No. NH-15017/17/2016-P&M
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 8th July, 2026

To,

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways and Other Centrally Sponsored Schemes).
3. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
4. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and Other Centrally Sponsored Schemes).
5. The Secretary General, Indian Roads Congress.
6. The Director, IAHE, Noida, UP.
7. All CE-ROs, SE-ROs and ELOs of the Ministry.

Subject: Delegation of Powers for Plan, Sanction, Award and Implementation of NH Works.

References: (i) Ministry's Letter No. RW/NH-15015/29/2001-PL dated 05.07.2001
(ii) Ministry's Letter No. RW/NH-24035/4/2008-P&M/PIV Vol. II dated 23.02.2018.

Madam/Sir,

1. This is in supersession to the Ministry's circulars referred above and/or any other instructions issued on the above cited subject.

2. All Regional Officers (CE-RO/ SE-RO) shall report to the concerned Zonal Head (ADG/Chief Engineer-Project Zone) at Headquarters and shall exercise the powers delegated herein.

3. All works shall be classified as National Highways Development Works **[NH (D)]**; National Highways Maintenance Works **[NH (M)]**; National Highways One Time Improvement works **[NH (OTI)]** and National Highways Consultancy Services **[NH (T)]**.

3.1 All works related to widening, upgradation, strengthening, improvement to riding quality, bypasses, construction of bridges, tunnels, road safety, slope protection, landslide mitigation measures, permanent restoration of damaged road and bridge works etc. including pre-construction activities shall be classified as NH Development works i.e. **NH (D)** while works for one time improvement of bypassed/de-notified section of NHs shall be classified as National Highways One Time Improvement works i.e. **NH (OTI)**.

3.2 All works under Long Term Maintenance Contract and PBMC works shall be classified as **NH (M) (PBMC) under Capital**. The works identified under PBMC shall be sanctioned under specific PBMC head. All other works related to STMC, Special Repair (SR), Emergency restoration works for ensuring connectivity on NHs affected by adverse climatic condition including removal of landslides, restoration of protection works, etc. shall be classified as **NH (M) under Revenue.**

3.3 All works related to DPR, PMC, Expert Opinion, Independent Engineer (IE) / Authority Engineer (AE) / Supervision consultant, third party audit / quality test/ Independent monitor and MOUs with Academic/Expert Institutions in relation to specific NH Project shall be classified as National Highways Consultancy services i.e., **NH (T) under Capital.** General MOUs signed with Academic/Expert Institutions and study by individual on any subject shall be covered under **R&D under Revenue head.**

3.4 All such works which are confined within the Tribal-Districts or over 50% of the length of NH is within tribal district shall be part of NH (O)-Tribal Sub Plan and shall be sanctioned under the NH (O)-TSP head under Capital.

3.5 All such works which are confined within the NE States or over 50% of the length of NH passes through NE States shall be part of NH (O)-NE and shall be sanctioned under the NH (O)-NE under Capital.

3.6 The **Estimated civil construction cost** for the purpose of appraisal and approval of projects shall include all costs and expenses and financial commitments etc. including GST, taxes, fees, levy surcharges, etc., but not including cost for land acquisition, centages, utility shifting and other preconstruction activities. For example, if 'A' is civil construction cost and 'B' is utility shifting cost, the **Estimated Civil Construction Cost** for the purpose of appraisal and approval will be **A + GST + other taxes, fees, levy surcharges, etc.**

Delegation of Powers and Corresponding Responsibilities:

4. Project identification and sanction of detailed estimates

4.1 Emergent Repair Works during flood, Earthquake, Glacial Lake Outburst Flood (GLOF), Landslides, Avalanche or any other Natural Calamity etc. or Disaster under NH (M):

4.1.1 NH stretches which are prone to damages or having history of recurring damages due to natural calamities / disaster shall be mapped by the ROs and shall assess fund requirement in advance for the next financial year for restoration of temporary damages caused due to natural calamities / disaster / floods. Based on the requirement projected by the concerned RO, Planning Zone shall notify sanction ceiling for such works in consultation with IFD. Such ceiling will be utilised by ROs for meeting expenditure requirements for emergent/temporary restoration works only including optimum deployment of machinery and equipment on the NH stretches where no development/ maintenance works have been sanctioned/under implementation. Concerned ROs will issue work orders for these temporary restoration works including optimum deployment of machinery and equipment, to be taken up within this sanction ceiling for immediate restoration of traffic on such stretches affected by natural calamities with a copy to Planning Zone and IFD. All action taken by ROs in this regard alongwith monthly status shall be uploaded invariably on Data Lake portal and informed to Planning Zone and IFD immediately on monthly basis.

4.1.2 In case of disasters notified by Ministry of Home Affairs (MHA)/District Administration or considered as Disaster as per the SOP to be notified by Disaster Management Division of MoRT&H, temporary restoration works may be sanctioned & taken up for execution as per delegation given at Appendix-VI of Vol.-I of DMP and details of action taken including fund requirement shall be immediately communicated to the Planning Zone and Disaster Management Division of the Ministry. The details of all such works taken up shall also be uploaded on Data Lake portal immediately. Detailed SoP for taking up such works is at **Annexure-I.**

4.1.3 In case of **on-going development / maintenance works**, if there is requirement of carrying out emergent restoration work, concerned ROs will ensure that necessary temporary restoration works including deployment of machinery and equipment for such stretches are immediately taken up out of the provision of contingencies or as variations within the delegated powers of ROs. However, ROs shall invariably seek concurrence of the Zonal Head before taking up such activities. All such activities shall be uploaded on Data Lake and immediately reported upon to Planning Zone and Disaster Management Division by the concerned ROs. If certain maintenance activities like landslide clearance, temporary protection works etc. are not covered under Defect Liability period, then such works may either be carried out through separate tender or through variation in the existing contracts.

4.1.4 **Special provision for Hill roads:** - Concerned ROs in Hilly States of Northern and North-Eastern Region may deploy machinery and equipment in advance at the vulnerable locations based on the past year lessons and advance warning for heavy rains etc. as received from the metrological department or National Disaster Management Authority (NDMA). In order to ensure deployment of adequate machinery and equipment, concerned RO shall work out the NH Division-wise requirement of such machinery and finalise the rates for deployment of such machinery through a competitive process in accordance with the General Financial Rules. Quick response teams (QRTs) shall be formed in each NH division based on the deployment and a roster of these QRTs duly filled-in with contact details of the Sub-Divisional Engineer/Assistant Engineer/Junior Engineer/Site Engineer, Contractor and Operator shall be maintained. Further, geo-tagged location of deployment of machinery shall be shared with the concerned District Administration, SDMA/NDMA, Chief Engineer (NH) and Regional Officer so that the same can be deployed expeditiously in closed co-ordination with the District Authorities in case of the natural calamities and for restoration of NH connectivity.

4.1.5 Geo-tagged, date and time stamped photographic and video evidence shall be uploaded on Data Lake portal by the concerned ROs and be kept as proof of works taken up under emergency situation for facilitating post facto sanction, if required.

4.1.6 For the stretches entrusted with BRO, the concerned Chief Engineers of BRO shall exercise the powers for executing emergent/temporary restoration works including optimum deployment of machinery and equipment on the NH stretches. However, all such activities shall be immediately reported upon to concern ROs, Zonal Head and Planning Zone with Geo-tagged, date and time stamped photographic and video evidence to be kept as proof of work.

4.2 **STMC, Special Repair (SR)/ NH Maintenance Works other than PBMC under NH (M) Revenue:**

4.2.1 The concerned Regional Officer in consultation with the Chief Engineer of the State will prepare the list of stretches to be taken up for maintenance under STMC and SR by the end of January of the previous Financial Year including the budget requirements and submit to the Zonal Head indicating the network status under maintenance in the State. The Zonal Head, after scrutinising, shall forward the identified list of works to the Planning Zone by the **3rd week of February. STMC stretches shall generally be for contiguous length of 25 km.** In case the contiguous length of STMC is less than the above criteria, adjoining stretches of other adjacent NHs within the jurisdiction of NH Division shall be clubbed.

For the stretches entrusted with BRO, such list of stretches shall be finalised by Chief Engineer, BRO and submitted to Planning Zone with a copy to the concerned Regional Officer and Zonal Head. If such lists are not submitted by BRO by 30th of March, then concerned ROs shall directly prepare the list and submit for approval.

4.2.2 The Planning Zone at Headquarters would compile and finalize the list of works to be taken under these sub-heads and will convey the sanction ceiling with the concurrence of IFD & approval of Competent Authority.

4.2.3 In accordance with the powers available with Secretary (RT&H) under the provisions of Rule (11)(5) of the Delegation of Financial Powers Rules, 2024, the powers to grant approval to the detailed estimates/ projects under STMC, SR and maintenance works other than PBMC are given as under:

Table:1A	
Estimated Civil Construction Cost (Rs. in Crore) of each work of the list	**Approving authority by officer of Designation**
≤ 10	Regional Officer, MoRT&H within the approved ceiling
> 10 and ≤ 50	DG (RD) & SS in concurrence with IFD
> 50 upto Rs. 100 Crore	Secretary (RT&H) in concurrence with IFD

4.2.4 All STMC works shall be executed in accordance with circular dated 06.07.2023 & 27.10.2023 **(attached as Annexure-II).**

4.3 <u>Road Safety works under NH (D):</u>

4.3.1 The concerned Regional Officer in consultation with the Chief Engineer of the State PWD/BRO shall prepare the list of Road Safety works based on the e-Dar data or at the identified blackspots by the end of January of the previous Financial Year including the budget requirements as per the format attached at **Annexure-III**.

4.3.2 The Planning Zone at Headquarters would compile and finalize the list of works to be taken under Road Safety Works, in consultation with CE (Road Safety) and obtain approval of Competent Authority with the concurrence of IFD.

4.3.3 The powers to grant approval of the individual work shall be similar to the details under para 4.2.1 to 4.2.3 above.

4.4 Special Repair (SR)/ NH Maintenance Works other than PBMC works / Road Safety Works upto Rs. 10 Crores may be executed on Item Rate Mode as per Ministry's Standard Bidding Document. For works with estimated Civil Construction Cost more than Rs. 10 Crores, EPC shall be the default mode of implementation of works.

4.5 **Audit:-** All the approvals granted by ROs vide para 4.1, 4.2 and 4.3 above shall be audited internally by IFD and Planning Zone from time to time.

4.6 <u>Long Term Maintenance Contract and PBMC works classified as NH-M (PBMC) under capital:</u>

4.6.1 List of all NH stretches, to be proposed under PBMC, shall be identified and reported to the Planning Zone latest by 30th January of each calendar year along with tentative cost for approval for Maintenance Plan. The Planning Zone at Headquarters would compile and finalize the list of works to be taken under PBMC and will convey the sanction ceiling with the concurrence of IFD & approval of Competent Authority.

For the stretches entrusted with BRO, such list of stretches shall be finalised by Chief Engineer, BRO and submitted to Planning Zone with a copy to the concerned Regional Officer and Zonal Head. If such lists are not submitted by BRO by 30th of March, then concerned ROs shall prepare the list and submit for approval.

4.6.2 PBMC stretches shall generally cover a contiguous length of 50 km or above. In case the contiguous length of PBMC is less than the above criteria, adjoining stretches of other adjacent NHs within the jurisdiction of NH Division shall be clubbed. For avoidance of doubt, all such stretches may be considered for PBMC which may become due in the coming financial year. If a stretch does not qualify for the 50 km continuous length requirement, the RO must prepare a **plan to achieve 50 km continuity within the next 1-2 years.** This plan should include the status of all adjoining NH stretches (i.e., on-going development works, defect liability period, ongoing/proposed PBMC/STMC).

4.6.3 ROs shall also ensure submission of PBMC project proposals to the concerned Zonal Head by 15th March. Zonal Heads after examining the project proposal shall forward a copy of the modified proposal to ROs/Chief Engineer (NH) for taking advance action for invitation of bids for the appointment of the PBMC contractors.

4.6.4 While processing the project proposals for appraisal and approval of the Competent Authority, the Project Zones shall ensure that the phasing of physical progress and expenditure shall be aligned with the time period required for award of works and maintenance phasing defined in the relevant PBMC Document. Template for proposed phasing of expenditure as given in para 5.3 below may be followed for the same.

4.6.5 In accordance with the powers available with Secretary (RT&H) under the provisions of Rule (11)(5) of the Delegation of Financial Powers Rules, 2024, the powers for appraisal and approval to the estimates/projects are given as under:

Table:1B

Estimated Civil Construction Cost (Rs. in Crore)	Technical Approval by officer of Designation	Scheme/Project Appraisal by	Scheme/Project Approval by
≤ 50	Chief Engineer – Project Zone at MoRT&H HQ.	Financial Adviser (FA)	DG (RD) & SS
>50	As per Table 1C below		

4.6.6 However, where the Initial Rectification works exceed 10% of the total estimated cost of PBMC or where cost for Initial Rectification has been included in the estimate where the Defect Liability Period has ended 6 months prior to the PBMC proposal, then such proposals upto Rs 100 crore shall be submitted to Secretary (RT&H) for project approval in supersession of the delegated powers at para 4.6.5 of this circular.

4.6.7 All PBMC works shall be executed in accordance with circular dated 06.07.2023 & 27.10.2023 **(attached as Annexure-II).**

4.7 <u>National Highways Development Works under NH (D); National Highways One Time Improvement works under NH (OTI):</u>

4.7.1 The concerned Chief Engineer of the State PWD/BRO will prepare the Draft Annual Plan including list of works for which DPR is to be taken up as per the prioritisation set forth by MoRT&H and submit to the concerned Regional Officer with a copy to Zonal Head by the end of January of the previous Financial Year. The ROs will then finalise the Draft Annual Plan for works and DPR including the budget requirements by February of the previous financial year and submit to the Zonal Head. The Zonal Head, after scrutinising, shall forward the Draft Annual Plan to the Planning Zone by the **2nd week of March.**

4.7.2 The Planning Zone at Headquarters would compile and finalize the Annual Plan for works and DPRs with sanction ceiling requirement based on the Bank of sanction (BOS) as on 1st April, details of works sanctioned not awarded and expenditure incurred in the preceding year and obtain approval of Competent Authority. All such approvals shall be reviewed again in November / December and based on the progress and award of works by respective State PWDs, sanction ceiling shall be increased or decreased accordingly.

4.7.3 The powers for appraisal and approval shall be in accordance with the Department of Expenditure, Ministry of Finance OM No. 24(35)/PF-II/2012 dated 05.08.2016 and special dispensation granted by MoRTH vide OM No. NH-24036/01/2014-H dated 19.07.2016 pursuant to CCEA decision dated 18.11.2015 (Case no. 113/CCEA/2015) and clarification issued by Department of Expenditure, Ministry of Finance OM No. 24(79)/PFC-I/2025 dated 24.04.2025. Details are as under:

Table:1C

Estimated Civil Construction Cost (Rs. In Crore)	Technical Approval by officer of Designation	Scheme/Project Appraisal by	Scheme/Project Approval by
≤100	Chief Engineer – Project Zone at MoRT&H HQ.	IFD	Secretary (RT&H)
> 100 and ≤ 500	Chief Engineer – Project Zone at MoRT&H HQ.	SFC chaired by the Secretary (RT&H)	Minister (RT&H)
> 500 and ≤ 1000	Zonal Head at MoRT&H HQ.	DIB chaired by the Secretary (RT&H)	Minister (RT&H)
>1000	DG (RD) & SS	PIB / PPPAC chaired by the Secretary, DoE/DEA	Cabinet Committee on Economic Affairs

Note - Project Zone shall obtain prior concurrence/ comments of IFD before recommending any estimate/project for appraisal/ approval of the Competent Authority.

4.7.4 The concerned ROs, while recommending the project proposals for appraisal and approval of DIB/PIB/PPPAC, shall ensure the availability of documents/information as per list below:

(i) Alignment of the projects proposed for appraisal and approval be submitted alongwith detailed need assessment, drone videos and traffic estimation and shall be approved by Alignment Approval Committee as per delegation of powers vide **Ministry's Circular No. 24028/04/2025-H dated 10.03.2025 (attached as Annexure-IV).**

(ii) Consultation by NPG shall be ensured before circulating the proposals for appraisal and approval as per instructions issued vide **Ministry's Circular No. RW/NH-34066/16/PM-Gati Shakti/2023-24 dated 11.07.2025 (attached as Annexure-V). This may be ensured immediately after alignment approval.**

(iii) ROs shall ensure publication of notifications under sections 3(a) and 3A of the National Highways Act, 1956, within 60 days of alignment approval and Joint Measurement Surveys (JMS) for finalization of draft schedules for notification under section 3D at the time of circulation of project proposals for appraisal and approval of the Competent Authority. For avoidance of doubt, notification under section 3A must be completed before the submission of the proposal for appraisal by SFC / PPPAC.

(iv) ROs shall also ensure submission of forest diversion proposal positively within four months of alignment approval on the PARIVESH portal and prior to circulation of project proposals for appraisal by the Competent Authority.

(v) DPRs shall be invariably prepared by consultants using GatiShakti Portal and measurement undertaken through the Continuously Operating Reference System (CORS). Detailed Project Report/Feasibility Report along with details on (a) whether the DPR has been prepared inhouse/through consultant, (b) Name of the Consultant, (c) Date of submission of DPR by the Consultant and (d) Date of approval of DPR by the Competent Authority in PWD/BRO; shall be submitted at the time of project appraisal.

(vi) Updated traffic report (indicating the date of traffic survey) with traffic diversion.

(vii) Plan & profile drawings, GADs of structures and road safety plan. ROs shall ensure and certify that the GAD of the proposed RoBs are in line with the proposal submitted on PRISM portal prior to submission of project proposal for appraisal and approval of the Competent Authority.

(viii) Draft SFC/DIB/PIB/PPPAC memorandum.

(ix) Cost estimate along with comparison with normative cost and average premium/discount received in projects of similar nature in the State. Cost estimates shall invariably include likely cost of land acquisition based on valuation of land as per Collector Rates or determined Market value as given in the RFCTLARR Act, contribution by the State Government towards sharing of LA cost, tentative cost towards forest clearance, wildlife mitigation plan, CRZ clearance and other preconstruction activities.

(x) Inspection report of RO (for all greenfield projects/bypass/ring roads)/Officer posted at RO not below the rank of EE along with geo-tagged photographs of the stretch duly certifying that the existing road inventory mentioned in Schedule-A is correct and scope of work mentioned in Schedule-B and Schedule-C is conforming to the site requirements.

(xi) Utility shifting estimates certified by the competent authority of the concerned utility department and verified to be correct as per site requirements by RO/Officer posted at RO not below the rank of EE.

(xii) Tentative timelines for completion of pre-construction activities.

(xiii) Draft RFP, DCA and Schedules along with deviation statement, if any. This shall also mention the use of New Technology/Alternative materials to be used in the implementation of the project.

(xiv) Economic and financial viability report of the project stretch.

(xv) Details of Sanctioned not awarded (SNA), awarded not appointed (ANA) and projects delayed by more than 3 years alongwith action taken or proposed to be taken

(xvi) DPR Consultant's estimates of likely premium/discount on the project estimates and construction period for the project.

(xvii) Any other documents to be placed for appraisal.

4.7.5 While processing the project proposals for appraisal and approval of the Competent Authority, the Project Zones shall ensure that the phasing of physical progress and expenditure shall be aligned with the time period required for completing the pre-construction activities including Land Acquisition, award of work and construction phasing defined in the relevant Schedule of the BOT/HAM/EPC Document. Template for proposed phasing of expenditure is as under:

<u>For works sanctioned in Q1/Q2 of the Financial Year:</u>

Table: 2A

Year	Physical	Financial			
		Construction	Pre-construction	Maintenance	Total
Year 1 [1]	Preliminary	-	75% of preconstruction provision	-	
Year 2	10%	10% of corresponding provision [2]	100% of preconstruction provision	-	
Year 3	80%	80% of corresponding provision		-	
Year 4	100%	100% of corresponding provision		-	
Year 5 and onwards	Maintenance period			100% of O&M provision	

<u>For works sanctioned in Q3/Q4 of the Financial Year:</u>

Table: 2B

Year	Physical	Financial			
		Construction	Pre-construction	Maintenance	Total
Year 1 [1]	Preliminary	-	10% of preconstruction provision	-	
Year 2	5%	10% of corresponding provision [2]	100% of preconstruction provision		
Year 3	35%	35% of corresponding provision		-	
Year 4	90%	90% of corresponding provision		-	
Year 5	100%	100% of corresponding provision		-	
Year 6 and onwards	Maintenance period			100% of O&M provision	

[1] Year 1 shall correspond to the financial year in which project is sanctioned.

[2] Total Capital Cost – [Pre-construction Cost + O&M Cost]

4.7.6 All Works, other than STMC, SR or PBMC works, with estimated Civil Construction Cost upto Rs. 10 Crores may be executed on Item Rate Contract Mode as per Ministry's Standard Bidding Document. However, ROs shall record the reasons for preferring the Item Rate Contract Mode. EPC shall be the default mode of implementation for Works with Estimated Civil Construction Cost upto Rs. 500 Crores. All National Highways Development works with Estimated Civil Construction Cost more than Rs. 500 Crores shall preferably be taken up on PPP mode (HAM/BOT) based on project IRR.

5. Pre-construction Activities:

5.1 ROs are authorized to approve individual estimates of Utility Shifting, Tree cutting, Payment towards Statutory Charges, Micro plan etc. which are within the provisions made against each item in the original sanction of the project. RO shall accord approval to the individual proposal within the sanctioned provisions.

5.2 In case the total cost of the pre-construction activities exceeds the provisions made in the original sanction, the CE-RO/ SE-RO is empowered to accord approval of the variations as per delegation of powers vide **Ministry's Circular No. NH-15017/17/2016-P&M dated 31.03.2025 (attached as Annexure-VI).**

5.3 The amount on account of variation/change of scope shall be determined considering the addition/deletion of items/works with proper justification and supporting documents as per guidelines vide **Ministry's Circular No. NH-15017/17/2016-P&M dated 31.03.2025 (attached as Annexure-VI).** While approving the variation/change of scope proposals, it shall be ensured that tender savings are not treated as negative variation for ascertaining the limit of delegated powers under the above-referred circular.

6. Invitation, Receipt, Evaluation and Acceptance of Bids, Signing of Contract Agreement and issue of Appointed Date/PCOD/COD:

6.1 The delegation for invitation, receipt, evaluation and acceptance of bids, signing of Contract Agreement and issue of Appointed Date/PCOD/COD shall be as under:

Table: 3

Estimated civil construction cost (Rs. in crore)	Bid to be Invited by	Evaluation Committee	Bid Accepting Authority [3]	LOA to be issued	Signing of Contract	Appointed Date	PCOD/COD
≤ 15	EE of the Concerned division of NH /EE BRO (Concerned Project Director in case of projects	As per para 6.4 below	CE(NH) / CE(BRO) / (Zonal Head in case of projects implemented by PIU, MoRTH)	SE(NH) / SE (BRO) / (Concerned Project Director in case of projects implemented by PIU, MoRTH)	SE(NH) / SE (BRO) / (Concerned Project Director in case of projects implemented by PIU, MoRTH)	EE (NH) / EE (BRO) with the approval of CE(NH) / CE (BRO) upon fulfilment of the Condition precedent of	EE (NH) / EE (BRO) with the approval of CE (NH) / CE (BRO) (Concerned Project Director with the approval

[3] As per extant guidelines of the Ministry, bids are invited in single stage two cover system. In case of dissent note by any Evaluation Committee Member, the concerned Zonal Head shall be the Competent Authority for appropriate decision in the matter for works with Estimated Civil Construction Cost > Rs. 100 Cr.<=Rs. 300 cr. and DG(RD)&SS will be the Competent Authority for works with Estimated Civil Construction Cost >Rs. 300 cr. Thereafter, L-1 bids based on Financial Evaluation done by the Bid Evaluation Committee shall be submitted for approval of the Bid Accepting Authority invariably including the requirement of Additional performance security, if any and draft LOA as per RFP.

Table: 3

Estimated civil construction cost (Rs. in crore)	Bid to be Invited by	Evaluation Committee	Bid Accepting Authority [3]	LOA to be issued	Signing of Contract	Appointed Date	PCOD/COD
	implemented by PIU, MoRTH)					the Contract (Concerned RO in case of projects implemented by PIU, MoRTH).	of RO in case of projects implemented by PIU, MoRTH)
>15 but ≤ 100	SE of the Concerned Circle / SE (BRO) / (Concerned Project Director in case of projects implemented by PIU, MoRTH)		Administrative Secretary of State PWD dealing with NHs / DG (BRO) (Zonal Head in case of projects implemented by PIU, MoRTH)	CE(NH) / CE (BRO) (Concerned Project Director in case of projects implemented by PIU, MoRTH)	CE(NH) / CE (BRO) (Concerned Project Director in case of projects implemented by PIU, MoRTH)		
>100 but ≤ 300	RO, MoRT&H		Zonal Head	RO, MORTH	CE (NH) / CE (BRO) (Concerned RO in case of projects implemented by PIU, MoRTH).	RO, MoRT&H upon fulfilment of the Condition precedent of the Contract. Any relaxation shall be given by DG (RD) & SS	EE (NH) / EE (BRO) with the approval of RO, MoRTH (Concerned Project Director with the approval of RO in case of projects implemented by PIU, MoRTH)
>300 but ≤500	CE Project Zone		DG (RD) & SS	CE Project Zone	RO, MORTH		
>500 but ≤1000	CE Project Zone		Hon'ble Minister (RT&H)	CE Project Zone	RO, MORTH		
>1000 including strategic road projects	CE Project Zone		Hon'ble Minister (RT&H)	CE Project Zone	CE Project Zone		
Declared Strategic Projects implemented through BRO ≤500	CE (BRO)		DG(BRO)	CE (BRO)	CE (BRO)	CE (BRO)	SE (BRO)
Declared Strategic Projects implemented through BRO>500 but ≤1000	CE (BRO)		Hon'ble Minister (RT&H)	CE (BRO)	CE (BRO)	CE (BRO)	SE (BRO)
DPR / AE / IE	RO		CE Project Zone	RO	RO	RO	RO

6.2 The bid documents especially the Schedules prepared by the State PWDs/BRO shall be scrutinised and approved by the concerned ROs prior to invitation of bids as per instructions conveyed by the Ministry vide Circular No. **RW/BNG/NH-73/km86-89/04/2020/ (Computer No. 182059) dated 16.05.2025 (attached as Annexure-VII) for all works costing ≤ Rs. 300 crore.** For projects costing more than Rs. 300 crore, technical schedules shall be scrutinised & approved by the Zonal Head. Invitation and receipt of bids shall be subject to achievement of milestones for land acquisition and other statutory clearances as per Ministry's **Circular No. NH-24028/02/2024-H dated 06.05.2025 (attached as Annexure-VIII).**

6.3 For preparation of bid documents and evaluation of bids (>Rs. 100 cr), the concerned Regional Officer/Project Zone may engage Financial Consultants as per instructions issued by the Ministry vide **Circular No. NH-15017/17/2016-P&M dated 04.02.2025 (attached as Annexure-IX).**

6.4 The composition of Bid Evaluation Committee shall be as under:

6.4.1 Works with estimated civil construction cost upto Rs. 15 crores:

For works being implemented by the State PWDs

Table: 4A

S. No.	Composition of the Bid Evaluation Committee	Role
1	Concerned Superintending Engineer (NH Circle) of the State PWD	Chairman
2	Representative of State Finance Department not below the rank of Under Secretary	Member
3	Representative of RO, MoRTH not below the rank of Executive Engineer	Member
4	Concerned Zonal AEE / EE from MoRTH (either physical or through VC)	Member
5	Executive Engineer (concerned NH division) of the State PWD/ equivalent	Member Secretary

For works being implemented by BRO

Table: 4B

S. No.	Composition of the Bid Evaluation Committee	Role
1	Superintending Engineer (concerned BRTF) / equivalent	Chairman
2	Representative of Finance Division of BRO not below the rank of Under Secretary	Member
3	Representative of RO, MoRTH not below the rank of Executive Engineer	Member
4	Concerned Zonal AEE / EE from MoRTH (either physical or through VC)	Member
5	Executive Engineer (concerned RCC) / equivalent	Member Secretary

6.4.2 Works with estimated civil construction cost more than Rs.15 crore but less than Rs.100 crore: Opening and evaluation of bids shall be done by the Evaluation Committee with the composition as mentioned in the following table:

For works being implemented by the State PWDs

Table: 5A		
S. No.	**Composition of the Bid Evaluation Committee**	**Role**
1	Chief Engineer (NH) of the concerned State PWD	Chairman
2	Representative of State Finance Department not below the rank of Under Secretary	Member
3	RO, MoRTH or its representative not below the rank of Executive Engineer	Member
4	Concerned Zonal AEE / EE from MoRTH (either physical or through VC)	Member
5	Superintending Engineer (concerned NH circle) of State PWD/ equivalent	Member Secretary

For works being implemented by BRO

Table: 5B		
S. No.	**Composition of the Bid Evaluation Committee**	**Role**
1	Chief Engineer (Project)-BRO	Chairman
2	Representative of Finance Division of BRO not below the rank of Under Secretary	Member
3	RO, MoRTH or its representative not below the rank of Executive Engineer	Member
4	Concerned Zonal AEE / EE from MoRTH (either physical or through VC)	Member
5	Superintending Engineer (concerned BRTF) / equivalent	Member Secretary

6.4.3 Works with estimated civil construction cost more than Rs. 100 crore but less than Rs. 300 crore and DPR, PMC, IE / AE:

Opening and evaluation of bids shall be done by the Evaluation Committee with the composition as mentioned in the following table:

Table: 6A		
S. No.	**Composition of the Bid Evaluation Committee**	**Role**
1	Regional Officer, MoRTH	Chairman
2	Chief Engineer of State PWD or representative not below the rank of Superintending Engineer [Chief Engineer (BRTF) / or representative not below the rank of Superintending Engineer for projects entrusted with BRO]	Member
3	Superintending Engineer (MoRT&H) from any other Project Zone at MoRT&H Headquarters nominated by DG (RD) & SS	Member
4	Representative of Finance Wing (MoRT&H) nominated by FA	Member
5	Superintending Engineer/ Executive Engineer of Regional Office dealing with concerned NH Division	Member Secretary

6.4.4 **Works with estimated civil construction cost less than Rs. 300 crores being implemented by PIU's of the Ministry:**

Opening and evaluation of bids shall be done by the Evaluation Committee with the composition as mentioned in the following table:

Table: 6B

S. No.	Composition of the Bid Evaluation Committee	Role
1	Regional Officer, MoRTH	Chairman
2	Superintending/Executive Engineer of concerned Project Zone at MoRT&H Headquarters – **through VC**	Member
3	Superintending Engineer (MoRT&H) from any other Project Zone at MoRT&H Headquarters nominated by DG (RD) & SS	Member
4	Representative of Finance Wing (MoRT&H) nominated by FA	Member
5	Project Director, PIU	Member Secretary

6.4.5 **Works with estimated civil construction cost more than Rs. 300 crores:**

Opening and evaluation of bids shall be done by the Evaluation Committee with the composition as mentioned in the following table:

Table: 7A

S. No.	Composition of the Bid Evaluation Committee	Role
1	Chief Engineer, Project Zone (ADG if CE not posted)	Chairman
2	Chief Engineer (NH) of the concerned State PWD/ concerned Chief Engineer (Project) of BRO/ Concerned Regional Officer in case of works being implemented by PIU, MoRTH	Member
3	Superintending Engineer (MoRT&H) from any other Project Zone at MoRT&H Headquarters nominated by DG (RD) & SS	Member
4	Representative of Finance Wing (MoRT&H) nominated by FA	Member
5	Superintending Engineer/ Executive Engineer (MoRT&H) HQ dealing with the State/ work	Member Secretary

6.4.6 **Strategic works with BRO with estimated civil construction cost less than Rs. 1000 crores:**

Opening and evaluation of bids shall be done by the Evaluation Committee with the composition as mentioned in the following table:

Table: 7B

S. No.	Composition of the Bid Evaluation Committee	Role
1	Chief Engineer, BRO (ADG if CE not posted)	Chairman
2	Regional Officer MoRTH	Member
3	Superintending Engineer (BRO) from HQ dealing with the project	Member
4	Representative of Finance Division of BRO	Member
5	Concerned Superintending Engineer (BRO) field dealing with the project	Member Secretary

6.5 Additional Performance Security, to be levied for abnormally low quoted bid price, shall be as per Ministry Circular No. **RW/NH-33044/ 34/2024-S&R (P&B) (Computer no. 246283) dated 30.04.2025 (attached as Annexure-X) or as amended from time to time.** Instructions issued vide above referred circular dated 30.04.2025 shall invariably be part of the bidding documents (RFP and

DCA) thereby dispensing with the requirements of Para 4 of above-referred Ministry's circular dated 30.04.2025.

6.6 Regional Officer, MoRTH shall monitor and ensure signing of the Contract Agreement of all the works within the prescribed period mentioned in the RFP. In case the issue of LOA and signing of contract, as mentioned above, is not executed by the State PWD within the prescribed period mentioned in the RFP, the Ministry reserves the right to do the same through its Regional Officer/Chief Engineer-Project Zone.

6.7 Time limit for approval, award of works and revalidation of sanctions:

6.7.1 For all NH (D) sanctioned works involving LA, forest and other statutory clearances, the time limit for award of works shall be **12 months** from the date of sanction. All other NH (D) works, where no LA, forest and other statutory clearances are involved, the time limit for award of work shall be **6 months** from the date of sanction. **However, the time limit for award in case of STMC, PBMC and SR works are 4 months.**

6.7.2 If the works are not awarded within the stipulated time period from the date of sanction, the Competent Authority for extension of validity of sanction beyond the period specified in para 6.7.1 above shall be Secretary (RT&H). However, no concurrence of IFD is needed as project is already sanctioned with concurrence of IFD.

6.7.3 Upon extension of validity of sanction by the Competent Authority defined above, the validity of the sanction and phasing of expenditure shall be extended by an equivalent period and amendment to the original sanction letter shall be issued concurrently with extension of validity of sanction by the concerned project zone.

6.7.4 In case the NH works are not awarded within the 2 years from the date of sanction, the same shall lead to deemed de-sanction of the work unless extension for the validity of sanction has been approved by Secretary (RT&H) with proper justification by RO concerned.

6.8 PCOD/COD of all NH works shall be issued by the concerned officer mentioned in **Table 3** above. While approving the PCOD/COD proposal of the State PWD/BRO, RO shall ensure that all works identified under punch list item of works shall be completed within the time period stipulated in the Contract Agreement. For the cases where time limit for completion of punch list item (excluding ROB / RUB / Flyover and Bridges) of works is likely to exceed the time limit mentioned in the Contract Agreement due to delay in land acquisition and other statutory clearances, specific approval of DG (RD) & SS shall be obtained for either de-scoping such punch items of work or grant of additional time limit for completion of such works before issue of PCOD/COD. In no case, the additional time limit required for completion of punch list items of work shall exceed six months from the date of issue of PCOD. It may also be noted that for inclusion of any item of ROB / RUB / Flyover and Bridges in the Punch list items will require prior approval of Secretary (RT&H).

6.9 RO, MoRT&H shall monitor all the completed works for performance of the maintenance obligations of the Contractor during the maintenance/defects liability period. State PWD/BRO shall obtain specific approval of RO, MoRT&H at the time of taking over of NH stretch back from the Contractor after expiry of the maintenance period and before release of the performance security. While doing so, RO shall invariably inspect the project stretch and ensure compliance of all the maintenance obligations as per the Contract in line with instructions issued by the Ministry vide **Letter No. RW/G-23012/01/2019-W&A (Pt.III) dated 03.02.2025 (attached as Annexure-XI).**

7. Variation/ Change of Scope:

This shall be as per delegation of powers vide **Ministry's Circular No. NH-15017/17/2016-P&M dated 31.03.2025 (attached as Annexure-VI).** While approving the variation/change of scope proposals, it shall be ensured that tender savings are not treated as negative variation for ascertaining the limit of delegated powers under the above-referred circular.

8. **Extension of Time:**

This shall be as per delegation of powers vide Ministry's **Circular No. NH-15017/17/2016-P&M dated 31.03.2025 (attached as Annexure-VI).** Upon grant of extension of time by the Competent Authority defined in the afore-mentioned circular, the phasing of expenditure shall be extended by an equivalent period and amendment to the original sanction letter shall be issued concurrently with extension of time by the concerned project zone.

9. **Approval of Sub-contractors:**

The delegation for approval of appointment of sub-contractors for civil construction works shall be as per **Table 8** below, subject to fulfilling the provisions specified in the Contract Agreement:

Table 8

Contract price (Rs. in crore)	Competent Authority
Upto Rs. 300 cr.	Regional Officer, MoRT&H (BRO) /CE
>Rs. 300 cr. but ≤ Rs. 1000 cr.	Zonal Head / DG (BRO)
>Rs. 1000 cr.	DG (RD) & SS

10. **Termination/foreclosure of the Contract:**

The delegation for termination and foreclosure of Contracts shall be as under:

Table 9

Estimated civil construction cost (Rs. in crore)	Competent Authority
Upto Rs. 15 crore	Concerned RO, MoRT&H subject to the condition that there is no additional financial implication.
> Rs. 15 crore ≤ Rs. 100 crore	Zonal Head with the concurrence of IFD
> Rs. 100 crore ≤ Rs. 1000 crore	DG (RD) & SS with the concurrence of IFD
> Rs. 1000 crore	Secretary (RT&H) with the concurrence of IFD
All DPR, AE and IE	DG (RD) & SS with the concurrence of IFD

11. Quality Control measures including mandatory Third Party Quality checks shall be met out of the provision of contingencies made in the estimate.

12. Responsibility for implementation as per the specifications and provisions allowed in the sanctioned estimates rests with the Executing Agency.

13. Officers from MoRT&H Headquarters shall invariably inspect the works as per MoRTH circular no. RW/NH-33044/32/2019-S&R (P&B) dated 18.03.2020 **(attached as Annexure-XII).**

Additional Guidelines for Engaging Technical Consultants - NH (T)

14. **DPR/PMC Consultants:**

This shall be as per delegation of powers vide Ministry's Circular No. **NH-15017/17/2016-P&M dated 27.03.2025 (attached as Annexure-XIII).**

15. Authority Engineer/ Supervision Consultant:

This shall be as per delegation of powers vide Ministry's **Circular No. NH-15017/17/2016-P&M dated 31.03.2025 (attached as Annexure-XIV).**

16. Variation/Change of Scope and Extension of Time for DPR/PMC Consultant/AE:

This shall be as per delegation of powers vide Ministry's **Circular No. NH-15017/17/2016-P&M dated 27.03.2025 and 31.03.2025 (attached as Annexure-XIII and Annexure-XIV).**

Monitoring Functions:

17. RO, MoRT&H or concerned Officer of the RO shall inspect the works and upload the inspection report on the overall status/quality of construction/maintenance works on a monthly basis on Data Lake portal with copy endorsed to MoRT&H Headquarters. This must include a separate section of NH wise status of those stretches which are under DLP or PBMC. CE-RO/SE-RO shall invariably hold critical review of all NH works on monthly basis to identify the delays and contractual issues affecting the implementation of works. CE-RO/SE-RO shall also submit a monthly report about timely and effective completion of sanctioned works highlighting the actions and approval required for timely completion of all NH works.

18. RO, MoRT&H is allowed to engage one land acquisition expert and one legal expert with qualifications as prescribed by the Ministry from time to time for assisting in monitoring and supervision of land acquisition and legal cases during the implementation of the projects. The period of engagement of any person shall be on contractual basis and shall not exceed three years from date of first appointment in any case. Separate guidelines in respect of the eligibility, qualifications, remuneration and procedure for engagement of experts shall be issued by the Ministry.

19. Zonal Heads (ADG/CE) shall invariably hold quarterly critical review of all NH works to identify the delays and contractual issues affecting the implementation of works. The quarterly critical review report of all NH works shall be submitted to the Monitoring Zone for escalating the pending issues affecting the progress of works at appropriate level and ensuring the timely completion of all NH works.

20. **Contingency for NH works (except works on HAM / BOT Mode):** ROs are empowered to undertake activities described in **Annexure-XV** as part of Contingency provisions provided in the estimate. Contingency charges to be considered in the estimate shall be as follows.

Table 10

S. No.	Category of Works	Contingency charges
1	All DPR, STMC, PBMC, Special Repair and other miscellaneous works	2% of the estimated cost excluding GST
2	All civil works under NH(D) with Estimated Civil Construction Cost:	
2.1	≤ Rs. 100 crore	2% of the estimated civil construction cost excluding GST
2.2	>Rs. 100 crore – ≤Rs. 1000 crore	1.5% of the estimated civil construction cost excluding GST
2.3	> Rs. 1000 crore	1% of the estimated civil construction cost excluding GST

21. **Agency Charges for NH works for State Govt. (except works on HAM / BOT Mode)**: Agency charges payable to the State Government for execution of the works have been reviewed and modified as under:

Table 11		
S. No.	**Category of Works**	**Agency charges**
1	All DPR, STMC, PBMC, Special Repair and other miscellaneous works	3% of the estimated cost excluding GST
2	All civil works under NH(D) with Estimated Civil Construction Cost:	
2.1	≤ Rs. 500 crore	2% of the estimated civil construction cost excluding GST subject to maximum of Rs. 8 crore.
2.2	>Rs. 500 crore – ≤Rs. 1000 crore	1.5% of the estimated civil construction cost excluding GST subject to minimum of Rs. 8 cr and maximum of Rs. 12 cr.
2.3	> Rs. 1000 crore	1% of the estimated civil construction cost excluding GST subject to minimum of Rs. 12.00 crores

Note: Any additional cost escalation and compensation to the Contractor arising out of delays on account of delay in handing over of RoW and other delays attributable to the Authority shall be recovered from the agency charges payable to the State Government.

22. **Supervision charges for NH works (except works on HAM / BOT Mode)**: Supervision Charges for execution of the works has been reviewed and modified as under:

Table 12		
S. No.	**Category of Works**	**Supervision Charges Payable**
1	All NH(M) works i.e. STMC, PBMC, Special Repair and other miscellaneous works	1% of the estimated cost excluding GST
2	All NH(D) works with Estimated Civil Construction Cost	
2.1	≤ Rs. 200 crore	2% of the estimated civil construction cost excluding GST subject to maximum of Rs. 4 cr
2.1	> Rs. 200 crore	1% of the estimated civil construction cost excluding GST subject to minimum Rs. 4 crore

23. Projects contingencies, agency charges and supervision charges for NH works proposed for implementation on Hybrid Annuity Mode shall be as per Ministry's instructions issued vide letter no. **RW/NH-24036/56/2024-BP&SP dated 13.03.2026 (attached as Annexure-XVI).**

24. This issues with the approval of the Competent Authority and concurrence of IFD, and shall come into force with immediate effect.

Yours faithfully,

08/7/21

(Jaya Prakash)

Under Secretary to Government of India

Enclosure: As above.

Copy to:

1. The Chairman, NHAI, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
2. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029.
3. All CEs in the Ministry of Road Transport & Highways
4. All ROs of the Ministry of Road Transport & Highways
5. Technical circular file of S&R (P&B) Section
6. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.240.

Copy for kind information 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/ PPS to AS&FA, MoRTH
6. Sr. PPS/ PPS to Addl. Secretary, MoRTH
7. Sr. PPS/ PPS to all ADG(s)
8. Sr.PPS/PPS to all JS(s), MoRTH

Guidelines/ SOP for utilizing financial powers delegated under Appendix-VI of DMP Vol.-I

i. Appendix-V of DMP Vol-I gives Timelines for Immediate Response during & after Disaster and specified the Roles & Responsibilities at various levels depending on the estimated rough cost estimate (based on the Schedule of rates of the State and estimated quantities) for restoration of damaged infrastructure as per the financial delegation for sanction of estimate as given under Appendix-VI.

ii. As Repair / restoration works during / after disaster are of immediate nature and therefore framing of exact estimate may not be feasible at times keeping in view site constraints, therefore, field officers, i.e., EE(PWD-NH)/ PD(NHAI)/ GM(P/NHIDCL)/ OC-RCC (BRO) may prepare rough cost estimate and accordingly get the Initial Sanction letter issued by the concerned officer under NH(O) head as per financial powers delegated under Appendix-VI.

iii. However, subsequently based on actual executed work a Revised Sanction letter, if required, shall be issued by the concerned Officer as per the delegated powers. A copy of the Initial sanction letter as well as Revised Sanction letter for the immediate restoration work shall be shared with all the Senior / Junior Officers in the hierarchy as per Appendix-VI, along with Planning Zone & Disaster Management Division of the Ministry, as well as respective RPAO.

iv. In order to ease the process of procurement of Agency/ Contractor to execute the work of repair/ restoration on immediate basis, based on the Initial Sanction Letter issued by the Officers as per delegated powers, a **separate Work Order** for execution of repair/ restoration work shall be issued by the Regional Officer (MoRT&H)/ Regional Officer (NHAI) / ED(P), (NHIDCL)/ BRTF Commander (BRO), to the Agency/Contractor already engaged in any other ongoing construction or maintenance (STMC/PBMC etc.) within the affected stretch or any nearby NH stretch based on past track record and confidence of the Officer. It may be categorically highlighted that this is a separate work as per a separate sanction, and procurement process has been eased to deal with emergency situation owing to Disaster. This additional work shall not be construed as Variation / CoS to the main work for which these Contractors were engaged.

v. However, if no such Agency/ Contractor is available then procurement may be done through short term tenders/ single tender enquiry/nomination following the provisions of Rule 166 of GFR 2017 and Clause 3.5.11 of Manual for Procurement of Works, 2022 published by Dept. of Expenditure (Ministry of Finance) as mentioned under note (ii) of Appendix-VI. For such works sanctioned at the level of EE(PWD-NH)/ PD(NHAI)/ GM(P/NHIDCL)/ OC-RCC (BRO) **or** Regional Officer (MoRT&H)/ Regional Officer (NHAI) / ED(P), (NHIDCL)/ BRTF Commander (BRO), tenders shall be invited by EE(PWD-NH)/ PD(NHAI)/ GM(P/NHIDCL)/ OC-RCC (BRO), and for the works sanctioned by the Higher Authorities, the tenders shall be invited by Regional Officer (MoRT&H)/ Regional Officer (NHAI) / ED(P), (NHIDCL)/ BRTF Commander (BRO). However, work Order in all such cases shall be issued by Regional Officer (MoRT&H)/ Regional Officer (NHAI) / ED(P), (NHIDCL)/ BRTF Commander (BRO).

vi. The **Work Order** shall be shared on immediate basis with all the Senior/ Junior Officers in the hierarchy as per Appendix-VI, along with Planning Zone & Disaster Management Division of the Ministry.

vii. Thereafter, payment of Completed Works, as certified by EE(PWD-NH)/PD(NHAI)/ GM(P/NHIDCL)/ OC-RCC (BRO) and found satisfactory by Regional Officer (MoRT&H)/ Regional Officer (NHAI) / ED(P), (NHIDCL)/ BRTF Commander (BRO) as per Sanctioned provisions, to be made to the Agency/ Contractor engaged, on priority basis by the respective DDOs of MoR&TH/ NHAI/ NHIDCL.

Abstract Particular Estimate (APE) for Road Safety Works

S. No.	NH No.	Location of Accident Spot	Stretch Name / Chainage	Lane Status	Broad Scope of Works	Length (in km)	Civil Cost (Rs. in Cr.)	Total Capital Cost (Rs. in Cr.)	Time Period	NH Division	Phasing of Expenditure

Details of STMC Works proposed under Maintenance Plan during FY 2026-27

Sl. No.	State/ UT	NH No.	Terrain	Strech Name / Chainage	Lane Configuration	Broad Scope of Works	Length (in Km)	Civil Cost (in Rs. Cr.)	Centages (in Rs. Cr.)	TPC (inc. centages, GST, Agency Charges etc.) (in Rs. Cr.)	Exp. Phasing (26-27,27-28) (in %)	NH Division	Remarks

Jag. Prakash

Annexure - XV

Admissible Expenditure under Project Contingencies

The contingencies provided for in the estimates are meant to cover unanticipated items related to the work but not provided for in the Bill of Quantities of the sanctioned estimate/accepted contract. Though it may not be possible to identify these unaccounted items as the same would vary from site to site and project to project some of the identified/other items relating to relevant job are as follows:

(i) Activities undertaken under Ek Ped Ma ke Nam, Cleanliness drive, Swachhata Pakhwara, etc. or any other such activities as directed by MoRT&H Headquarters.

(ii) Printing of tender forms including cost of papers & stationery and publicity by advertisement in the newspapers subject to the condition that sale proceeds of tender forms are credited to the Central Government Account.

(iii) Construction and maintenance of diversion roads, if not part of the contract.

(iv) Emergent/temporary restoration works including deployment of machinery and equipment for restoration of traffic on the NH stretches affected by natural calamities.

(v) Additional Traffic Survey requirement other than those in the DPR required for vetting the current traffic

(vi) Removal of unsuitable soil/tree trunks etc.

(vii) Road Safety related items including traffic regulatory measures on the stretch covered under sanction.

(viii) Payment of streetlight on National Highways, if not part of the contract

(ix) Road Safety works executed on other adjoining NH stretches as per instructions issued by the Road Safety Engineering Zone of the Ministry from time to time.

(x) The expenditure on engagement of financial/legal consultants for preparation of bid documents and evaluation of bids till signing of Contract Agreement/Financial Closure, as the same may be, from the list consultants empanelled by the Ministry/NHAI/NHIDCL as per approved rates.

(xi) The expenditure on engagement of man power for proof checking/peer review of the design/monitoring, subject to the condition that due procedure and guidelines issued on the subject by this Ministry and Ministry of Finance have been followed in engaging man power.

(xii) Documentation charges including photographs and video filming of the construction activities (no asset will be created) including drone surveys before approval of alignment if not included in the scope of the DPR/PMC Consultancy works.

(xiii) The expenditure on engagement of counsel/lawyer/Arbitration so long as the fee is fixed as per rates stipulated by the Ministry of Law/Road Transport & Highways and due procedure has been adopted for their appointment.

(xiv) For incurring expenditure towards Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works as per Ministry's existing guidelines.

(xv) In order to meet the objectives of public awareness, public safety and public cooperation, it has been decided that expenditure on such public functions, including on electronic/print media shall be met from the contingencies of sanctioned projects with the power to approve such expenditure vested with the concerned CE-RO/SE-RO.

(xvi) In order to exercise economy in expenditure, such functions should, however, be restricted only to important works, such as, widening, strengthening, four/six-laning of NHs, expressways, major bridges and bypasses, and the number of invitees should be kept within a reasonable limit.

(xvii) Providing facilities to Competent Authority for Land Acquisition (CALA) and Taluka Inspector of Land Records (TILR) for acquisition of land for NH Projects.

(xviii) For incurring expenditure towards payment of statutory charges, e.g. Net Present Value(NPV). Compensatory Afforestation (CA) to be deposited with the Forest Department for obtaining Forest Clearance for NH works, cost towards Micro Plans for R&R compensation and Railway Charges for ROBs/RUBs to be deposited with Ministry of Railways, if not part of the estimate.

(xix) Cost of the consumables like oil, chemicals, reagents, filter papers and others used for testing the samples and running the laboratory of State Govt. setup exclusively of NHs.

(xx) The specialized testing which cannot be done by field laboratory, as far as possible, shall be got done through the State, Central or other authorized and approved laboratories. The actual payments made in this regard can be charged.

(xxi) Transportation and movement charges for the samples, equipment, staff, etc. in respect of the quality control of the work project including effective location specific improvement in materials and techniques.

(xxii) The credit for the residual value of the usable equipment, implements, materials, etc. which were originally charged to a particular book, determined as per prevailing practice shall be given to the work estimates on completion of the work.

(xxiii) The expenditure on purchase of computers up to a limit of Rs. 5.00 lakhs in a year.

(xxiv) Any other items included above with prior approval of the Ministry.

Note: *The estimates for carrying out, the above activities will be approved by the RO and it will be ensured that the amount provided against contingencies is available and has not been indirectly utilized by accepting higher tender rates. The details of expenditure incurred under this head shall be maintained separately as being done in case of main work.*

Annexure-II (1)

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:-

(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.

Aaulik.

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

Adaulik.

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)

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.

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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.

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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.

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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 **27th October, 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: Short Term Maintenance Contract of NHs - SOP Reg.

Ref: (i). **Circular No. RW/NH-24035/4/2008-P&M/PIC Vol. II dated 23.02.2018**
(ii) **Ministry's Letter of even no. dt 23.11.2020 - SOP for M&R of NHs**
(iii). **Ministry's letter of even no. dated 06.07.2023**

Sir,

To achieve the goal of zero complain on account of maintenance, Ministry has evolved a fool proof maintenance mechanism. For this, it has been decided that all the sections of NHs must have an accountable maintenance agency. For stretches developed under private sector participation, this responsibility lies with the concessionaire for the concession period. Similarly stretches developed under EPC, contractor will be responsible for its maintenance during the defect liability period. For stretches which are yet to be developed or under operation and maintenance period, Ministry has brought out Performance Based Maintenance Contract PBMC for long term maintenance contract and short term maintenance contract (STMC). Both these documents have been circulated. All the executing agencies are expected to plan accordingly and ensure availability of an agency for maintenance.

2. During the meeting held on 04.09.2023, it was agreed that goal of zero complain on account of maintenance should be achieved by December. For this, it is important that **all maintenance**

contracts should be in place by end of November for all section of NHs which are not covered either under any sort of ongoing development / maintenance work. Contract period (maximum one year) should be kept in such a way that by the end of existing contract, new contract should be in place.

3. Accordingly, to achieve above objective, following guidelines may be adopted for taking up maintenance on eligible NHs stretches through the Short Term maintenance contract.

I. All Regional Officers in consultation with Chief Engineer (NH) of the State Government shall prepare the **single Abstract Particular Estimate (APE)**, consisting of the many selected stretches (each costing<Rs 5Cr) as per field condition on which STMC works are required to be taken up. This APE for the succeeding financial year shall be submitted to the Planning Zone though Project Zone by the December every year as per the attached format (APE). STMC works costing more than Rs. 5 cr shall be submitted to Ministry for sanction.

    However for the year 2023-24, since sanction ceiling has already been conveyed, it is requested that single APE of the selected stretches within the approved sanction ceiling be submitted directly to the Planning Zone for obtaining the concurrence of Finance Wing and approval of Competent Authority.

II. Planning Zone will convey the sanction ceiling under STMC along with the approved APE based on list submitted by RO in consultation with CE(NH). The approval shall be conveyed to the project zone, Regional Offices and concerned State Governments.

III. After receipt of the approved APE for the state from the Ministry, Regional Officers will issue the individual sanction order (Administrative Approval and Financial sanction) for the APE of STMC works out of approved APE lists, along with the technical note for each of the individual STMC works with a copy to Project Zone HQ.

    However for the year 2023-24, after conveying the AA&FS of APE of a state, concerned RO will issue the technical note of each individual work.

IV. Tenders will be called simultaneously as a parallel activity once the APE is finalised by RO & CE(NH) and submitted to HQ. Invitation and acceptance of the bids shall be as per Ministry's circular dated 23.2.2018. However LOA shall only be issued after the approval of sanction ceiling and APE, in any case during 1st week of March for succeeding financial year.

    However, In case tenders are not concluded or finalised within three months from the approval conveyed by Ministry, in such cases STMC bids shall be invited / re-invited & finalised by the Regional Officers themselves. Regional officer will *issue the LOA in such case and redirect concerned executive engineer to enter into an agreement and start the work immediately.*

V. All Extension of time proposal within the sanctioned cost of STMC estimates shall be given by the Regional Officer under intimation to Zonal office HQ. All COS in STMC shall be governed as per para 11 of Delegation of Power Circular No. RW/NH-24035/4/2008-P&M/PIC Vol. II dated 23.02.2018.

VI. The acceptance of technological outputs from modern equipment's like i.e Tatpar app/video analytics etc. by maintenance agencies shall be made part of STMC contract for efficient monitoring.

VII. Executing agencies and contractor shall carry out quantification of works as per MB and based on time stamped geotag images of items of works before & after work is done. These evidences shall be part of bills submitted for IPC payments.

VIII. Time period of all these small contracts is expected to be generally 12 months. It may also be ensured that new contract should be in place at the time of completion of existing contract

4. NHAI and NHIDCL are also requested to issue similar delegation for their field officers.

5. This issues with the concurrence of Finance Wing and approval of the Secretary (RT&H).

Yours faithfully,

Encl: Format of APE

(Kamal Prakash)
Under Secretary to the Government of India
Telephone No. 011-23710454
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. AFA, MoRTH
5. Technical circular file of S&R Section
6. NIC-for uploading on Ministry's website under "What's New"

Copy for information 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. PPS to AS&FA
6. Sr. PPS to AS (Highways)
7. Sr. PPS to AS (NHIDCL)
8. Sr. PPS / PPS / PS to ADGs
9. Sr. PPS / PPS / PS to JS (EAP) / JS (Logistics)

Annexure

Format for Abstract Particular Estimate

Name of State	____Name
Length with State Govt & PIU	---
Length under construction	---
Length under DLP	---
Length under maintenance	---
Remaining Length	---
Length proposed to be covered under STMC	---
Length proposed to be covered under PBMC	---

NH No.	Terrain	Stretch Name / Chainage	Lane configuration	Broad scope of works	Length (km)	Amount (Rs. Crore)	Time period of completion	Phasing of exp 23-24 and 24-25	Name of NH division
		Total							

Annexure-IV

NH-24028/04/2025-H
Government of India
Ministry of Road Transport & Highways
(Highways Section)

Transport Bhawan, 1, Parliament Street,
New Delhi-110001, Dated: 10.03.2025

To,

1. The Chief Secretaries of all State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
4. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi- 110075.
5. Director General (Border Roads), Seema Sadak Bhawan, 4- Parliament Street, New Delhi - 110001.
6. The Managing Director, NHIDCL, 3rd Floor, PTI Building, 4- Parliament Street, New Delhi - 110 001.

Subject: Guidelines for Approval of Alignment of Projects with Greenfield Sections-Amendment regarding--

Ref: Ministry's Circular No. NH-14012/27/2014-P&M(Vol-IV) **dated 20.09.2024**

Sir/Madam,

After a review of the process of alignment approval by the Ministry, the following modifications in the OM under reference are issued with immediate effect:

1. Para 6 of the Ministry's OM dated 20.09.2024 will stand modified as under:

Sr. no.	Para No.	Project	Modification
1	6 (b)	Combination of Greenfield plus Brownfield or Expansion Brownfield	**For:** For corridor, wherein the corridor ***re-alignment is up to 10 km or 20% of the project length (whichever is lower)***, the alignment shall be approved as per the extant guidelines, by the agency concerned. For all other corridors recommendation of the Committee shall be obtained before finalizing the alignment at the level of the Ministry. **Read:**

			i. For any project, wherein the alignment is existing brownfield with greenfield bypass(es) proposed for settlements up to 50,000 population (2011 Census), the alignment shall be approved by Zonal CE/ADG in the Ministry, Member in NHAI and Director in NHIDCL, as the case may be, subject to the condition that:- (a) the greenfield realignment is only with respect to bypasses of villages and settlements with population upto 50,000; and (b) greenfield realignment for improvement of road geometrics does not exceed 10 km. The delegation of powers to approve the alignment for bypasses for villages and settlements with population of upto 50,000 is subject to the following additional conditions: (a) the greenfield alignment shall be as close to the village or settlement as possible so as to minimise the extent of additional land acquisition; and (b) the greenfield section does not lead to boxed enclosure of land with a railway line or an irrigation canal. ii. In case of any existing brownfield alignment with greenfield portions, where total greenfield realignment is upto 25 km (excluding bypasses for settlements with population up to 50,000), the alignment shall be approved by a committee to be constituted as per para 3 below provided that there is no city with population of over 5 lakhs falling in the project stretch and greenfield realignment is proposed bypassing the said city stretch. iii. For all other projects not falling in (i) or (ii) above and those brownfield NHs involving Wildlife/CRZ clearances to any extent, the approval of the Committee set up in the Ministry under the chairpersonship of Secretary (RT&H) shall be obtained before finalizing the alignment.

3. In respect of approval of alignments at (ii), a Committee shall be formed under the respective head of organization, viz., DG (RD) & SS/ Chairman, NHAI/ MD, NHIDCL in case of the Roads Wing, NHAI and NHIDCL respectively.

4. Where an alignment proposal of a section of NH has been placed before the Alignment Approval Committee headed by Secretary (RT&H) and has been deferred or rejected for any reason shall be brought before the Alignment Approval Committee irrespective of whether the said proposal now falls within the delegated powers under this circular.

5. In respect of alignments passing through Wildlife Parks, the Alignment Approval Committee shall co-opt a representative from MoEF&CC and Wildlife Institute of India so that possible mitigation measures and their impact on costs are discussed including exploring options to bypass the wildlife sanctuary at the stage of finalisation of alignment itself. Similarly, where the alignment is proximate to a defence establishment, then a representative from the Ministry of Defence shall be included in the Alignment Approval Committee to discuss possible implications of alignment options from the Defence perspective.

6. In addition, as a one-time measure, the alignment proposal wherein notification under section 3D of the National Highways Act, 1956 has already been published **for more than 80% of the length** need not be sent for the approval of Alignment Approval Committee (AAC) under the chairpersonship of the Secretary (RT&H) and shall be approved by the respective head of organization, viz., DG (RD) & SS/ Chairman, NHAI/ MD, NHIDCL in case of the Roads Wing, NHAI and NHIDCL respectively.

7. Record of proceedings related to approval of the alignment at any level under this circular shall be submitted to the Highways Division of the Ministry for purposes of record.

8. This issues with the approval of the competent authority.

Mayank 10/3/24

(Mayank Tyagi)
Deputy Secretary to the Government of India
Ph. No.23724515

Copy to:
- PS to Hon'ble Minister (RT&H).
- PS to Hon'ble Minister of State (RT&H).
- PSO to Secretary *(RT&H)/PSO* to DG(RD)/*PPS* to AS&FA/PSO to AS(H)
- PS to *ADG-I/ 1I//III/IV/ Joint Secretaries/ Chief Engineers*, MoRT&H.
- All Technical Officers of the Roads Wing, MoRT&H.
- All Directors/ Deputy Secretaries, MoRT&H.

Ref.to Annexure-IV

NH-14012/27/2014-P&M (Vol-IV)
Government of India
Ministry of Road Transport & Highways
(Highways Division)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 20.09.2024

OFFICE MEMORANDUM

Subject: Guidelines for approval of route alignment of all National Highway/ Expressway projects - reg.

The alignments of the project included under various schemes are generally approved by the concerned executing agencies at their level and brought to the SFC/EFC for appraisal by the Competent Authority before approval.

2. Alignment selection depends upon engineering, socio-economic, environmental, cost and safety factors. There is a provision in IRC:SP:19-2020 "Manual for Survey, Investigation & Preparation of Road Projects" to assign score to different attributes of each factor mentioned above and then rank the options based on aggregate score. Nonetheless, some amount of subjectivity cannot be ruled out in scoring the attributes and the overall rank. Therefore, decisions on Greenfield alignments and brownfield bypasses/ realignments require a detailed examination of different options.

3. It has been observed that in many cases, bypasses/re-alignments/greenfield corridors have been adopted involving substantial land acquisitioR and other related pre-construction activities. The argument in favour of adoption of such a bypass/re-alignment/greenfield corridor is that it results in saving of expenditure on account of shifting of utilities and optimization of land acquisition cost in built-up areas.

4. It is important to align development of network with the overall vision, strategy and objectives of the Ministry. Further, a balanced decision is required to be arrived at after all options have been thoroughly explored before the final adoption of the brownfield/greenfield route alignment.

5. Accordingly, the following Committee is constituted for the purpose of examining alignments before the approval by the Ministry:

i	Secretary, RT&H	Chairman
ii	DG(RD&SS)	Member
iii	Chairman, NHAI/MD(NHIDCL) as concerned	Member
iv	JS(Highways)	Member
v	CE (Planning)	Member
vi	CE (BP&SP)	Member
vii	Concerned ADG/Member/Director/CE* (Zone)	Invitee

** CE (Zone) MORT&H to attend all meetings of assigned States including proposals of NHAI/ NHIDCL to avoid overlaps in planning*

6. The procedure for deciding the alignment will be as under:

	Project	Procedure
(a)	Greenfield Corridor / Project	The recommendation of the Committee in para 5 shall be obtained before finalizing the alignment.
(b)	Combination of Greenfield plus Brownfield or Brownfield Expansion	For corridor, wherein the corridor ***re-alignment is up to 10 km or 20% of the project length (whichever is lower),*** the alignment shall be approved as per the extant guidelines, by the agency concerned. For all other corridors recommendation of the Committee shall be obtained before finalizing the alignment at the level of the Ministry.

7. It is also brought out that the approval of alignment would be taken up for the entire corridor at a time and piecemeal approach would not be entertained. However, project implementation can be prioritized and be taken up in phases as per requirement. Further, the limit provided in table in para 6 above shall be for entire corridor and not for sub-projects of the same.

8. BP&SP Cell in the Ministry would function as the secretariat for this Committee and would be responsible for compilation of approved alignments and issue of minutes.

9. This issues with the approval of the Competent Authority and will be applicable to all agencies of the Ministry with immediate effect.

Mayank

(Mayank Tyagi)
Deputy Secretary (Highways)

To,

1. The Director General (RD) and Special Secretary , Government of India,
2. The Director General (Border Roads), Seema Sadak Bhawan, New Delhi.
3. The Chairman, National Highway Authority of India
4. The Managing Director, NHIDCL

Copy to:

- The Chief Secretaries of all the State Governments/UTs
- The Principal Secretaries / Secretaries of all states /UTs Public Works Department
- All the Engineering Chief and Chief Engineer of Public Works Department of state/UTs dealing with the National Highways and other centrally sponsored schemes
- All Technical Officers of the Roads Wing, MoRT&H.
- All Directors/Deputy Secretaries, MoRT&H.
- PS to Hon'ble Minister (RT&H).
- PS to Hon'ble Minister of State (RT&H).
- PPS to Secretary (RT&H)/PPS to DG(RD) & SS/PPS to AS&FA
- PS to ADG-I/1I//III/IV, Chief Engineers/Joint Secretaries, MoRT&H.

Annexure-V

By E-mail

RW/NH-34066/16/PM-GatiShakti/2023-24
Government of India
Ministry of Road Transport & Highways
Planning, PM Gatishakti & RAMS
Transport Bhawan, 01, Parliament Street, New Delhi – 110001

11th July, 2025

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 Department of States/UTs dealing with National Highways, other Centrally Sponsored Schemes.
3. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.
4. The Chairman, National Highway Authority of India, G-5 & G-6, Sector-10, Dwarka, New Delhi-110075.
5. The Managing Director, NHIDCL, Tower A, World Trade Centre, Naurojni Nagar Market, Block G, Nauroji Nagar, Safdarjung Enclave New Delhi-110029.
6. All Project Zone Chief Engineers
7. All CE-ROs, ROs and ELOs of the Ministry.

Sub: Submission of Projects for NPG consultation and Use of PM Gati Shakti National Master Plan (NMP) in Finalisation of Alignments of National Highways Regarding...

Sir,

Ministry vide OM No. NH-15017/14/2022-P&M, dated 29th May, 2023 has mandated that all projects costing more than Rs. 500 crore (Civil work) shall be mandatorily consulted with NPG. Also Ministry vide circular No. RW/NH-34066/16/PM-GatiShakti/2023-24 dated 26th June 2025 has further mandated that all greenfield projects costing more than Rs. 100 crore and length more than 10 km shall be mandatorily consulted with NPG.

2. It has been noticed that projects are being submitted for NPG consultation after submission of SFC proposals or PPPAC proposals. However projects should be submitted for NPG consultation after alignment approval when feasibility study is over.

3. Also during alignment committee meeting, project proponents must show the usage of Gati Shakti Portal in the finalisation of the alignment. This will not only enable the optimum alignment finalisation but also enable the least crossing options with underground utilities, over ground utilities and forest area etc.

4. Accordingly in order to leverage the advantages of PM Gatishakti Portal all the agencies, it is requested that

(i) Projects must be submitted for NPG consultation after alignment approval & completion of feasibility study and not after submission of SFC / PPPA proposals.

(ii) During alignment committee meeting, all project proponents must demonstrate the usage of PM Gati Shakti Portal for optimum fixation of alignment.

(iii) Cross drainage requirements shall be assessed with reference to the National Data Base for Emergency Management(NDEM) and PM Gati shakti.

sd—

(Dr. Sanjay Wakchaure)
SE, PM Gatishakti & RAMS
pmgatishakticellmorth@gmail.com
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Copy to:

1. AS(Highways)
2. All ADG in the Ministry of Road Transport & Highways
3. JS(EAP)
4. AFA
5. NIC for uploading on Ministry's website under "what's new"

Copy for kind information to:

1. The Secretary General, IRC
2. The Director, IAHE
3. Sr. PPS to Secretary (RT&H)
4. PPS to DG(RD)&SS
5. Sr. PPS to AS&FA

11/7/2025

(Dr. Sanjay Wakchaure)
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Mb.: 9899395703

Annexure-VI

F. No. NH-15017/17/2016-P&M
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

New Delhi, dated the 31st March, 2025

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (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-110 075
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi - 110 010
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes)
7. The Secretary General, Indian Roads Congress
8. The Director, IAHE, Noida, UP
9. All CE-ROs, ROs and ELOs of the Ministry

Subject: Delegation of powers for EoT, CoS, utilization of contingency provision and revised cost estimate

Reference: **(i) Ministry's Circular No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018**

(ii) Ministry's Circular No. RW/NH-24035/1/2019-EAP dated 13.02.2020

(iii) Ministry's Circular No. RW/NH-36098/05/2024-S&R (P&B) dated 29.07.2024

(iv) Ministry's Circular No. RW/NH-29011/01/2019-S&R (P&B) dated 26.08.2019

Madam/Sir,

In supersession to para 11, 12 (on EOT) and Annexure-1 to Ministry's circular cited at Ref. (i) above and Ministry's circular cited at Ref. (ii) above, the delegation of powers for approval of EoT, CoS, utilization of contingency provision and sanction of revised cost estimate shall be as under:

1.1 **Extension of Time (EoT) :**

1.1.1 Regional Officers of North-Eastern States, Uttarakhand, H.P., J&K and Ladakh and CE (BRO) are empowered to grant EoT of SR/FDR works provided additional financial implication on account of EoT, including likely additional amount towards price adjustment and financial implication on account of approved CoS and additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time is within 10% of original sanctioned cost.

1.1.2 In respect of all other civil works, RO is empowered to grant EoT **upto 2 years,** Zonal Head (ADG/CE) **upto 3 years** and DG(RD)&SS **upto 5 years** provided additional financial implication on account of EoT, including likely additional amount towards price adjustment and financial implication on account of approved CoS and additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time is within 10% of original sanctioned cost. However, **for EOT cases of more than 3 years, concurrence of IFD is to be obtained prior to seeking approval of DG(RD)&SS.**

1.1.3 In all other cases, EoT shall be approved by Secretary (RT&H) after concurrence from IFD.

1.1.4 A delay statement duly identifying the delays on part of the Authority and Contractor along with statement of likely additional amount towards price adjustment due to EOT shall be invariably form part of the EOT proposal while granting approval of EOT as per above delegation.

1.1.5 Copy of approval of EOT granted by RO/Zonal Head (ADG/CE) shall be endorsed to DG(RD)&SS and IFD along with statement of likely additional amount towards price adjustment due to EOT and additional financial implication on account of approved CoS, additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time clearly specifying the total additional financial implication till that time as **'Percent (%)'** of the original sanction cost.

1.2 **Variation / Change of Scope (CoS) :**

1.2.1 The powers delegated to RO and committee under Zonal Head (ADG/CE) vide Ministry's policy letter cited at Ref. (iii) above to approve **net CoS** upto 5% of the Contract Price shall continue as such. For the avoidance of doubt, the **'net CoS'** referred to in this para shall mean the net financial implication of both positive as well as negative variations on account of Change of scope including reduction in scope of work mentioned below at para 1.2.3.

1.2.2 DG(RD)&SS is empowered to approve **net CoS** upto 10% of the contract price based on recommendations of the Committee as per para 5.2 of Ministry's policy letter cited at Ref. (iii) above including approvals already accorded by RO vide para 5.1 and para 5.2 of the Ministry's policy letter at Ref. (iii) above provided overall increase in cost on account of CoS, EOT, additional cost due to price adjustment, land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus, Supervision charges for AE / IE, and any statutory dues is within 10% of original sanctioned Total Project Cost.

1.2.3 The Change of Scope (CoS) referred to in the powers delegated to RO and committee under Zonal Head (ADG/CE) vide Ministry's policy letter cited at Ref. (iii) above shall be **net CoS** including reduction in scope subject to the following conditions:

(i) there is no change in alignment;

(ii) there is no reduction in length of project scope unless on account of non-availability of land/clearance/NFL etc. but limited to 5% of project length in case of approval at RO level and without compromising safety aspect;

(iii) there is no alteration of TCS of project unless on account of non-availability of land/ constraint of ROW/clearance/NFL, etc., but limited to 5% of project length in case of approval at RO level and without compromising safety aspect;

(iv) there is no deletion of structures such as major/minor bridges, ROB/ RUB, tunnel, toll plaza; and

(v) there is no fundamental change in project scope related to capacity augmentation (e.g. such as changing any part of project scope for widening to 2 lane projects to widening to 4 lane projects or vice versa, etc.);

1.2.4 All proposals of net CoS involving reduction in scope other than those mentioned under para 1.2.3 above shall be approved by DG(RD)&SS based on recommendations of the Committee as per para 5.2 of Ministry's policy letter cited at Ref. (iii).

1.2.5 **Any CoS beyond 10% of the contract price and variation proposal beyond 10% of the original sanctioned Total Project Cost shall be processed for approval as per extant policy with IFD concurrence through Revised Cost Estimate (RCE) mode. Detailed illustration may be seen at para 1.4 below.**

1.2.6 Copy of approval of CoS/ variation approved by RO/Committee under Zonal Head (ADG/CE) shall be endorsed to DG(RD)&SS and IFD along with statement of additional financial implication towards price adjustment due to EOT, approved CoS, additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time clearly specifying the total additional financial implication till that time as **'Percent (%)'** of the original sanction cost.

1.3 **Admissible expenditure under project contingencies:** In partial modification of para 1.1.15 of Annexure-1 of Ministry's circular cited at Ref. (i) above, RO is empowered to approve expenditure on any item as required for the particular project including Quality control support/ IT support / professional staff provided powers delegated to RO for CoS vide Ministry's circular under Ref. (iii) above remains unchanged even if contingencies provision is utilized for CoS.

1.4 The overall permissible expenditure on account of the above variations is illustrated as under and same principle shall be applied for projects costing less than 200 crore for exercising the delegated powers to ROs as per Ministry's policy letter cited at Ref. (iii) above:

1.4.1 In case of tender premium

Sanction Civil Cost:	Rs. 300.00 Cr.
Contingencies:	Rs. 3.00 Cr. (1% of Civil Cost)
GST:	Rs. 54.00 Cr. (18% of Civil Cost)
Price Escalation:	Rs. 15.00 Cr. (5% of Civil Cost; 2 year contract period)
Maintenance Cost:	Rs. 17.70 Cr. (5% of Civil Cost plus 18% GST)
LA & other pre-construction:	Rs. 150.00 Cr. (Say)
Total Project Cost:	Rs. 539.70 Cr.

Contract Price:	Rs. 315.00 Cr. (5% tender premium)

Variation allowable by RO:

CoS: 5% of Rs. 315.00 Cr. subject to maximum Rs. 10.00 Cr.

All variations including CoS: 10% of Rs. 539.70 Cr. subject to maximum Rs. 20.00 Cr.

Maximum variation allowable by Variation Committee headed by Zonal Head (CE/ADG):

CoS: 5% of Rs. 315.00 Cr. i.e., Rs. 15.75 Cr.

All variations including CoS: 10% of Rs. 539.70 Cr. i.e., Rs. 53.97 Cr.

Maximum variation allowable as per recommendations of Variation Committee for approval by DG (RD) & SS:

CoS: 10% of Rs. 315.00 Cr. i.e., Rs. 31.50 Cr.

All variations including CoS: 10% of Rs. 539.70 Cr. i.e., Rs. 53.97 Cr.

1.4.2 In case of tender discount

Sanction Civil Cost:	Rs. 300.00 Cr.
Contingencies:	Rs. 3.00 Cr. (1% of Civil Cost)
GST:	Rs. 54.00 Cr. (18% of Civil Cost)
Price Escalation:	Rs. 15.00 Cr. (5% of Civil Cost; 2 year contract period)
Maintenance Cost:	Rs. 17.70 Cr. (5% of Civil Cost plus 18% GST)
LA & other pre-construction:	Rs. 150.00 Cr. (Say)
Total Project Cost:	Rs. 539.70 Cr.

Contract Price: Rs. 240.00 Cr. (20% tender discount)

Variation allowable by RO:

CoS: 5% of Rs. 240.00 Cr. subject to maximum Rs. 10.00 Cr.

All variations including CoS: 10% of Rs. 539.70 Cr. subject to maximum Rs. 20.00 Cr.

Maximum variation allowable by Variation Committee headed by Zonal Head (CE/ADG):

CoS: 5% of Rs. 240.00 Cr. i.e., Rs. 12.00 Cr.

All variations including CoS: 10% of Rs. 539.70 Cr. i.e., Rs. 53.97 Cr.

Maximum variation allowable as per recommendations of Variation Committee for approval by DG (RD) & SS:

CoS: 10% of Rs. 240.00 Cr. i.e., Rs. 24.00 Cr.

All variations including CoS: 10% of Rs. 539.70 Cr. i.e., Rs. 53.97 Cr.

2. This issues with the concurrence of IFD vide Note#42 dt 11.03.2025 and approval of Competent Authority.

Yours sincerely,

(Shoba Basil)
Under Secretary to Govt of India (P&M)

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. Technical circular file of S&R (P&B) Section
4. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.240.

Copy for kind information 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/ PPS to AS&FA/ Addl. Secretary (NHIDCL)/ Addl. Secretary (H&LA)
6. Sr. PPS/ PPS to all ADGs
7. Sr. PPS to JS (EAP)

Annexure-VII

130.247(a)

RW/BNG/NH-73/km86-99/04/2020/ (Computer No. 182059)
Government of India
Ministry of Road Transport & Highways
(Zone- South-1)
Transport Bhawan, 1, Parliament Street, New Delhi- 110001

Dated: 16 May, 2025

To

1. Additional Chief Secretaries/Principal Secretaries/Secretaries of all States/UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways).
2. All Engineers-in-Chief and Chief Engineers of Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways).
3. All CE-ROs, ROs and ELOs of the Ministry of Road Transport & Highways.

Subject: Scrutiny by Regional Officers of Bid Documents and Legal Submissions for NH Works executed by States.

It has come to the notice of the Ministry that in several projects pertaining to NH works implemented by State PWDs/RCDs, critical lapses have occurred due to lack of due diligence. A recent case in one of the state highlights this concern, where a major error in the quantity of a key item in Schedule-B was identified only after the work was awarded in the 4th call of tenders and the Letter of Acceptance (LOA) issued. Such lack of due diligence has led to unnecessary contractual disputes, legal complexities, and financial liabilities for the Central Government. It has also been observed that ROs are sometimes neither consulted nor involved during the bidding process or while defending contractual disputes before Arbitration Tribunals or Courts, wherein such disputes are dealt with mechanically often without adequately safeguarding the interests of the Central Government or aligning with the Ministry's position.

2. In order to prevent recurrence of such issues and to ensure greater due diligence in the bidding process and appropriate defence during contractual disputes, the following instructions may be followed for strict compliance:

2.1 For all NH project works (including those costing less than ₹100 crore but excluding maintenance works), the bid documents especially the Schedules prepared by State PWDs/RCDs shall be scrunitised by the concerned RO prior to invitation of bids. ROs shall examine the bid documents for any anomalies, inconsistencies, or deficiencies, particularly with respect to quantities, schedules, specifications, and contract conditions and also condition imposed by the competent appraising and approving authority. Any issues shall be communicated to the State PWD/RCD, and corrective action ensured before the bid is floated.

2.2 It is imperative that ROs remain actively involved in all legal contractual disputes adjudication process including arbitration matters related to NH works. State PWDs/RCDs shall not pursue such matters independently without consultation with ROs. All replies, statements of defence, and written submissions intended for courts / arbitrations shall be vetted by the ROs and returned after scrutiny with comments or amendments, as the case may be, before submission within a period of 15 days failing which the replies, statements or submissions may be deemed cleared. ROs shall ensure that these submissions are aligned with contractual terms or Ministry policy and protect the interests of the Central Government. Where necessary, ROs may engage legal experts from NHAI-empanelled law firms for advice and support. Expenditure for the same may be met out from contingencies of any ongoing NH works. ROs shall keep track of the arbitration or court matters in every date of hearing. ROs shall maintain a record of all ongoing disputes, claims, arbitration cases, and court matters and provide periodic updates to the Ministry. In case any advise or direction of the Ministry is required on any dispute under adjudication, then a reference may be made to the Zonal Heads and a reply shall be provided within a period of 7 days.

2.3 Detailed SOP for dealing with arbitration matters are being prepared and will be issued separately.

3. All ROs are directed to ensure full compliance with the above instructions and maintain proactive coordination with State PWDs/RCDs. Any lapse or negligence will be viewed seriously by the Ministry.

Yours faithfully,

16/05/25

(Shashi Bhoosan Kumar)
Under Secretary to the Government of India

Copy to:
1. Sr. PPS to Secretary (RT&H)
2. PSO to DG (RD) & SS
3. AS & FA / AS (H) / AS (T), MoRTH
4. All JS in the MoRTH
5. All ADGs / CEs in the MoRTH
6. Director (NIC), MoRTH for uploading on the Ministry's website and e-office.

Annexure-VIII

NH-24028/02/2024-H
Government of India
Ministry of Road Transport & Highways
(Highways Section)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

dated the 6th May, 2025

To,

1. The DG (RD) & SS, Roads Wing, MORTH
2. The Chairman, NHAI, G-586, Sector-10, Dwarka, New Delhi-110075
3. The Managing Director, NHIDCL, PTI Building, New Delhi-110001
4. All ADGs, CEs, SEs of the Ministry of Road Transport & Highways
5. All ROs

Subject: Land Acquisition and Forest & Wildlife clearances - Milestones for approval, award and declaration of appointed dates

Sir,

I am directed to say that in order to avoid delays in the construction of National Highway projects after award and prevent contractual disputes as well as time and cost overruns, there is an urgent requirement to synchronize the project approval, award and appointed date declaration activities with the milestones for land acquisition procedures and environment, forest and wildlife clearances.

Accordingly, the following milestones are to be strictly adhered to while awarding NH projects in case of any project for which tenders are to be issued w.e.f 1st June, 2025:

Sr. No.	Activity	Commencement of the activity	Completion of the activity
1	Environment Clearance	On approval of alignment.	Before receipt of bids
2	Forest Clearance	On approval of alignment.	Before issue of LOA
2	Wildlife Clearance	On approval of alignment	Before receipt of bids
3	GAD (Railway)	On draft feasibility	Before receipt of bids
4	GAD (IWAI)	On draft feasibility	Before Invitation of bids
5	Utility Shifting Estimates	On draft feasibility	Before receipt of bids
6	Land Acquisition	Issue of notification under section 3A of National Highways Act, 1956 - within 60 days of approval of alignment.	Issue of notification under section 3D for over 90% of the ROW length before receipt of bids. Issue of award under section 3G for over 90% of the ROW length before LoA.

			Possession of 90% of ROW length to be available post award under section 3G of National Highways Act, 1956, on or before appointed date. Possession of 100% of ROW length to be available in a approach stretch of upto 1 km on either side of a standalone bridge or ROB project on or before issue of LoA. Possession of 100% of the ROW length to be available in a approach stretch of upto 1 km on either side of any project with a tunnel on or before issue of LoA. **Note:** Assessment of value and payment for structures should be considered as an integral part of the compensation payment on land acquisition for the purpose of the above milestones.

Yours faithfully,

Mayank

(Mayank Tyagi)
Deputy Secretary to the Government of India
Telephone No. 011-23718575
Email: ds-highways@gov.in

Copy to:

1. PSO to Secretary (RT&H)
2. AS&FA, MORTH
3. All Additional Secretaries in the MORTH
4. All Joint Secretaries in the MORTH
5. All Director/DS in the MoRTH

Annexure-IX

F. No. NH-15017/17/2016-P&M

Government of India

Ministry of Road Transport & Highways

Transport Bhawan, 1, Parliament Street, New Delhi-11001

Dated 4th February, 2025

OFFICE MEMORANDUM

Sub: Engagement of Financial consultants for evaluation of Bids (civil work & IE/AE) with respect to Hybrid Annuity Mode (HAM) and EPC projects in the state of Uttar Pradesh - Reg.

Considering the need for engagement of Financial Consultant for evaluation of bids (Civil work & IE/AE) with respect to Hybrid Annuity Mode and EPC project, competent authority has allowed the engagement of such consultants on the rates fixed by NHAI (NHAI Circular No. NHAI/BOT/CGM(FA)/11019/2023-24/E-217176 dated 31.01.2024 & no. 10.2.29 dated 23.04.2021 [amendment vide Corrigendum no. NHAI/BOT/CGM(FA)/11019/2020/E-file no. 18492 dated 11.09.2023]) for a maximum of 20 civil works projects approved in 2024-25 and 20 AE/IE projects in each zone. This approval shall be for a period of 9 months only hence shall cease, in so far as new projects are concerned on 31.10.2025 or on reaching the limit of 20 projects, whichever is earlier.

2. Financial consultants charge shall be met from the agency charges payable to the state government; provisions are to be specified in the estimates itself showing the bifurcation of financial consultant charges and agency charges.

Encl: NHAI Circular

Digitally signed by
Sanjay Kumar
Date: 04-02-2025 16:17:17

(**Sanjay Kumar**)
Under Secretary to the Government of India
Telephone No. 011-23714001
Planningmorth@gmail.com

To

1. All Projects Chief Engineers, MoRTH
2. All Regional officers of MoRTH
3. AFA, MoRTH

Copy for information and necessary action to:

1. Sr. PPS to Secretary RTH
2. Sr. PPS to DG RD&SS
3. Sr. PPS to AS&FA
4. Sr. PPS to All ADGs

Annexure-X

Efile No.RW/NH-33044/34/2024-S&R (P&B) (Computer No.-246283)
Government of India
Ministry of Road Transport & Highways
(S&R (P&B/New Technology) Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

130.242

Dated: 30th April, 2025

CIRCULAR

To

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (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-110 075.
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029.
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
7. The Secretary General, Indian Roads Congress
8. The Director, IAHE, Noida, UP.
9. All CE-ROs, ROs and ELOs of the Ministry.

Subject: - Seeking Additional Performance Security for the bidders who have quoted abnormally low bid price - Reg.

Madam/Sir,

Reference is drawn towards Ministry's Circular No. NH 37015/01/2022-H dated 26.08.2022 (computer no. 208778) vide which Ministry has issued guidelines for seeking additional performance security in the Para 4 (i), (ii) & (iii):

(i) If the Bid price offered by the selected bidder is lower than 20% of the Estimated Project Cost/cost put to tender, the additional performance security shall be calculated @ 20% of the difference in the (i) Estimated Project Cost (as mentioned in RFP)-20% of the Estimated Project Cost and (ii) the Bid Price offered by the selected Bidder.

(ii) Maximum limit of additional performance security shall be limited to 3% of the Bid price offered by the selected bidder.

(iii) The additional performance security shall be treated as part of the performance security.

2. It was further conveyed that Additional performance security shall be taken only after approval of Secretary, Ministry of Road Transport & Highways, mentioning specific reasons justifying the requirement of additional performance security along with track record of the bidder. The circular was issued in pursuance to Department of Expenditure Circular no. F.9/4/2020-PPD dated 12.11.2020.

Bidur kant Jha.

3. The matter has been reviewed considering the trend of abnormally low bid prices in National Highways projects and it has been decided that, henceforth, additional performance security will be taken from selected bidder for low bid as under:

(i) where the bid price is **below 10% but not below 20%** of the project cost put to bid, the additional performance guarantee/security percentage shall be incremented by 0.1% for every percentage of bid price below 10% of the project cost put to bid starting at 11% with the additional bid performance guarantee being 0.1% and this additional performance guarantee percentage shall be applied on the bid price;

(ii) where the bid price is **20% or more below** of the project cost put to bid, the additional performance guarantee percentage shall be incremented by 0.2% for every percentage of bid price below 20% of the project cost put to bid in addition to 1% of the bid price and this additional performance guarantee percentage shall be applied on the bid price;

(iii) The additional performance guarantee percentage shall be rounded off to the next lower percentage based on whether the decimal point of the percentage of bid price is below 0.5% or next higher percentage based on whether the decimal point of the percentage of bid price is 0.5% or more.

(iv) The additional performance security shall be treated as part of the performance security.

(v) An illustrative example for calculation of additional performance guarantee/security for a notional project where the project cost put to bid is Rs.1000 crore is given in **Annexure** for ready reference.

4. In respect of projects under Road Wing, Additional Performance Security shall be taken with approval from DG (RD) & SS, MoRTH.

5. These guidelines shall come into force with immediate effect. All the implementing agencies of the MoRT&H are requested to take action accordingly.

6. This issues with the approval of the Competent Authority.

Yours sincerely,
Bidur Kant Jha
30/04/2025
(Bidur Kant Jha)
Director
(New Technology for Highway development)
For DG (RD) & SS

Enclosure: As above.

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. All CE(NH) of PWD/R&B dealing with National Highways
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.242.

Copy for kind information 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/ PPS to Addl. Secretary (Road Safety)/ Addl. Secretary (RT&H & LA)
6. Sr. PPS/ PPS to AS&FA
7. Sr. PPS/ PPS to all ADG (KB)/ ADG(SC)/ ADG(RS)
8. Sr. PPS/ PPS to JS (RT&MVL)/ JS (EIC) / JS (Logistics)/ JS (NHIDCL)

Bidhr kant Jha.

Bid Price of Bidder (Rs crore)	Performance Bank Guarantee (Rs crore)	% discount to project cost put to bid	Percentage Additional Performance Guarantee	Additional Performance Guarantee (Rs crore)	Total Performance Bank Guarantee (Rs crore)	PBG as % of project cost put to bid
	3%					
1000	30.00	0.00%	0.00%	0.00	30.00	3.00%
990	29.70	1.00%	0.00%	0.00	29.70	3.00%
980	29.40	2.00%	0.00%	0.00	29.40	3.00%
970	29.10	3.00%	0.00%	0.00	29.10	3.00%
960	28.80	4.00%	0.00%	0.00	28.80	3.00%
950	28.50	5.00%	0.00%	0.00	28.50	3.00%
940	28.20	6.00%	0.00%	0.00	28.20	3.00%
930	27.90	7.00%	0.00%	0.00	27.90	3.00%
920	27.60	8.00%	0.00%	0.00	27.60	3.00%
910	27.30	9.00%	0.00%	0.00	27.30	3.00%
900	27.00	10.00%	0.00%	0.00	27.00	3.00%
890	26.70	11.00%	0.10%	0.89	27.59	3.10%
880	26.40	12.00%	0.20%	1.76	28.16	3.20%
870	26.10	13.00%	0.30%	2.61	28.71	3.30%
860	25.80	14.00%	0.40%	3.44	29.24	3.40%
850	25.50	15.00%	0.50%	4.25	29.75	3.50%
840	25.20	16.00%	0.60%	5.04	30.24	3.60%
830	24.90	17.00%	0.70%	5.81	30.71	3.70%
820	24.60	18.00%	0.80%	6.56	31.16	3.80%
810	24.30	19.00%	0.90%	7.29	31.59	3.90%
800	24.00	20.00%	1.00%	8.00	32.00	4.00%
790	23.70	21.00%	1.20%	9.48	33.18	4.20%
780	23.40	22.00%	1.40%	10.92	34.32	4.40%
770	23.10	23.00%	1.60%	12.32	35.42	4.60%
760	22.80	24.00%	1.80%	13.68	36.48	4.80%
750	22.50	25.00%	2.00%	15.00	37.50	5.00%
740	22.20	26.00%	2.20%	16.28	38.48	5.20%
730	21.90	27.00%	2.40%	17.52	39.42	5.40%
720	21.60	28.00%	2.60%	18.72	40.32	5.60%
710	21.30	29.00%	2.80%	19.88	41.18	5.80%
700	21.00	30.00%	3.00%	21.00	42.00	6.00%
690	20.70	31.00%	3.20%	22.08	42.78	6.20%
680	20.40	32.00%	3.40%	23.12	43.52	6.40%
670	20.10	33.00%	3.60%	24.12	44.22	6.60%
660	19.80	34.00%	3.80%	25.08	44.88	6.80%
650	19.50	35.00%	4.00%	26.00	45.50	7.00%
640	19.20	36.00%	4.20%	26.88	46.08	7.20%
630	18.90	37.00%	4.40%	27.72	46.62	7.40%
620	18.60	38.00%	4.60%	28.52	47.12	7.60%
610	18.30	39.00%	4.80%	29.28	47.58	7.80%
600	18.00	40.00%	5.00%	30.00	48.00	8.00%
590	17.70	41.00%	5.20%	30.68	48.38	8.20%
580	17.40	42.00%	5.40%	31.32	48.72	8.40%
570	17.10	43.00%	5.60%	31.92	49.02	8.60%
560	16.80	44.00%	5.80%	32.48	49.28	8.80%
550	16.50	45.00%	6.00%	33.00	49.50	9.00%
540	16.20	46.00%	6.20%	33.48	49.68	9.20%
530	15.90	47.00%	6.40%	33.92	49.82	9.40%
520	15.60	48.00%	6.60%	34.32	49.92	9.60%
510	15.30	49.00%	6.80%	34.68	49.98	9.80%
500	15.00	50.00%	7.00%	35.00	50.00	10.00%

4/4 Bidur Kant Jha.

Extension of Annexure-X

No.RW/NH-33044/34/2024-S&R (P&B) (Computer No.-246283)
Government of India
Ministry of Road Transport & Highways
(S&R (P&B/New Technology) Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 30 June, 2026

CIRCULAR

To,

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (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-110 075.
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029.
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
7. The Secretary General, Indian Roads Congress
8. The Director, IAHE, Noida, UP.
9. All CE-ROs, ROs and ELOs of the Ministry.

Subject: - Additional Performance Security for the bidders who have quoted abnormally low bid price in EPC / HAM / PBMC / STMC contract s– Reg.

Ref:- Circular no. RW/NH-33044/34/2024-S&R (P&B) dated 30.04.2025

Madam/Sir,

In continuation of the above referred circular, the issue of abnormally low bid has been further reviewed considering the continuing trend of abnormally low quoting in National Highways projects and it has been decided that the Additional Performance Security for the bids where the bid price is 30% or more below of the project cost put to bid shall be incremented by 0.5% for every percentage of bid price below 30% of the project cost put to bid in addition to 3% of the bid price and this additional performance guarantee percentage shall be applied on the bid price;

2. An illustrative example for calculation of additional performance guarantee/security for a notional project where the project cost put to bid is Rs.1000 crore is given in **Annexure** for ready reference.

3. **Release of conditional Additional performance Security** :- Additional performance Security shall be released as per following.

i. 25% of the Additional Performance security shall be released after COD provided the project is completed as per the scheduled time of completion including grace period as per contract, if any, without any EOT. If the project is not completed as per the scheduled date of completion without any EOT, 25% of the Additional performance security shall be released along with para (4-ii) below.

ii. 25% of the Additional Performance security shall be released one year after COD provided Stretch is meeting the norms as per the contract in terms of Pavement Quality Index (PCI) / International Roughness Index (IRI) in the independent NSV survey of the Ministry/NHAI for which OM no. RW/G-23012/01 /2019-W&A (Part-IV) dated 21.05.2026 may be referred.

iii. Remaining 50% of the Additional Performance security shall be released after successful completion of the defect Liability period.

iv. If the stretch fails to meet the norms of Pavement Quality Index (PCI) / International Roughness Index (IRI) as per the contract in any biannual assessment starting from COD in the independent NSV survey of the Ministry/ NHAI, non-refundable penalty @5% of the additional performance security shall be levied for each such failure.

4. Additional performance Security shall only be submitted in form of E-Bank Guarantee. Surety bond shall not be accepted for Additional performance Security.

5. Above circular shall invariably be made part of RFP document for EPC / HAM / PBMC / STMC contract. Further Para 4 of the circular of even no. dated 30.04.2025 is deleted.

6. These guidelines shall come into force with immediate effect. All the implementing agencies of the MoRT&H are requested to take action accordingly.

7. This issues with the concurrence of IFD and approval of the Competent Authority.

Yours sincerely,

(Shoba Basil)
Under Secretary to the Government of India
Telephone No. 011-23714001

Enclosure: As above.

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. All CE(NH) of PWD/R&B dealing with National Highways
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.242.

Copy for kind information 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/ PPS to Addl. Secretary (Road Safety)/ Addl. Secretary (RT&H&LA)
6. Sr. PPS/ PPS to AS&FA
7. Sr. PPS/ PPS to all ADG (KB)/ ADG(SC)/ ADG(RS)
8. Sr. PPS/ PPS to JS (RT&MVL)/ JS (EIC) / JS (Logistics)/ JS (NHIDCL)

Annexure

Cost put to tender(Rs crore)	Performance Bank Guarantee (Rs crore)	% discount to project cost put to bid	Percentage Additional Performance Guarantee	Additional Performance Guarantee (Rs crore)	Total Performance Bank Guarantee (Rs crore)	PBG as % of project cost put to bid
	3%					
1000	30.00	0.00%	0.00%	0.00	30.00	3.00%
990	29.70	1.00%	0.00%	0.00	29.70	3.00%
980	29.40	2.00%	0.00%	0.00	29.40	3.00%
970	29.10	3.00%	0.00%	0.00	29.10	3.00%
960	28.80	4.00%	0.00%	0.00	28.80	3.00%
950	28.50	5.00%	0.00%	0.00	28.50	3.00%
940	28.20	6.00%	0.00%	0.00	28.20	3.00%
930	27.90	7.00%	0.00%	0.00	27.90	3.00%
920	27.60	8.00%	0.00%	0.00	27.60	3.00%
910	27.30	9.00%	0.00%	0.00	27.30	3.00%
900	27.00	10.00%	0.00%	0.00	27.00	3.00%
890	26.70	11.00%	0.10%	0.89	27.59	3.10%
880	26.40	12.00%	0.20%	1.76	28.16	3.20%
870	26.10	13.00%	0.30%	2.61	28.71	3.30%
860	25.80	14.00%	0.40%	3.44	29.24	3.40%
850	25.50	15.00%	0.50%	4.25	29.75	3.50%
840	25.20	16.00%	0.60%	5.04	30.24	3.60%
830	24.90	17.00%	0.70%	5.81	30.71	3.70%
820	24.60	18.00%	0.80%	6.56	31.16	3.80%
810	24.30	19.00%	0.90%	7.29	31.59	3.90%
800	24.00	20.00%	1.00%	8.00	32.00	4.00%
790	23.70	21.00%	1.20%	9.48	33.18	4.20%
780	23.40	22.00%	1.40%	10.92	34.32	4.40%
770	23.10	23.00%	1.60%	12.32	35.42	4.60%
760	22.80	24.00%	1.80%	13.68	36.48	4.80%
750	22.50	25.00%	2.00%	15.00	37.50	5.00%
740	22.20	26.00%	2.20%	16.28	38.48	5.20%
730	21.90	27.00%	2.40%	17.52	39.42	5.40%
720	21.60	28.00%	2.60%	18.72	40.32	5.60%
710	21.30	29.00%	2.80%	19.88	41.18	5.80%
700	21.00	30.00%	3.00%	21.00	42.00	6.00%
690	20.70	31.00%	3.50%	24.15	44.85	6.50%
680	20.40	32.00%	4.00%	27.20	47.60	7.00%
670	20.10	33.00%	4.50%	30.15	50.25	7.50%
660	19.80	34.00%	5.00%	33.00	52.80	8.00%
650	19.50	35.00%	5.50%	35.75	55.25	8.50%

640	19.20	36.00%	6.00%	38.40	57.60	9.00%
630	18.90	37.00%	6.50%	40.95	59.85	9.50%
620	18.60	38.00%	7.00%	43.40	62.00	10.00%
610	18.30	39.00%	7.50%	45.75	64.05	10.50%
600	18.00	40.00%	8.00%	48.00	66.00	11.00%
590	17.70	41.00%	8.50%	50.15	67.85	11.50%
580	17.40	42.00%	9.00%	52.20	69.60	12.00%
570	17.10	43.00%	9.50%	54.15	71.25	12.50%
560	16.80	44.00%	10.00%	56.00	72.80	13.00%
550	16.50	45.00%	10.50%	57.75	74.25	13.50%
540	16.20	46.00%	11.00%	59.40	75.60	14.00%
530	15.90	47.00%	11.50%	60.95	76.85	14.50%
520	15.60	48.00%	12.00%	62.40	78.00	15.00%
510	15.30	49.00%	12.50%	63.75	79.05	15.50%
500	15.00	50.00%	13.00%	65.00	80.00	16.00%

Annexure-XI

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 03rd February, 2025.

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

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 06.07.2023 – Contract maintenance guidelines for NHs

(ii) Ministry's Letter of even no. dt 14.12.2023 – Contract maintenance guidelines for NHs

Sir,

Kind attention is drawn to the Ministry's letters of even number under ref. (i) & (ii) vide which Contract maintenance guidelines for **Short Term Maintenance Contract (STMC) or Performance Based Maintenance Contract (PBMC) alongwith SOPs and contract document (PBMC) was issued**. Basic principle for both the system is to have accountable maintenance agency for full contract period with monthly payment linked to the performance standards after initial rectification / rehabilitation.

2. It has been observed that wherever the STMC / PBMC works are to be started immediately after Defect Liability Period (DLP), Contractors/Concessionaires generally do not pay attention to rectify the defect & deficiency and also do not meet the maintenance requirement as per provision of the contract/concession agreement & its Schedules towards the end of the DLP/Concession period. In this situation, the Immediate Rectification (IR) provisions made under the PBMC either (i) does not suffice to cater for road

condition or (ii) it requires more additional items & quantities.

It is therefore required that the provisions of rectification of defect and maintenance requirements during the DLP/Concession Agreement of the previous strengthening/up-gradation work done on the stretch are enforced effectively. To do so, following provisions are made for strict adherence.

(i) **EPC Contracts**:- Thorough inspection of the stretches under DLP is carried out by a team of RO, CE(NH) (CGM/ED HQ in case of NHAI / NHIDCL) along-with AE officials 6 months prior to expiry of the DLP Period in accordance with Article 14 of the Contract Agreement. Detailed report of defect in accordance with Schedule Q may be prepared. Notice may be issued to the Contractor for deficiency if any, and its compliance as per Schedule-E must be ensured. Further Taking over certificate in accordance with schedule R of the Contract Agreement must be ensured.

The Inspection Report with Defect Notice issued if any, must be provided along-with the PBMC / STMC proposal in stretches where DLP is scheduled to expire. Also, LOA for the such work shall only be issued after issue of the Taking Over Certificate as per Schedule-R.

(ii) **HAM Contracts**:- Thorough inspection of the stretches under Concession Period is carried out by a team of RO, CE(NH) (CGM/ED HQ in case of NHAI / NHIDCL) along-with IE officials 6 months prior to expiry of the Concession Period in accordance with maintenance manual as defined in Article 17.3 and maintenance program as defined in Article 17.4. Detailed report of defects and deficiencies may be prepared and notice may be issued to the Concessionaire/Contractor regarding the defects and deficiencies and its compliance as per Schedule-K must be ensured. Further Taking over certificate in accordance with Article 32.4 and schedule Q of the Concession Agreement must be ensured.

The Inspection Report with Defect Notice issued if any, must be provided along-with the PBMC / STMC proposal in stretches where concession period is scheduled to expire. Also, LOA for the work shall only be issued after issue of the Taking Over Certificate as per Schedule Q in case of HAM projects.

3. This issues with the approval of the Secretary (RT&H).

Enclosure: As above

Yours faithfully,

Digitally signed by
Sanjay Kumar
Date: 03-02-2025 12:11:46

(Sanjay Kumar)
Under Secretary (P&M)
Telephone No. 011-23714001
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)

*****

No.RW/NH-33044/32/2019-S&R(P&B)
Government of India
Ministry of Road Transport & Highways
(S&R- Quality Control Cell)
Transport Bhawan, 01 Parliament Street, New Delhi-110 001

Dated: ~~the~~ 18th March, 2020

To,

1. All CEs/ SEs/ EEs/AEEs of Ministry HQ
2. All CE-ROs, ROs and ELOs of the Ministry

Subject: Inspection of National Highways/other centrally financed works-procedure regarding.

Madam/ Sir,

The need for strict quality control on National Highways/other centrally financed works has been stressed by this Ministry at various occasions in the past. The National Highways/other centrally financed works are to be executed to the desired qualitative standards as durable investment and should be able to offer a better level of service to the road users.

2. The above development works are under execution through executing agencies viz. National Highways Authority of India (NHAI), State PWDs, NHIDCL, and BRO. The respective executing agency has also been assigned obligations under the contract agreement to inspect and review the progress & quality of the construction of project highway to issue appropriate direction to the Engineer/ contractor in the event the works are not in conformity to the specified standards & specifications.

3. Further, the Regional Officers/Engineer Liaison Officers (ELO) of this Ministry act as representative of this Ministry to render effective help to State PWDs in overall planning, execution and monitoring of construction and maintenance works. Through various circulars issued in past, ROs/ELOs have been requested to intensify the inspection for effective monitoring of development & maintenance works. However, it is observed Ministry's ROs/ ELOs and officers in MoRTH HQ are not paying due attention/ seriousness towards site visit for carrying out inspections.

4. After review of previous guidelines/circulars, the following procedure shall henceforth be followed for inspection of National Highway as well as centrally sponsored works in the State:-

4.1 MoRTH HQ level:

S.No.	Designation	Frequency of Inspection
1.	Chief Engineer	Twice in a month: preferably 2-3 days tour at a time
2.	Superintending Engineer	Once in a month: preferably 3-4 days tour at a time
3.	Executive Engineer/ Assistant Executive Engineer	Once in a month: preferably 3-4 days tour at a time

4.2 **MoRTH RO/ ELO level:**

S.No.	Designation	Frequency of Inspection
1.	Chief Engineer/Superintending Engineer	Twice in a month: preferably 2-3 days tour at a time
2.	Executive Engineer/Assistant Executive Engineer	Twice in a month: preferably 3-4 days tour at a time

Each work must be got inspected through RO office on quarterly basis.

5. After inspection, officer shall issue the inspection report. The above inspection report shall also be uploaded on the PMIS portal for the specific project. Moreover, the Regional Officer or its officer shall at least visit once on quarterly basis during the construction period of the project and special attention be paid during the stage when bituminous work/concrete work is being carried out by the Contractor. During the inspection, some quality tests shall also be performed in his/her presence. Moreover,slow progressing projects/projects in pipeline are to be given priority for inspection. The inspection by various officers of Ministry shall be so planned that all works/ stretches are covered.

6. Inspection note may invariably be issued bringing out deficiencies and site encumbrances, if any. In case of deficiency, time for rectification be notified and ensured. For site encumbrances, matter be taken at state level with appropriate authority to resolve the issue on priority and action taken report be furnished by RO on monthly basis.

7. The contents of this circular may please be brought to the notice of all the concerned for strict compliance. This issues with the approval of the Competent Authority.

Yours faithfully,

18/03/2020

(Vishnu Murti)
Superintending Engineer (QCC)
For Director General (RD) & Special Secretary

Copy to:

1. The Chairman, NHAI
2. The MD,NHIDCL
3. The DG, Border Roads

The above arrangement of inspections is for works under execution through State PWDs. NHAI/NHIDCL/BRO is requested to device similar arrangement for monitoring of projects through inspection with specified responsibilities at Headquarter and field levels under intimation to this Ministry.

4. Technical circular file of S&R (P&B) Section.
5. NIC-for uploading on Ministry's website under "What's new"

Annexure-XIII

F. No. NH-15017/17/2016-P&M

Government of India

Ministry of Road Transport & Highways

(Planning Zone)

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

New Delhi, dated the 27th March, 2025

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (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-110 075
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi
   - 110 010
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes)
7. The Secretary General, Indian Roads Congress
8. The Director, IAHE, Noida, UP
9. All CE-ROs, ROs and ELOs of the Ministry

Subject: Delegation of powers for preparation of Detailed Project Report for National Highways works executed by State PWD/RCD/BRO/ PIUs

Reference: **(i)** Ministry's Circular No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018

(ii) Ministry's Circular No. RW/NH-24024/02/2019-S&R(P&B)pt dated 09.04.2021

Madam/Sir,

In supersession to para 14 to para 16 of Ministry's circular cited at S.No. 1 of reference and Ministry's circular cited at S.No. 2 of reference, the delegation of powers for invitation of bids for preparation of Detailed Project Report for NH works, award of contract, approval of DPR, approval of EOT and COS shall be as under:

1.1 Identification of NH stretches for DPR preparation

1.1.1 All proposals for which DPR bids are to be invited shall be invariably made part of the Annual Plan. For this, Project Zone / ROs may be requested to prepare the list of DPRs. This activity may be completed by **31st March for 2025-26** and by **30th January from 2026-27 onwards** and submitted to Planning Zone for consideration and obtaining in-principle approval of Secretary (RT&H). This list shall form a part of the Annual Plan for the forthcoming year. The projects planned to be taken up for implementation in the current year and next 2 years shall be considered for purposes of DPRs.

1.2 Bid Invitation, evaluation, award and signing of agreement

1.2.1 The concerned Regional Officer shall invite bids for preparation of DPRs for the identified projects in the Annual Plan as per the standard RFP issued by Ministry from time to time. Bids shall be evaluated and finalised by the Committee under the chairmanship of the concerned RO with at least one representative from PWD/RCD/BRO (Committee to be constituted by RO).

1.2.2 The concerned Zonal Head (ADG/CE) will get the DPR work sanctioned as per the amount quoted by H1 bidder in concurrence with IFD. Agreement will be signed by the concerned Regional Officer.

1.2.3 For DPR works where amount quoted by H1 bidder is less than Rs. 3.00 cr. (exclusive of GST), Zonal Head (ADG/CE) is empowered to grant sanction with the concurrence of IFD, in pursuance of Rule 11(5) of the Delegation of Financial Powers Rules, 2024.

1.2.4 For DPR works, where amount quoted by H1 bidder is more than Rs. 3.00 cr. (exclusive of GST), proposal with the concurrence of IFD shall be submitted to Secretary (RT&H) for approval.

1.3 DPR finalisation

1.3.1 Day to day supervision of DPR preparation is to be done by State PWD/RCD but RO or any officer from RO shall inspect the project road once before alignment approval and next before review of draft DPR. However, in case of any project proposing a greenfield alignment or bypasses of cities with a population of 50,000 or more, the RO shall personally inspect the proposed options for alignment and submit his/her recommendation to the competent authority for alignment approval.

1.3.2 Approval of DPR deliverables will be done by RO except that alignment will be approved as per extant guidelines of Ministry applicable from time to time.

1.3.3 Final DPR will be approved by Ministry's HQ based on recommendations of State PWD/RCD and RO.

1.4 Extension of Time (EOT)

1.4.1 Zonal Head (ADG/CE) is empowered to grant EoT **upto 2 years** and DG(RD)&SS **for more than 2 years** provided additional financial implication on account of EoT, including likely additional amount towards price adjustment and financial implication on account of approved CoS, GST and any statutory dues approved till such extended time is within 10% of original consultancy contract amount. F**or EOT cases of more than 2 years, concurrence of IFD is to be obtained prior to seeking approval of DG (RD) & SS.**

1.4.2 EOT in all other cases will be approved by Secretary (RT&H) after concurrence of IFD.

1.5 Variation/ Change of Scope (CoS)

1.5.1 RO is empowered to grant approval for variation provided such variation/ change of scope is as per laid down conditions in

the contract agreement and overall financial implication on account of CoS, price adjustment, EOT, GST and any statutory dues approved till such time is within 10% of original consultancy contract amount.

1.5.2 Variation/ Change of scope in all other cases will, with the concurrence of IFD, be submitted to Secretary (RT&H) for consideration and approval.

2. Copy of approval of EOT and variations granted/ approved by RO/Zonal Head (ADG/CE) as per para 1.4 and para 1.5 above shall be endorsed to DG(RD)&SS and IFD along with statement of likely additional amount towards price adjustment and additional financial implication on account of approved CoS, EOT, GST and any statutory dues approved till such time clearly specifying the total additional financial implication till that time as **'Percent (%)'** of the original consultancy contract amount.

3. This issues with the concurrence of IFD vide Note#42 dated 11.03.2025 (c.no. 144579) and approval of Competent Authority.

Yours sincerely,

(Shoba Basil)
Under Secretary to Govt of India

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. Technical circular file of S&R (P&B) Section
4. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.240.

Copy for kind information 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/ PPS to AS&FA/ Addl. Secretary (NHIDCL)/ Addl. Secretary (H&LA)
6. Sr. PPS/ PPS to all ADGs
7. Sr. PPS to JS (EAP)

Digitally signed by
SHOBA BASIL
Date: 27-03-2025
16:41:02

Annexure-XIV

F. No. NH-15017/17/2016-P&M
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

New Delhi, dated the 31st March, 2025

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (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-110 075
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi - 110 010
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes)
7. The Secretary General, Indian Roads Congress
8. The Director, IAHE, Noida, UP
9. All CE-ROs, ROs and ELOs of the Ministry

Subject: Delegation of powers for engagement of Authority's Engineer (AE) / Independent Engineer (IE) - Reg.

Reference: (i) Ministry's Policy Letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II, dated 23.02.2018,

(ii) Ministry's Policy Letter No. RW/NH-24048/7/2013-S&R (B) dated 29.10.2018

(iii) Ministry's Policy Letter No. RW/NH-33044/88/2021-S&R (P&B) dated 09.09.2021

(iv) Ministry's Policy Letter No. RW/NH-33044/76/2021-S&R (P&B) dated 07.10.2021

Madam/Sir,

In supersession to para 15 and 16 to Ministry's circular under reference (i) above and Ministry's circulars at reference (ii) to (iv) above, the delegation of powers for engagement of Authority's Engineer (AE) / Independent Engineer shall be as under:

1.1 State PWD/RCD/BRO will designate EE/SE as Authority's Engineer for projects costing up to Rs. 200 crore (sanctioned cost including pre-construction activities and centages). State PWD/RCD/BRO will, however, ensure that the same officer is not designated as Authority's Engineer and Authority's Representative in a particular contract. In all such cases release of payments shall be made for design review and supervision of bridges & other structures, reinforced soil wall, etc., to State PWD/ BRO on actual basis subject to upper limit of 1% of Civil Work. They are allowed to engage site Engineer/ design expert on Contractual basis also within above mentioned limit of 1% of Civil Work.

1.2 In respect of projects costing Rs. 200 crore or more, extant policy and method of procurement of consultancy services vide Ministry's circular No. RW/NH-24024/02/2019-S&R(P&B) dated 11th July, 2022 (as applicable for PMC projects) shall be followed for procurement of Authority's Engineer unless otherwise specifically approved by Secretary, RT&H in advance.

1.2.1 RO will invite bids for procurement of AE/IR consultancy services using model RFP of Ministry.

1.2.2 Evaluation of bids for AE/IE will be carried out by committee under RO with the prior approval of the Zonal Head in the Ministry with at least one representative from State PWD/RCD/BRO.

1.2.3 Tender for AE will be accepted by Zonal Head (ADG/CE) in Ministry's HQ if bid price of the H-1 bidder is within the approved amount for supervision charges indicated in the sanctioned estimate for civil works. In case, bid price of the H-1 bidder exceeds the approved amount for supervision charges indicated in the sanctioned estimate for civil works the tender will be accepted by DG(RD) & SS provided overall financial implication on account of approved Change of Scope (CoS) in the civil works contract, price adjustment in civil works contract and additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time is within 10% of original sanctioned cost. In all other cases, tender for AE/IE will be accepted by Secretary, RT&H after concurrence from IFD.

1.2.4 All proposals for grant of Extension of time (EoT) for AE/IE services on account of need for extending Civil Works Contracts shall be examined specifically considering the following:

(i) Whether all relevant notices were issued to the Contractor well in time as per civil works contract provisions;

(ii) Whether the AE/IE had taken all reasonable measures to alert the RO as well as the State PWD/RCD about the possibility of delay in the project and had indicated remedial measures to bring the project back on track;

(iii) Whether all proposals of EOT and COS were dealt/recommended within stipulated timelines as per provisions of civil works contract agreement;

In case on non-compliance of either any or both of above provisions, suitable penal provisions shall be initiated against AE/IE keeping in view potential financial losses likely to be caused to the Government on account of such negligence/ delays on part of AE/IE notwithstanding whether or not EoT is granted for AE/IE services. Also, EOT granted for such cases of AE services shall be without price escalation.

1.2.5 Vide para 3 of the Ministry's Policy letter under Ref. no. (ii) above, the penal actions to be taken against the AE/ IE/ Construction Supervision Consultation / Project Management Consultant in case of lapses on their part/ deficiencies in services provided were stipulated. The same is again at Annexure-I for strict compliance henceforth not only in respect of lapses / deficiencies on part of AE, but also on part of IE/ Construction Supervision Consultation / Project Management Consultant.

1.2.6 Zonal Head (ADG/CE) will have full powers for EoT to AE/IE matching with EoT granted to Contractor subject to condition at para 1.2.4 & 1.2.5 above provided overall financial implication on account of approved CoS in the civil works contract, price adjustment in civil works contract and additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time is within 10% of original sanctioned cost. In all other cases, EoT will be approved by Secretary, RT&H after concurrence from IFD.

1.2.7 RO is empowered to approve variations upto 10% of AE/IEcontract price provided overall financial implication on account of approved CoS in the civil works contract, price adjustment in civil works in civil works contract and additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved is within 10% of original sanctioned cost.

1.2.8 Copy of approval of EOT and variations granted/ approved by RO/Zonal Head (ADG/CE) as per para 1.2.6 and para 1.2.7 above shall be endorsed to DG(RD)&SS and IFD along with statement of likely additional amount towards price adjustment due to EOT and additional financial implication on account of approved CoS, additional cost due to land acquisition, utility shifting, forest clearance, wildlife clearance, GST, bonus and any statutory dues approved till such time clearly specifying the total additional financial implication till that time as '**Percent (%)**' of the original sanctioned cost.

1.2.9 ROs are also authorized to review the manpower requirements of AE/IE during project implementation and rationalize downwards the manpower requirements including balance man-month requirements thereof.

2. This issues with the concurrence of IFD vide Note# 42dt 11.03.2025. and approval of Competent Authority.

Yours sincerely,

(Shoba Basil)
Under Secretary to Govt of India (P&M)

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. Technical circular file of S&R (P&B) Section
4. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.240.

Copy for kind information 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/ PPS to AS&FA/ Addl. Secretary (NHIDCL)/ Addl. Secretary (H&LA)
6. Sr. PPS/ PPS to all ADGs
7. Sr. PPS to JS (EAP)

Annexure-XVI

121.3.28

RW/NH-24036/56/2024-BP&SP

Government of India

Ministry of Road Transport & Highways

(BP & SP Cell)

Transport Bhawan, 1 Parliament Street, New Delhi - 110001

Date: 13th March, 2026

To,

1. The Chief Secretaries of all State Governments/UTs

2. The Chairman, NHAI, Dwarka, New Delhi

3. The Managing Director, NHIDCL, New Delhi

4. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.

5. The Engineers-in-Chief and Engineers of all States/UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes.

Subject: Cost norms in respect of National Highway Projects to be implemented on Hybrid Annuity Mode.

References:

(i) Ministry's Circular no. No. RW/NH-37011/15/2015-PPP dated 16.10.2015

(ii) Ministry's Circular no. No. RW/NH-24036/27/2010-PPP dated 19.02.2016

(iii) Ministry's Circular no. No. RW/NH-24036/56/2010-BPSP dated 06.11.2025

Madam/Sir,

This is in supersession to the Ministry's circulars referred to above.

2. The various centages to be taken for calculating the Estimated Project Cost and Total Capital Cost for the project to be implemented on Hybrid Annuity Mode for appraisal purposes have been reviewed and shall be as under:

	A1 = Rs. 100 cr. - Rs. 500 cr.	**A1 = Rs. 500 cr. - Rs. 1000 cr.**	**A1 > Rs. 1000 crores**
Civil Construction Cost	A1	A1	A1

Utility shifting cost	A2	A2	A2
Total Civil Cost including Utility Shifting	A = (A1+A2)	A = (A1+A2)	A = (A1+A2)
Civil Construction Cost + 18% GST	A1+0.18*A1	A1+0.18*A1	A1+0.18*A1
IC/Pre-operative Expenses	B = 1% of A	B = 1% of A	B = 1% of A
Financing Cost	C = 1% of Debt amount subject to maximum of 4 Cr	C = 0.75% of Debt Amount subject to minimum Rs. 4 Cr	C = 0.75% of Debt Amount if A1 is less than Rs 2000 Crore, 0.50% of Debt Amount if A1> Rs 2000 Crore subject to minimum of Rs. 15 Cr
Interest during construction	D (as per Financial Model)	D (as per Financial Model)	D (as per Financial Model)
Estimated Project Cost (EPC)	E = (ΣA:D)	E = (ΣA:D)	E = (ΣA:D)
Bid Project Cost (BPC)	**F = As per Financial Model**	**F = As per Financial Model**	**F = As per Financial Model**
Contingencies	G = 2% of A1 subject to minimum of Rs. 3 cr.	G = 1.5% of A1 subject to minimum of Rs. 10 cr.	G = 1% of A1 subject to minimum of Rs. 15 cr.
Price Escalation during construction period	H = % of A defined below	H = % of A defined below	H = % of A defined below
Up to 18 Month Construction period	Nil	Nil	Nil
More than 18 months and less than 2 Year Construction period	6% of A	6% of A	6% of A
≥ 2 years and less than 30 months construction Period	7% of A	7% of A	7% of A

≥ 30 months and less than 3 years construction period		8% of A	8% of A	8% of A
≥ 3 years construction period		9% of A	9% of A	9% of A
Maintenance charges including price escalation		I = % of E defined below	I = % of E defined below	I = % of E defined below
15 years Maintenance period (flexible pavement)		15% of E	15% of E	15% of E
15 years Maintenance period (rigid pavement)		8% of E	8% of E	8% of E
15 years Maintenance Period (structure)		7% of E	7% of E	7% of E
NPV of Maintenance charges including price escalation##		J	J	J
Interest on Annuity		K = 50% of E	K = 50% of E	K = 50% of E
NPV of Interest On annuity##		L	L	L
Supervision charges		M = 3% of E upto 200 Crore subject to maximum of Rs. 4 cr., 1% of E beyond 200 Crore subject to minimum of Rs. 4 cr.	M = 1% of E	M = 1% of E
Agency charges		N = 2% of A subject to maximum of 8 Cr	N = 1.5% of A subject to minimum Rs. 8 Cr and maximum of 12 Cr	N = 1% of A subject to minimum Rs. 12 cr.
GST		O = 18% of (F+G+H+I+K+M+N**)	O = 18% of (F+G+H+I+K+M+N**)	O = 18% of (F+G+H+I+K+M+N**)

LA and other pre-construction charges	P	P	P
Total Capital Cost	Q = F+G+H+I+K+ ΣM:P	Q = F+G+H+I+K+ ΣM:P	Q = F+G+H+I+K+ ΣM:P
NPV of Total Capital Cost	R= {(F+G+H+J+L+M) *1.18} +N+P	R= {(F+G+H+J+L+M) *1.18} +N+P	R= {(F+G+H+J+L+M) *1.18} +N+P

** Applicable for NHIDCL & NHLML only being liable for GST payment. Further no agency charge shall be considered for NHAI.

NPV shall be calculated considering the discount rate as average of MCLR of one year of top 5 commercial bank plus 1%, as on date.

3. This issues with the concurrence of Internal Finance Division of this Ministry vide Note # 113 dated 03.03.2026, of file bearing Computer No. 237490 with the approval of the Competent Authority.

Ravishek
Executive Engineer (BP&SP)

Copy to:

i. All Technical Officers at the Headquarters
ii. Secretary General, Indian Road Congress
iii. Director, IAHE, Noida
iv. All ROs and ELOs of MoRT&H

Copy for information to:

i. Sr PPS to Secretary (RT&H),
ii. PPS to DG (RD) & SS,
iii. PS to AS&FA/AS(H),
iv. PS to ADG,
v. NIC- with the request to upload in the Ministry's portal