



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय)
National Highways Authority of India

(Ministry of Road Transport and Highways)
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G-5 & 6, Sector-10, Dwarka, New Delhi-110075
No. 11041/218/2007-Admn

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Dated: 24.07.2014

Policy Matters: Technical (161/2014)
(Decision taken on File No.NHAI/CMC/Policy Issues/2014/1)

Sub: Structuring/Re-structuring of projects

It has been decided to prepare a shelf of projects in respect of all the balance projects of NHDP which have not been awarded. This would also include projects which have been included in the Annual Plan for the current, preceding and subsequent financial years, projects which have been terminated / foreclosed and projects for which no bids were received. Based on the cost of the project and traffic volume, the project may or may not be viable on toll. Adopting waterfall mechanism of first bidding on toll and then in case of no response, reverting to other modes of implementation causes unnecessary delay in award of works. It is, therefore, requested that the projects may be structured / restructured as per the following procedure:-

- i) The projects proposals may be formulated straightaway on EPC mode for all projects which are prima-facie not viable on BOT (Toll). Based on financial analysis, projects which require VGF in excess of 20% of TPC would deemed to be unviable on BOT (Toll) mode.
 - ii) The projects proposals may be formulated on BOT(Toll) mode for all projects which, based on financial analysis, are prima-facie viable on BOT (Toll) with some estimated premium.
 - iii) The projects proposals may be formulated both on BOT(Toll) as well as EPC mode for all projects which, based on financial analysis, are prima-facie viable on BOT(Toll) with VGF requirement up to 20% of TPC.
2. For ensuring wider participation by developers and keeping in view the present market conditions, packaging of project may be suitably structured to ensure that as far as possible TPC of a single EPC package should be around Rs.1,000 Crore. Similarly, a single BOT (Toll) package should normally be not more than 100-120 km.
 3. It is requested that preparation of PPPAC/EPC proposals as per above may be taken up on priority so that a shelf of projects is created which will facilitate speedy implementation of projects.
 4. This issues with the approval of Competent Authority.


(V.K.Sharma)
Chief General Manager (LA & Coord.)

To:

All officers and employees of HQ/ROs/PIUs/CMUs/Site Offices