MH	4 Lane Stand Alone Ring Road/ Bypasses for Nagpur City, Package - I from Km 0.500 to Km 34.000	HAM	Outer Ring Road	33.5	31/03/2016	05/01/2017	14/09/2024	RO-Nagpur	Nagpur (PD-1)	4L PS	Bansal Pathways (NRR-1) Pvt. Ltd.	Artefacts Projects Pvt. Ltd.	CC Issued
210	N/04014/01001/MH	Four Lining of Tuljapur to Ausa section (including Tuljapur Bypass of 11.593 km.) of NH-361 from Km 0.000 to Km 55.835	HAM	361	67.43	17/02/2017	22/11/2017	26/08/2022	RO-Nagpur	Nanded	4L	Dilip Buildcon Ltd.	MSV International INC in association with SP infra Solution	CC Issued
211	N/04014/02001/MH	4L of Ausa-Chakur Section from km 55.835 to Km 114.345 of NH-361	HAM	361	58.51	27/03/2018	25/03/2019	29/06/2024	RO-Nagpur	Nanded	4L	Gangamai Kalyan ACR Pvt. Ltd.	SA Infrastructure Consultants Pvt. Ltd.	CC Issued
212	N/04014/06001/MH	Four Lining of Mahagaon to Yavatmal (Pkg- II) of NH-361 from km. 320.580 to km. 400.575	HAM	361	80.19	28/03/2017	28/02/2018	04/01/2022	RO-Nagpur	Nanded	4L	Dilip Buildcon Ltd.	SA Infrastructure Consultants Pvt. Ltd. - ADNOPS Engineering Services Pvt. Ltd. (JV)	CC Issued

213	N/09081/01001/CG	Bilaspur-Pathrapalli from km. 0.00 to km. 53.30	HAM	130	53.3	28/03/2018	08/03/2019	13/07/2023	RO-Raipur	Bilaspur	4L P5	Adani Enterprises Ltd. and Prakash Asphaltings & Toll Highways (India) Ltd.	MSV International Inc.	CC Issued
214	N/02005/15001/H	6L of Gorhar to Khairatunda Section of NH-2 from Km. 320.810 to Km.360.300 (Pkg I)	HAM	2	40.19	05/03/2018	19/07/2019	31/03/2022	RO-Ranchi	Dhanbad	6L	Dilip Buildcon Ltd.	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
215	N/02005/16001/H	Khairatunda to Barwa Adda Section of NH 2 from km .360.300 to km. 400.132 (Pkg II)	HAM	19	40.13	05/03/2018	08/01/2019	21/04/2022	RO-Ranchi	Dhanbad	6L	Ashoka Khairatunda Barwa Adda Road Limited	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
216	N/08021/03003/HP	Balance Work of 4L of Kiratpur to Merchowk section of NH-21 (from Km 12.750 to km 26.500, km 126.500 to km 158.500 including ACC link road from km 0.000 to km 2.003) Greenfield Alignment (Pkg-2)	HAM	3	47.75	16/10/2020	12/08/2021	05/09/2023	RO-Shimla	Mandi	4L	Gawar Construction Ltd	Intercontinental Consultants and Technocrats Pvt. Ltd. - MSPARK Futuristics & Associates (JV)	CC Issued
217	N/08023/03001/UP	Four Lanning of Jagdishpur-Faizabad Section from km 47.930 to km 107.680 of NH-330A	HAM	330A	60.22	09/03/2020	15/03/2021	20/02/2024	RO-UP East	Ayodhya	4L	PNC Infratech Pvt. Ltd.	Lion Engineering Consultant Pvt. Ltd. - Synergy Engineers Grp Pvt. Ltd (JV)	CC Issued
218	N/02005/08001/UP	6L of Handia to Varanasi Section from Km 712.900 to Km 785.544	HAM	19	72.644	29/03/2017	05/12/2017	02/11/2020	RO-UP East	Prayagraj (WB)	6L	G R Infraprojects Limited	MSV International Inc.	CC Issued
219	N/04021/03001/UP	Aligarh-Kanpur (Pkg II) [Bhadwas to Kalyanpur]	HAM	34	45.2	20/03/2018	29/01/2019	06/01/2022	RO-UP West	Aligarh	4L/6L	PNC Infratech Pvt. Ltd.	L.N Malviya Infra Project Ltd	CC Issued
220	N/04021/04001/UP	Aligarh-Kanpur (Pkg III) [Kalyanpur - Navigan]	HAM	34	61.2	27/03/2018	07/06/2019	31/03/2022	RO-UP West	Aligarh	4L/6L	APCO Infratech Pvt. Ltd.	L.N Malviya Infra Project Ltd	CC Issued
221	N/02005/05001/UP	6L of Chakeri - Allahabad from 483.687 to km. 628.753 of Old NH-02	HAM	19	145.07	13/11/2017	12/01/2019	08/08/2024	RO-UP West	Kanpur	6L	PNC Infratech Pvt. Ltd.	Lion Engineering Consultant Pvt. Ltd.	CC Issued
222	N/04021/05002/UP	Aligarh-Kanpur section (Package-IV from Navigan - Mitrasen)	HAM	91	71	09/03/2020	18/02/2021	09/08/2024	RO-UP West	Kanpur	4L	G R Infraprojects Limited	SA Infrastructure Consultants Pvt. Ltd.	CC Issued
223	N/04021/05003/UP	Aligarh-Kanpur section (Package-V from Mitrasen-Kanpur)	HAM	91	60.6	09/03/2020	15/03/2021	29/10/2024	RO-UP West	Kanpur	4L	PNC Infratech Pvt. Ltd.	SA Infrastructure Consultants Pvt. Ltd.	CC Issued
224	N/08018/01001/UP	Unnao - Lalganj Section from km 0.000 to 70.000	HAM	31	70	27/02/2020	19/05/2021	06/03/2025	RO-UP West	Kanpur	4L	PNC Infratech Pvt. Ltd.	Lion Engineering Consultants in association with Sugam Technocrats private limited	CC Issued
225	N/08020/01001/UP	Lucknow (11.500) to Sultanpur (138.925) of NH-56 in Uttar Pradesh	HAM	731	127.43	09/08/2016	08/05/2017	03/07/2019	RO-UP West	Lucknow	4L P5	Dilip Buildcon Ltd.	L.N. Malviya infra projects Pvt. Ltd.	CC Issued
226	N/08006/02001/AP	Giddalur-Vinukonda from Design km 212.983 to Design km 322.800	HAM	S44D	112.8	26/03/2018	06/02/2019	07/11/2022	RO-Vijayawada	Amravati (AP)	2L P5	GV Road Projects Private Limited	L.N Malviya Infra Projects Pvt. Ltd.	CC Issued
227	N/03006/01001/AP	4L of Gundugolanu Devarapalli Kovvuru from km 15.320 to Km 85.204 of NH-16	HAM	16	69.884	13/03/2018	22/10/2018	30/09/2022	RO-Vijayawada	Rajamahendravaram	4L	G R Infraprojects Limited	MSV International Inc. in association with ARMENGE Engineering and Management Consultants Pvt. Ltd.	CC Issued
228	N/04027/04001/AP	Chittoor (Design Km 0.000-Existing Km 158.000 of NH-4) to Mallavaram (Design Km 61.128-Existing Km 41.800 of NH-140)	HAM	140	61.13	26/03/2018	04/01/2019	08/06/2023	RO-Vijayawada	Tirupati	6L	KNR Constructions Limited	Lion Engineering Consultant Pvt. Ltd. - Synergy Engineers Grp Pvt. Ltd (JV)	CC Issued
229	N/02004/14001/AP	6 L of Narasannapeta - Ranastalam	HAM	16	54.2	05/12/2017	01/01/2019	16/02/2023	RO-Vijayawada	Visakhapatnam	6L	APCO Arsavalli Espreway Pvt. Ltd	Lion Engineering Consultant Pvt. Ltd.	CC Issued
230	N/02004/15001/AP	Ranastalam (Km.634.000) to Anandapuram (Km.681.000) of NH-16 in the State of Andhra Pradesh	HAM	16	47	20/03/2017	16/11/2017	30/06/2021	RO-Vijayawada	Visakhapatnam	6L	Ashoka Ranastalam Anandapuram Road Limited	SATRA Service and Solution Pvt. Ltd. in JV with Feedback Infra Pvt Ltd.	CC Issued

Calendar Year	FOUR WHEELER (Invalid Carriage)	HEAVY GOODS VEHICLE	HEAVY MOTOR VEHICLE	HEAVY PASSENGER VEHICLE	LIGHT GOODS VEHICLE	LIGHT MOTOR VEHICLE	LIGHT PASSENGER VEHICLE	MEDIUM GOODS VEHICLE	MEDIUM MOTOR VEHICLE	MEDIUM PASSENGER VEHICLE	OTHER THAN MENTIONED ABOVE	THREE WHEELER (Invalid Carriage)	THREE WHEELER(NT)	THREE WHEELER(T)	TWO WHEELER (Invalid Carriage)	TWO WHEELER(NT)	TWO WHEELER(T)	Total
2020	1,382	110,793	4,057	17,978	493,032	3,090,195	104,811	25,237	16,373	9,759	39,955	0	8,504	398,004	9,798	14,297,533	5,867	18,633,278
2021	2,160	173,569	4,816	6,663	482,431	3,715,659	85,361	38,736	17,192	5,035	49,709	0	5,957	391,787	9,952	13,916,316	8,427	18,913,770
2022	2,795	262,845	5,814	13,463	593,218	4,135,424	165,166	38,539	14,802	16,076	50,342	1	13,809	670,118	13,719	15,565,909	18,987	21,581,027
2023	3,542	301,943	5,830	21,781	603,335	4,440,444	285,134	37,519	11,732	27,150	70,187	0	7,249	1,098,138	24,455	17,056,733	16,428	24,011,600
2024 TILL 18- 06-	3,508	282,446	4,510	32,619	584,002	4,616,963	364,633	38,004	10,940	30,922	80,788	12	974	1,220,831	15,852	18,905,330	19,447	26,211,781
2025	1,482	138,170	2,226	17,153	275,529	2,218,055	183,616	20,207	4,865	17,259	43,450	1	567	557,696	14,358	8,579,195	7,673	12,081,502
Total	14,869	1,269,766	27,253	109,657	3,031,547	22,216,740	1,188,721	198,242	75,904	106,201	334,431	14	37,060	4,336,574	88,134	88,321,016	76,829	121,432,958



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

NHA/Policy Guidelines/Non-Performer & Debarred/2021

Policy No. 16.11/2021 dated 16th November 2021

{Decision taken on E-Office File No. NHA/CMD/Misc/2021/2 (Comp.No. 99627)}

ANNEXURE - XV

दूरभाष / Phone : 91-11-25074100/25074200

फैक्स / Fax : 91-11-25093507 / 25093514

Sub.: Standard operating procedure to debar/penalize/declare as Non-Performer the Contractor/Concessionaire in National Highways and other centrally sponsored road projects- reg.

It has been noticed that in many cases there are lapses on the part of the Contractor/Concessionaire in fulfilling contract provisions during development period, construction period and O&M Stage that lead to delay/acceptance of sub-standard works leading to premature distress/failure during construction.

2. In order to ensure construction of roads as per standard and specifications laid down in contract/concession agreements and to avoid project delays, it has been decided to debar/penalize/declare as Non-Performer the Contractors/Concessionaires for their lapses in National Highways and other centrally sponsored road projects as detailed herewith in the same lines as issued vide MoRTH circular File No.RW/NH-33044/76/2021-S&R(P&B) dated 06.10.2021 (Annex-1).

Sl. No.	Type of Deficiency	Action to be taken against Contractor/ concessionaire
1	Failure to set up institutional mechanism and procedure as per contract.	Declaring the contractor / concessionaire as non- performer till institutional mechanism and procedure is properly set up as verified by the Nominated Officer.
2	Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure.	Declaring the contractor / concessionaire as non- performer till milestone is achieved or project is completed as certified by the Nominated Officer.
3	Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days.	Declaring the contractor / concessionaire as non- performer till progress commensurate with funds released is achieved as certified by the Nominated Officer.
4	Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cashflow	Declaring the contractor / concessionaire as non- performer till completion of project or achievement of project target as certified by the Nominated Officer.

S. Prakash

Sl. No.	Type of Deficiency	Action to be taken against Contractor/ concessionaire
	solely on account of concessionaire's failure/default.	
5	(a) Fails to complete rectification (excluding minor rectifications) as per time given in non-conformity reports (NCR) in design/completed works/maintenance or reported in Inspection Reports issued by Quality Inspectors deployed by the Authority or Officers of the Authority. (b) Fails to complete minor rectifications exceeding 3 instances in a project not completed as per time given in non-conformity reports (NCR) in design/completed works/maintenance.	Declaring the contractor / concessionaire as non- performer till rectification(s) is completed.
6	Fails to start the work or causes delay to maintenance & repair/overlay of the project.	Declaring the contractor / concessionaire as non- performer till it is completed as certified by the Nominated Officer.
7	Fails to complete Punchlist items even after lapse of time for completion of such items excluding delays attributable to the Authority.	Declaring the contractor / concessionaire as non- performer till punch list items are completed as certified by the Nominated Officer.
8	Occurrence of minor failure of structures/highway due to construction defect wherein no casualties are reported. [Casualties include injuries to human being or animals]	Rectification by contractor/concessionaire at its own cost + penalty of 5% of contract value of failed/defective work or 0.5% of contract value of whole work whichever is more and written warning. The key personnel (head of the structures in case of failure occurred on structures or head of Pavement/Highways in case of pavement failure) may be kept on watch list for any future recurrence besides issuing written warning. The rectification shall be certified by the Nominated Officer.
9	Occurrence of major failure of structures/highway due to construction defect wherein no casualties are reported. [Casualties include injuries to human being or animals]	Rectification by contractor/ concessionaire at its own cost and/or debarment up to 1 year or till completion of instant work whichever is higher in NH or centrally sponsored road works + penalty of 5% of contract value of failed/defective work or 0.5% of contract value of whole work whichever is more. The key personnel (head of the structures in case of failure occurred on structures or head of Pavement/Highways in case of pavement failure) will be removed from the project and debarment of concerned key personnel up to 2 years in NH or centrally sponsored road works. The rectification shall be certified by the Nominated Officer.

S. Prakash

Sl. No.	Type of Deficiency	Action to be taken against Contractor/ concessionaire
10	Occurrence of major failure of structures/highway due to construction defect leading to loss of human lives besides loss of reputation of the Authority etc.	<p>Rectification by contractor/ concessionaire at its own cost and/or debarment up to 3 years or till completion of instant work, whichever is higher in NH or centrally sponsored road works. In addition, penalty of 10% of contract value of failed/defective work or 1.0% of contract value of whole work, whichever is more.</p> <p>The key personnel (head of the structures in case of failure occurred on structures or head of Pavement/Highways in case of pavement failure) will be removed from the project and debarment up to 3 years in NH or centrally sponsored road works.</p> <p>The rectification shall be certified by the Nominated Officer or a 3 member Committee.</p>

3. Nominated officer shall be the GM(T) of the adjoining division. Frequency of reporting shall be monthly by PD, based on which RO shall report to Member on action to be taken on contractors/concessionaire.

4. Following amendments shall be made in the provisions of Model Request for Proposal (RFP) document for National Highways and other centrally sponsored road works proposed:

(a) Standard Request for Proposal (RFP) Document for National Highways and other centrally sponsored road works proposed to be implemented on EPC mode of contract shall be amended as per Annex-2.

(b) Standard Request for Proposal (RFP) Document for National Highways and other centrally sponsored road works proposed to be implemented on HAM mode of contract shall be amended as per Annex-3.

(c) Standard Request for Proposal (RFP) Document for National Highways and other centrally sponsored road works proposed to be implemented on BOT (Toll) mode of contract shall be amended as per Annex-4.

5. Before deciding a contractor/concessionaire as Non-Performer or debarring/penalizing it, the concerned Technical Division shall issue a notice to the contractor/concessionaire by giving 15 days' time to furnish its written reply and allow personal hearing if so desired by the contractor/concessionaire before Member concerned. Such a notice shall not be issued without the approval of an officer not below the rank of Chief General Manager. In case of projects where public safety is endangered by the behavior/conduct/action of the consultant/contractor/concessionaire, the authority may temporarily suspend the consultant/contractor/concessionaire from participating in ongoing/ future bidding upto 1 month period during which the regular process of debarment shall be concluded.

6. Concerned Technical Division Chief General Manager, NHAI (HQ) are Competent Authority for certifying the report submitted by Nominated Officer regarding completion of the rectification.

7. The competent authority for approval of penal action is Chairman, NHAI and the firm/individuals on which penal/deterrent action is taken may represent to the "Reviewing authority" against the action/penalty imposed. The "Reviewing Authority" is the Secretary, Road Transport & Highways.

S. Prakash

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M(A) K. S. 06/10/21 39
 M(P) RLP Annex-1
 M(P) MC
 M(T)

File No. RW/NH-33044/76/2021-S&R(P&B)

Government of India

Ministry of Road Transport & Highways
(S&R Zone)

1, Parliament Street, Transport Bhawan, New Delhi-110001

Date: 6th Oct, 2021

To,

1. The Chief Secretaries of all State Governments/UTs.
2. The Principal Secretaries/Secretaries of all State/UTs PWD dealing with National Highways, other centrally sponsored schemes and state schemes.
3. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi-110075.
4. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.
5. The Managing Director, National Highway Infrastructure Development Corporation Ltd., 3rd floor, PTI Building, Parliament Street, New Delhi-110001.
6. All Engineer-in-Chief and Chief Engineers of all States/ UTs PWD dealing with National Highways, other centrally sponsored schemes and state schemes.
7. All CE-ROs, ROs and ELOs of the Ministry.

Sub: Standard operating procedure to debar/penalize/declare the Contractor/Concessionaire as Non-Performer in National Highways and other centrally sponsored road projects.

Ref: (i) Ministry's letter No. RW/NH-37010/4/2010-EAP(Printing) Vol.-IV dated 05.03.2019.

(ii) Ministry's letter No. RW/NH-34066/01/2020-QCZ dated 14.06.2021

Sir,

It has been noticed that in many cases there are lapses on the part of Contractors/Concessionaires in fulfilling contract provisions during development period, construction period and O&M Stage, that causes delay/acceptance of sub-standard works leading to premature distress/failure during construction.

2. In order to ensure construction of roads as per standards and specifications laid down in the contract/concession agreements and to avoid project delays, it has been decided to debar/penalize/declare Contractors/Concessionaires as Non-Performer for their lapses in National Highways and other centrally sponsored road projects, as

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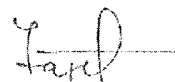


291921/2021/Chairman office

detailed herewith. It is clarified that such actions of the Authority would be without prejudice to the remedies available to Ministry of Road Transport & Highways (MoRT&H) or its executing agencies under the contract/concession agreement/governing laws. This circular is issued in supersession to Ministry's earlier issued circular dated 14.06.2021 at sl. no. (ii) of reference.

Sl. No.	Type of Deficiency	Action to be taken against Contractor/concessionaire
1	Failure to set up institutional mechanism and procedure as per contract.	Declaring the contractor / concessionaire as non-performer till institutional mechanism and procedure is properly set up as verified by the "Nominated Officer".
2	Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure.	Declaring the contractor / concessionaire as non-performer till milestone is achieved or project is completed as certified by the "Nominated Officer".
3	Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days.	Declaring the contractor / concessionaire as non-performer till progress commensurate with funds released is achieved as certified by the "Nominated Officer".
4	Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of concessionaire's failure/default.	Declaring the contractor / concessionaire as non-performer till completion of project or achievement of project target as certified by the "Nominated Officer".
5	(a) Fails to complete rectification (excluding minor rectifications) as	Declaring the contractor / concessionaire as non-performer till

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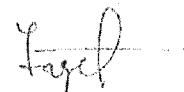
	per time given in non-conformity reports (NCR) in design/completed works/maintenance or reported in Inspection Reports issued by Quality Inspectors deployed by the Authority or Officers of the Authority. (b) Fails to complete minor rectifications exceeding 3 instances in a project not completed as per time given in non conformity reports (NCR) in design/completed works/maintenance.	rectification(s) is completed as certified by the "Nominated Officer".
6	Fails to start the work or causes delay to maintenance & repair/overlay of the project.	Declaring the contractor / concessionaire as non-performer till it is completed as certified by the "Nominated Officer".
7	Fails to complete Punchlist items even after lapse of time for completion of such items excluding delays attributable to the Authority.	Declaring the contractor / concessionaire as non-performer till punch list items are completed as certified by the "Nominated Officer".
8	Occurrence of minor failure of structures/highway due to construction defect wherein no casualties are reported. [Casualties include injuries to human being or animals]	Rectification by contractor/concessionaire at its own cost. In addition, penalty of 5% of contract value of failed/defective work or 0.5% of contract value of whole work, whichever is more, shall also be imposed and written warning. The key personnel (head of the Structures in case of failure occurred on structures or head of Pavement/Highways in case of pavement failure) may be kept on watch list for any future recurrence besides issuing written warning. The rectification shall be certified by the "Nominated Officer".
9	Occurrence of major failure of structures/highway due to construction defect wherein no	Rectification by contractor/concessionaire at its own cost and debarment up to 1 year or till



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	casualties are reported. [Causalities include injuries to human being or animals]	completion of instant work, whichever is higher, in NH or centrally sponsored road works. In addition, penalty of 5% of contract value of failed/defective work or 0.5% of contract value of whole work whichever is more, shall also be imposed.
		The key personnel (head of the Structures in case of failure occurred on structures or head of Pavement/Highways in case of pavement failure) will be removed from the project and debarment of concerned key personnel up to 2 years in NH or centrally sponsored road works. The rectification shall be certified by the "Nominated Officer".
10	Occurrence of major failure of structures/highway due to construction defect leading to loss of human lives besides loss of reputation of the Authority etc.	Rectification by contractor/ concessionaire at its own cost and debarment up to 3 years or till completion of instant work, whichever is higher in NH or centrally sponsored road works. In addition, penalty of 10% of contract value of failed/defective work or 1.0% of contract value of whole work, whichever is more, shall be imposed. The key personnel (head of the Structures in case of failure occurred on structures or head of Pavement/Highways in case of pavement failure) will be removed from the project and debarment up to 3 years in NH or centrally sponsored road works.

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The rectification shall be certified by the "Nominated Officer" or a 3 member Committee.

["Nominated Officer" is any officer other than the concerned Technical Division/Zone or 3 member committee, for ensuring independent certification/verification nominated by Director General (RD) & Special Secretary/ Chairman, NHAI/Managing Director, NHIDCL/ Director General (Border Roads) for this purpose.]

3. Following amendments shall be made in the provisions of Model Request for Proposal (RFP) Document for National Highways and other centrally sponsored road works proposed to be implemented on EPC mode of contract. Similarly, amendments shall also be incorporated in the Ministry's Standard RFP for Hybrid Annuity Model (HAM) & Build Operate Transfer (BOT) concession agreement.

Sr. No.	Clause No. of Model RFP Document for EPC mode of Contract	Existing provision	Amendments made
1.	Clause 2.1.14 of Section 2: Instruction to Bidders (from start to end of sub-clause (xiii))	The Bidder, including an individual... following parameters: (xiii)hearing of such party.	<p>The Bidder, including an individual or any of its Joint Venture member, should not be a non-performing party on the bid submission date. The Bidder, including any Joint Venture Member, shall be deemed to be a non-performing party, if it attracts any or more of the following conditions in any of its ongoing or completed project:</p> <p>(i) Fails to set up institutional mechanism and procedure as per contract.</p> <p>(ii) Fails to mobilize key construction equipment within a period of 4 months from the Appointed Date;</p>

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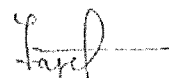
(iii) Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure;

(iv) Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days;

(v) Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of Concessionaire's/contractor's failure/default;

(vi) Fails to complete rectification (excluding minor rectifications) as per time given in non-conformity reports (NCR) in design/completed works/maintenance or reported in Inspection Reports issued by Quality Inspectors deployed by the Authority or Officers of the Authority.

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(vii) Fails to complete minor rectifications exceeding 3 instances in a project as per time given in non-conformity reports (NCR) in design/completed works/maintenance;

(viii) Fails to fulfill its obligations to maintain a highway in a satisfactory condition in spite of two rectification notices issued in this regard;

(ix) Damages/penalties recommended by Independent/Authority's Engineer during O&M Period and remedial works are still not taken up;

(x) Fails to complete Punch list items even after lapse of time for completion of such items excluding delays attributable to the Authority;

(xi) Occurrence of minor failure of structures/highway due to construction defect wherein no casualties are reported (casualties include injuries to human being / animals);

(xii) Occurrence of major failure of structures/highway due to construction defect wherein no casualties are reported (casualties include injuries to human being / animals);

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(xiii) Occurrence of major failure of structures/highway due to construction defect leading to loss of human lives besides loss of reputation etc. of the authority;

(xiv) Fails to make premium payments excluding the current installment in one or more projects;

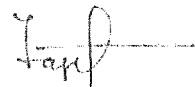
(xv) Fails to achieve financial closure in two or more projects within the given or extended period (which shall not be more than six months in any case);

(xvi) Fails to submit the Performance Security within the permissible time period in more than one project;

(xvii) Rated as an unsatisfactory performing entity/ non-performing entity by an independent third-party agency and so notified on the website of the Authority;

(xviii) Failed to perform for the works of Expressways, National Highways, ISC & EI works in the last 2(two) years, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitral award against the Bidder, including individual or any of its Joint Venture Member, as the case

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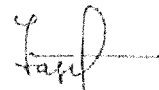


		may be;
		(xix) Expelled from the contract or the contract terminated by the Ministry of Road Transport & Highways or its implementing agencies for breach by such Bidder, including individual or any of its Joint Venture Member; Provided that any such decision of expulsion or termination of contract leading to debarring of the Bidder from further participation in bids for the prescribed period should have been ordered after affording an opportunity of hearing to such party.
		(xx) Fails to start the works or causes delay in maintenance & repair/overlay of the project.

2. Table below Para 3 (Name of Bidder/Member of JV: _____) of Clause 7 (b) of Annex I to Appendix IA shall be replaced as below

Sr. no.	Categories of Non-Performer	Name of the Project(s)
i.	Fails to set up institutional mechanism and procedure as per contract.	
ii.	Fails to mobilize key construction equipment within a period of 4 months from the Appointed Date.	
iii.	Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure.	
iv.	Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days.	

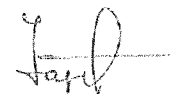
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v.	Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of Concessionaire's/contractor's failure/default.
vi.	Fails to complete rectification (excluding minor rectifications) as per time given in non-conformity reports (NCR) in design/completed works/maintenance or reported in Inspection Reports issued by Quality Inspectors deployed by the Authority or Officers of the Authority.
vii.	Fails to complete minor rectifications exceeding 3 instances in a project as per time given in non-conformity reports (NCR) in design/completed works/maintenance.
viii.	Fails to fulfill its obligations to maintain a highway in a satisfactory condition in spite of two rectification notices issued in this regard.
ix.	Damages/penalties recommended by Independent/Authority's Engineer during O&M Period and remedial works are still not taken up.
x.	Fails to complete Punch list items even after lapse of time for completion of such items excluding delays attributable to the Authority.
xi.	Occurrence of minor failure of structures/highway due to construction defect wherein no casualties are reported (casualties include injuries to human being / animals).
xii.	Occurrence of major failure of structures/highway due to construction defect wherein no casualties are reported (casualties include injuries to human being / animals).
xiii.	Occurrence of major failure of structures/highway due to construction defect leading to loss of human lives besides loss of reputation etc. of the authority.
xiv.	Fails to make premium payments excluding the current installment in one or more projects.
xv.	Fails to achieve financial closure in two or more projects within the given or extended period (which shall not be more than six months in any case).
xvi.	Fails to submit the Performance Security within the permissible time period in more than one project.
xvii.	Rated as an unsatisfactory performing entity/ non-performing entity by an independent third-party agency and so notified on the website of the Authority.

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Lafayette

- Yours sincerely,

Page 1

(Jagat Narayan)

Superintending Engineers, S&R (R)

For DG(RD)&SS

Copy to:

1. All Chief Engineers in the Ministry of Road Transport & Highways.
2. The Secretary General, Indian Road Congress, IRC Bhawan, Karna Koti Marg, Sector-6, R.K. Puram, New Delhi-110022.
3. Technical Circular File, S&R (P&B) Section.
4. NIC for uploading on the Ministry's website.

Copy for information and necessary action to:

1. Sr.PPS to Secretary (RT&H).
2. PPS to DG(RD)&SS
3. PPS to SS/AS/AS&FA.
4. PS to all ADGs.
5. PS to all JSs.

Modified provision of Standard RFP for projects to be implemented on EPC Mode

Sr. No.	Clause No.	Existing provision	Modified Provision
1.	Clause 2.1.14 of Section 2: Instruction to Bidders (from start to end of sub-clause (xiii))	The Bidder, including an individual... following parameters: (xiii)hearing of such party.	<p>The Bidder, including an individual or any of its Joint Venture member, should not be a non-performing party on the bid submission date. The Bidder, including any Joint Venture Member, shall be deemed to be a non-performing party, if it attracts any or more of the following conditions in any of its ongoing or completed project:</p> <p>(i) Fails to set up institutional mechanism and procedure as per contract.</p> <p>(ii) Fails to mobilise key construction equipment within a period of 4 months from the Appointed Date;</p> <p>(iii) Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure;</p> <p>(iv) Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days;</p> <p>(v) Fails to achieve the target progress or complete the project as</p>

		<p>pronouncement or arbitral award against the Bidder, including individual or any of its Joint Venture Member, as the case may be;</p> <p>(xix) Expelled from the contract or the contract terminated by the Ministry of Road Transport & Highways or its implementing agencies for breach by such Bidder, including individual or any of its Joint Venture Member; Provided that any such decision of expulsion or termination of contract leading to debarring of the Bidder from further participation in bids for the prescribed period should have been ordered after affording an opportunity of hearing to such party.</p> <p>(xx) Fails to start the works or causes delay in maintenance & repair/overlay of the project.</p>
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Sr. no.	Categories of Non-Performer	Name of the Project(s)
i.	Fails to set up institutional mechanism and procedure as per contract.	
ii.	Fails to mobilise key construction equipment within a period of 4 months from the Appointed Date.	
iii.	Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure.	
iv.	Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days.	

	that any such decision of expulsion or termination of contract leading to debarring of the Bidder from further participation in bids for the prescribed period should have been ordered after affording an opportunity of hearing to such party.	
xx	Fails to start the works or causes delay in maintenance & repair/overlay of the project.	

Modified provision of Standard RFP for projects to be implemented on HAM Mode

Sr. No.	Clause No.	Existing provision	Modified Provision
1.	Clause 2.1.13	New Clause	<p>The Bidder, including an individual or any of its Joint Venture member or Members of its Consortium, should not be a non-performing party on the bid submission date. The Bidder, including any Joint Venture Member/ Members of its Consortium, shall be deemed to be a non-performing party, if it attracts any or more of the following conditions in any of its ongoing or completed project:</p> <p>(i) Fails to set up institutional mechanism and procedure as per contract.</p> <p>(ii) Fails to mobilise key construction equipment within a period of 4 months from the Appointed Date;</p> <p>(iii) Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure;</p> <p>(iv) Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days;</p> <p>(v) Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of Concessionaire's/contractor's failure/default;</p> <p>(vi) Fails to complete rectification (excluding minor rectifications) as per time given in non-conformity reports (NCR) in design/completed works/maintenance or reported in Inspection Reports issued by Quality</p>

			<p>Inspectors deployed by the Authority or Officers of the Authority.</p> <p>(vii) Fails to complete minor rectifications exceeding 3 instances in a project as per time given in non-conformity reports (NCR) in design/completed works/maintenance;</p> <p>(viii) Fails to fulfil its obligations to maintain a highway in a satisfactory condition in spite of two rectification notices issued in this regard;</p> <p>(ix) Damages/penalties recommended by Independent/Authority's Engineer during O&M Period and remedial works are still not taken up;</p> <p>(x) Fails to complete Punch list items even after lapse of time for completion of such items excluding delays attributable to the Authority;</p> <p>(xi) Occurrence of minor failure of structures/highway due to construction defect wherein no causalities are reported (causalities include injuries to human being / animals);</p> <p>(xii) Occurrence of major failure of structures/highway due to construction defect wherein no casualties are reported (causalities include injuries to human being / animals);</p> <p>(xiii) Occurrence of major failure of structures/highway due to construction defect leading to loss of human lives besides loss of reputation etc. of the authority;</p> <p>(xiv) Fails to make premium payments excluding the current instalment in one or more projects;</p> <p>(xv) Fails to achieve financial closure in two or more projects within the given or extended period (which shall not be more than six months in any case);</p> <p>(xvi) Fails to submit the Performance Security within the permissible time period in more than one project;</p>
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			<p>(xvii) Rated as an unsatisfactory performing entity/ non-performing entity by an independent third-party agency and so notified on the website of the Authority;</p> <p>(xviii) Failed to perform for the works of Expressways, National Highways, ISC & EI works in the last 2(two) years, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitral award against the Bidder, including individual or any of its Joint Venture Member, as the case may be;</p> <p>(xix) Expelled from the contract or the contract terminated by the Ministry of Road Transport & Highways or its implementing agencies for breach by such Bidder, including individual or any of its Joint Venture Member; Provided that any such decision of expulsion or termination of contract leading to debarring of the Bidder from further participation in bids for the prescribed period should have been ordered after affording an opportunity of hearing to such party.</p> <p>(xx) Fails to start the works or causes delay in maintenance & repair/overlay of the project.</p> <p>The Bidder, including individual or each member of Joint Venture or Members of its Consortium, shall give the list of the projects of Expressways, National Highways, ISC and EI works of Ministry of Road Transport & Highways or its implementing agencies (NHAI/ NHIDCL/State PWDs) and the status of above issues in each project as on the bid submission date and undertake that they do not attract any of the above categories (Ref. Sr. No.6, Annex-I of Appendix - IA).</p> <p>The Bidder including individual or any of its Joint Venture Member or Members of its Consortium may provide</p> <p>(i) details of all their on-going projects along with updated stage of litigation, if so, against the Authority / Governments; and</p>
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			<p>(ii) details of updated on-going process of blacklisting if so, under any contract with Authority / Government;</p> <p>The Authority reserves the right to reject an otherwise eligible Bidder on the basis of the information provided under this clause 2.1.13. The decision of the Authority in this case shall be final</p>
2	Sr. No.6, Annex-I of Appendix - IA	<p>A statement by Bidder and each of the Members of its Consortium (where applicable) or any of their Associates disclosing material non-performance in past projects, contractual disputes and litigation/arbitration in the recent past is given below (Attach extra sheets), if necessary:</p>	<p>6(a) I/ We certify that in the last two years, we/ any of the JV partners or Members of Consortium have neither failed to perform for the works of Expressways, National Highways, ISC & EI works, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitral award against us, nor been expelled or terminated by Ministry of Road Transport & Highways or its implementing agencies for breach on our part.</p> <p>(b) I/ We certify that we/ any of the JV partners or Members of Consortium do not fall in any of the categories of being a Non-Performing entity given at Clause 2.1.13 of Instructions to Bidders in the projects of Expressways, National Highways, ISC and EI works of Ministry of Road Transport & Highways or its implementing agencies and furnished the complete details.</p> <p>7(a) I/ We further certify that no investigation by a regulatory authority is pending either against us/ any member of Joint Venture or our sister concern or against our CEO or any of our directors/managers/employees.</p> <p>(b) I/ We further certify that no investigation by any investigating agency in India or outside is pending either against us/ any member of Joint Venture or our sister concern or against our CEO or any of our directors/managers/employees.</p> <p>A statement by Bidder and each of the Members of its Consortium (where applicable) or any of their Associates disclosing material non-performance in past projects, contractual disputes and</p>

			litigation/arbitration in the recent past, as on bid due date is given below (attach extra sheets, if necessary) w.r.t. para 2.1.13.																		
			Name of the Bidder /Member of JV/ or Members of Consortium:																		
			<table><tr><th>Sr. no.</th><th>Categories of Non-Performer</th><th>Name of the Project(s)</th></tr><tr><td>i.</td><td>Fails to set up institutional mechanism and procedure as per contract.</td><td></td></tr><tr><td>ii.</td><td>Fails to mobilise key construction equipment within a period of 4 months from the Appointed Date.</td><td></td></tr><tr><td>iii.</td><td>Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure.</td><td></td></tr><tr><td>iv.</td><td>Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days.</td><td></td></tr><tr><td>v.</td><td>Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of Concessionaire's/contractor's failure/default.</td><td></td></tr></table>	Sr. no.	Categories of Non-Performer	Name of the Project(s)	i.	Fails to set up institutional mechanism and procedure as per contract.		ii.	Fails to mobilise key construction equipment within a period of 4 months from the Appointed Date.		iii.	Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure.		iv.	Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days.		v.	Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of Concessionaire's/contractor's failure/default.	
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				construction defect leading to loss of human lives besides loss of reputation etc. of the authority.	
			xiv.	Fails to make premium payments excluding the current instalment in one or more projects.	
			xv.	Fails to achieve financial closure in two or more projects within the given or extended period (which shall not be more than six months in any case).	
			xvi.	Fails to submit the Performance Security within the permissible time period in more than one project.	
			xvii.	Rated as an unsatisfactory performing entity/ non-performing entity by an independent third-party agency and so notified on the website of the Authority.	
			xviii.	Failed to perform for the works of Expressways, National Highways, ISC & EI works in the last 2(two) years, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitral award against the Bidder, including individual or any of its Joint Venture Member, as the case may be.	
			xix.	Expelled from the contract or the contract terminated by the Ministry of Road Transport & Highways or its implementing agencies for breach by such Bidder, including individual or any of its Joint Venture Member; Provided that any such decision of expulsion or termination of contract leading to debarring of the Bidder from further participation in bids for the prescribed period should have been ordered after affording an	

				opportunity of hearing to such party.	
			xx	Fails to start the works or causes delay in maintenance & repair/overlay of the project.	
			I/ We certify that the list is complete and covers all the projects of Expressways, National Highways, ISC and EI works of Ministry of Road Transport & Highways or its implementing agencies and that we/ any of the JV partners or Members of consortium do not fall in any of the above categories of being a Non-Performing entity.		

Modified provision of Standard RFP for projects to be implemented on BOT(Toll) Mode

Sr. No.	Clause No.	Existing provision	Modified provision
1.	Clause 2.1.17	Any entity which has been barred by the Central/ State Government, or any entity controlled by it, from participating in any project (BOT or otherwise), and the bar subsists as on the date of Bid, would not be eligible to submit a Bid, either individually or as member of a Consortium.	<p>Any entity which has been barred by the Central/ State Government, or any entity controlled by it, from participating in any project (BOT or otherwise), and the bar subsists as on the date of Bid, would not be eligible to submit a Bid, either individually or as member of a Consortium. The Bidder, including an individual or any of its Joint Venture member or Members of its Consortium, should not be a non-performing party on the bid submission date. The Bidder, including any Joint Venture Member/ Members of its Consortium, shall be deemed to be a non-performing party, if it attracts any or more of the following conditions in any of its ongoing or completed project:</p> <p>(i) Fails to set up institutional mechanism and procedure as per contract.</p> <p>(ii) Fails to mobilise key construction equipment within a period of 4 months from the Appointed Date;</p> <p>(iii) Fails to complete or has missed any milestone and progress not commensurate with contiguous unencumbered project length /ROW available even after lapse of 6 months from respective project milestone/Schedule Completion date, unless Extension of Time has been granted due to Authority's Default or Force Majeure;</p> <p>(iv) Fails to achieve progress commensurate with funds released from Escrow Account (Equity + Debt + Grant) in BOT or HAM project and variation is more than 25% in the last 365 days;</p> <p>(v) Fails to achieve the target progress or complete the project as per schedule agreed at the time of sanctioning of funds under One Time Funds Infusion (OTFI) or relaxations to contract conditions to improve cash flow solely on account of Concessionaire's/contractor's failure/default;</p> <p>(vi) Fails to complete rectification (excluding minor rectifications) as per time</p>

