

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL, PRINCIPAL
BENCH, NEW DELHI**

O.A. No. 127 of 2024

IN THE MATTER OF:

Naathu Ram

...Applicant

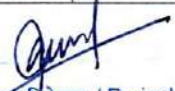
Versus

Ministry of Road Transport and Highways & Ors.

...Respondents

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 परियोजना निदेशक / Project Director
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 Ministry of Road Transport & Highways
 भारत सरकार / Government of India
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Respondent No. 1

Through

Gigi C. George

Advocate

Standing Counsel (UOI)


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**ADDITIONAL REPLY ON BEHALF OF RESPONDENT NO. 1 i.e.
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

Most Respectfully Showeth:

Preliminary Objection/Submission

1. That the present Additional reply is being filed in response to the written submission on behalf of the applicant with respect to current situation filed on dated 08.01.2025.
2. That it is submitted that the applicant's written submission filed on dated 08.01.2025 has suppressed the material facts and/ or submitted distorted facts to mislead this Hon'ble Tribunal.
3. That the assertions made by applicant's written submission dated 08.01.2025 are false, frivolous, and lack factual substance. The allegations regarding illegal dumping are unfounded, as all muck disposal activities have been conducted with requisite approvals, including permission from landowners,

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demarcation by the revenue department, and approval of the stabilization plan by the Authority's Engineer. The relevant records detailing muck generation, utilization, and disposal are available and on record.

4. Furthermore, certain pipelines and electrical utilities were installed within the National Highway Right of Way (ROW) without prior permission. Their relocation is being carried out in compliance with approved estimates from the concerned utility agencies and directives of the Hon'ble National Green Tribunal. Photographic evidence of the repairs undertaken is already annexed, please refer Respondent No. 1 Reply at page no. 3862 to 4286.
5. It is further submitted that no muck has been dumped into water streams during highway construction. The observed water diversion was carried out by local villagers for personal use and is unrelated to the road construction activities. Misleading photographs have been submitted by the applicant to falsely suggest obstruction caused by NH-707 construction. There were no pre-existing water pipelines or utilities at the site before construction, and the pipelines installed by villagers remain intact outside the construction zone.
6. That it is further submitted that the applicant misrepresented natural landslides as a consequence of construction activities. The submitted photographs falsely suggest that debris and muck were dumped on the valley side. The Contractors have duly cleared the carriageway and disposed of material at designated and secured disposal sites. Additional comments and photographic evidence are annexed, showing natural hillside erosion and landslides that occurred during the rainy season, with subsequent remedial measures taken, including repairs and slope stabilization.

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7. That site inspections based on the provided coordinates confirm that the images placed before this Hon'ble Tribunal depict natural landslides caused by monsoon activity rather than construction-related dumping. Photographic evidence demonstrates that disposal activities at designated sites were undertaken with appropriate permissions, and stabilization measures, including gabion walls, compaction, hydroseeding, and plantation, were implemented.
8. That it is submitted that the incidents referenced by the applicant involve natural landslides misrepresented as construction-related dumping. Following such occurrences, road clearance was carried out, and material was transported to permitted disposal sites. Some material may have inadvertently slid down the valley during these operations, prompting public concerns, which were addressed through consultations with local authorities. The matter was resolved, and a certificate from the local Gram Panchayat confirming compliance is annexed as **Annexure A5**

Para-wise Reply

1. That para 1 to 3 of the applicant's written submission dated 08.01.2025 are wrong and denied. It is denied for false, frivolous and devoid of facts/substance and as such denied in entirety. It is submitted that with respect to illegal dumping allegations, it is submitted that the executing agencies are responsible for the controlled disposal of all waste generated by construction operations. No illegal dumping has been carried out, as muck disposal has only been conducted after obtaining permission from the concerned landowners, land demarcation by the revenue department, and approval of the stabilization plan by the Authority's Engineer. Further details on muck generation, utilization, and disposal, as well as the relevant permissions, are

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annexed and may be referred to reply of Respondent no. 1 at pages 869 to 1048 and pages 1103 to 1678. It is further submitted that various pipelines, water and electrical utilities were laid within National Highway Right of Way (without prior permission) and these utilities are being shifted by the Contractor as per approved estimates from concerned utilities owning agencies in compliance to directions of Hon'ble National Green Tribunal. Furthermore, local pipelines within ROW have also been relocated/ repaired/ provided by the Contractors (refer respondent no. 1 reply at page no. 3862 to 4286). Photographs of further repair works done are annexed herewith as **Annexure A1.**

2. That the para 4 of the applicant's written submission are false, frivolous and devoid of facts/ substance and as such denied in entirety. It is submitted that no muck has been dumped in the water streams during NH construction, and the water was diverted for personal use through small pipes by local villagers, having no connection with construction activity on NH-707. The applicant has put photographs of water being procured through polythene to mislead the court citing obstruction arising out of work of NH 707. Moreover, it is submitted that there were no existing water pipelines/ utilities here prior to start of construction activities and the water pipelines installed by the local villagers for personal use are outside construction zone and are still present in intact state. Photographs depicting the current site is annexed herewith as **Annexure A2.**
3. That the contents of para no. 5 of the applicant's written submission dated 08.01.2025 are false, frivolous and devoid of facts/ substance and as such denied in entirety. The photographs submitted by the applicant pertains to pictures taken during natural sliding, and these are being used to falsely

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show that debris/muck is being dumped on the valley side due to NH construction. The contractors have cleared the road from the carriageway and properly disposed of the material at the nearest permitted disposal sites, which have been protected with appropriate gabion walls for avoiding spillage of dumped materials into nearby land/ water bodies. Photographs including the current site situation is annexed herewith as **Annexure A3**.

4. That in reference to photographs referred at para 6 of applicant's written submission, it is submitted that details regarding chainage/ exact location had not been indicated. As such, based on the latitude and longitude indicated on the photographs, the locations were visited and actual photographs and comments have been provided. It is further submitted that the satellite imagery submitted by the applicant are older corresponding to natural slides and debris flow due to monsoon and cannot be attributable to construction activities being carried by the Contractors for development of NH 707. With reference to each submitted satellite/ Google photograph in applicant's written submission, the recent Photographs including the current site situation is annexed herewith as **Annexure A4**.
5. That the content of para 7 of the written submission is wrong and denied that any continuous disposal of muck along the valley everywhere and the protesting people. It is submitted that Incident during natural sliding have been misrepresented, and these are being used to falsely show that debris/muck is being dumped on the valley side due to NH construction. It is further submitted that after the landslide, in order to restore the road to trafficable condition, the contractors have cleared the road from the carriageway and properly disposed of the material at the nearest permitted disposal sites. However, during sliding and clearing activities being carried

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out on 03.01.2025 at Km 36/280, some material slid down the valley side resulting in public gathering. That the issue was deliberated in the office of local administration and PIU office in which public requested to remove the material which has been duly complied with by the Contractor. Copy of the certificate submitted by the local gram panchayat to this effect is enclosed herewith as **Annexure A5**


6. That there was provision for shifting of existing water pipelines in the entire project in length of 43 kms out of the which shifting of water pipelines has been completed in a length of 18 kms and completion certificates to this effect have already been received from the utility owning Dept. which is enclosed at **Annexure A6**. Apart from that 42 nos. of water harvesting structures have also been completed out of the sanctioned provision of 73 nos. Regarding shifting of water pipeline in the remaining stretch it is submitted that pipelines have been shifted in significant sections and there is no obstruction to water supply to the local communities. Further, all remaining activities pertaining to shifting/ relocation/ restoration of water supply shall be completed by the Contractors within the Contract Agreement period.
7. That in compliance with the directions of the Hon'ble NGT, the district administration has been carrying out joint visit at the site regularly along with all the concerned Departments and officials from the Ministry, Authority's Engineer & Contractors. During the said site visit, certain locations were identified by the Ministry in consultation with environment & social experts of the Authority's Engineer requiring augmentation of valley protection works to prevent further debris outflow due to subsequent monsoon/ landslide and to ensure protection of river streams. Such works are also being executed by the Contractors through construction of additional protection works and

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these details are also being shared with the District Administration from time to time.

8. That the Ministry respectfully submits that the present Original Application filed by the Applicant is frivolous, misleading, and entirely devoid of factual and legal merit. The Applicant has deliberately misrepresented facts with the sole intention of maligning the reputation of the Respondent authority and obstructing public interest projects for reasons best known to him. Such vexatious litigation not only wastes the valuable time of this Hon'ble Tribunal but also burdens public resources. Considering the Applicant's evident mala fide intent and abuse of the process of law, the Ministry prays that this Hon'ble Tribunal be pleased to dismiss the OA with costs.
9. That the answering respondent shall file additional/further reply as and when directed by this Hon'ble Tribunal.


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MoRTH

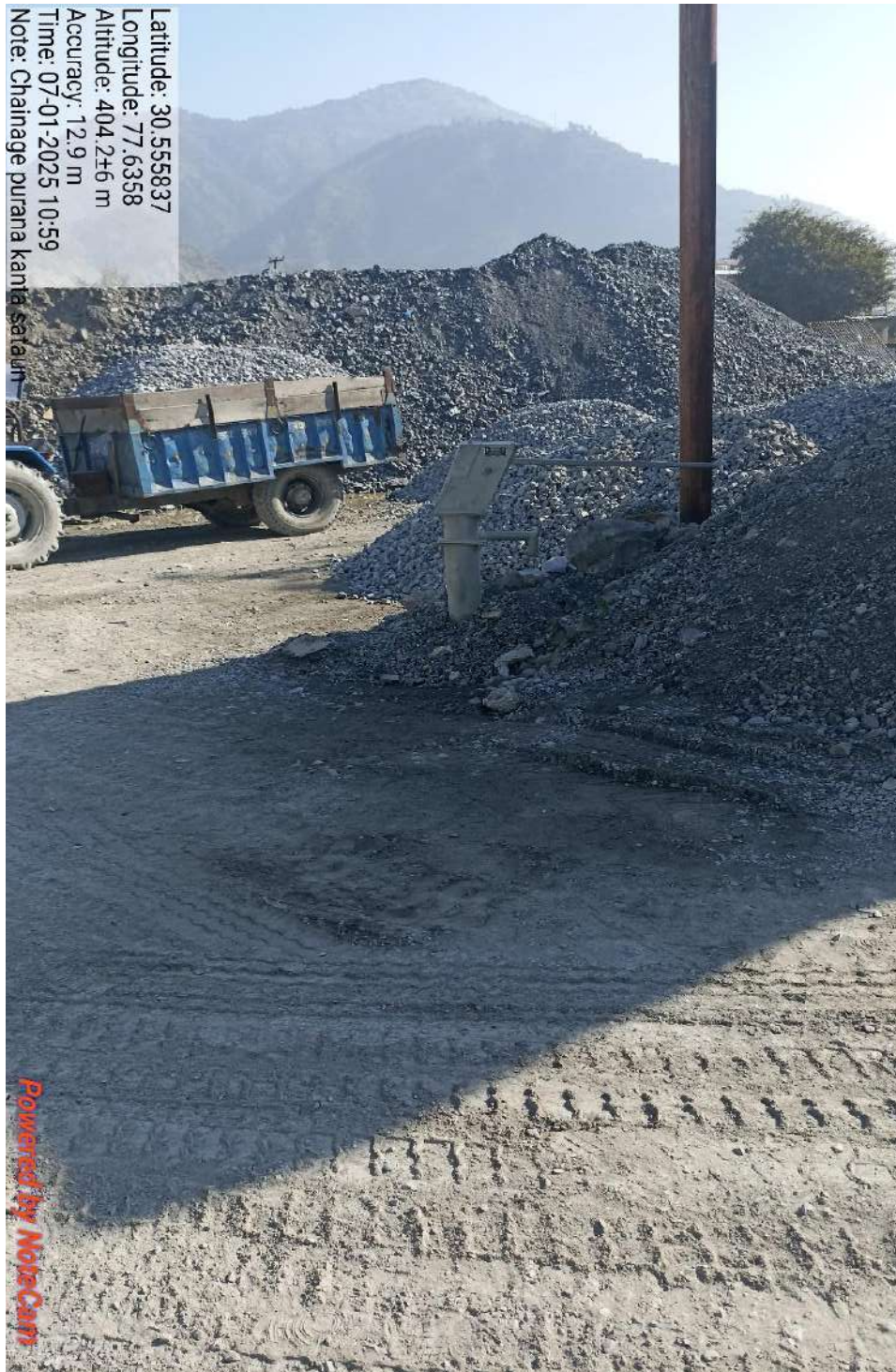
Through

Gigi C. George
Advocate
Standing Counsel (UOI)

4469

Annexure A1

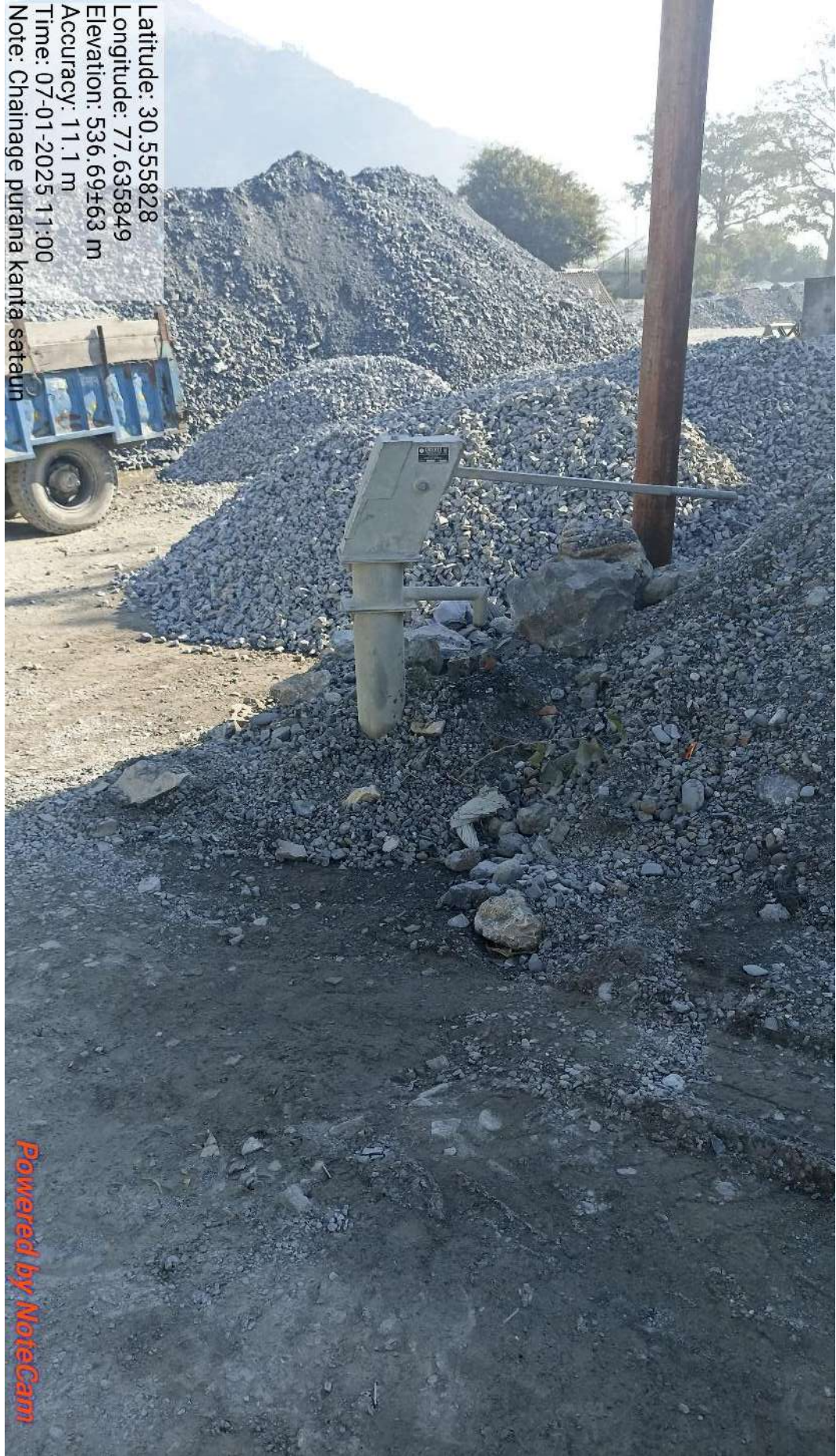
Photographs of further repair works done are attached herewith.



4470

Annexure A1

Latitude: 30.555828
Longitude: 77.635849
Elevation: 536.69±63 m
Accuracy: 11.1 m
Time: 07-01-2025 11:00
Note: Chainage purana kanta sataun



Powered by NoteCam





4473

Annexure A1



4474

Annexure A1



Latitude: 30.605554
Longitude: 77.661474
Elevation: 1311.36±37 m
Accuracy: 6.4 m
Time: 07-01-2025 12:59
Note: Chainage 30+600 Water pipe line

Powered by NoteCam



Latitude: 30.60565
Longitude: 77.661289
Elevation: 1311.39±45 m
Accuracy: 12.2 m
Time: 07-01-2025 13:02
Note: Chainage 30+600 Wall

Powered by NoteCam









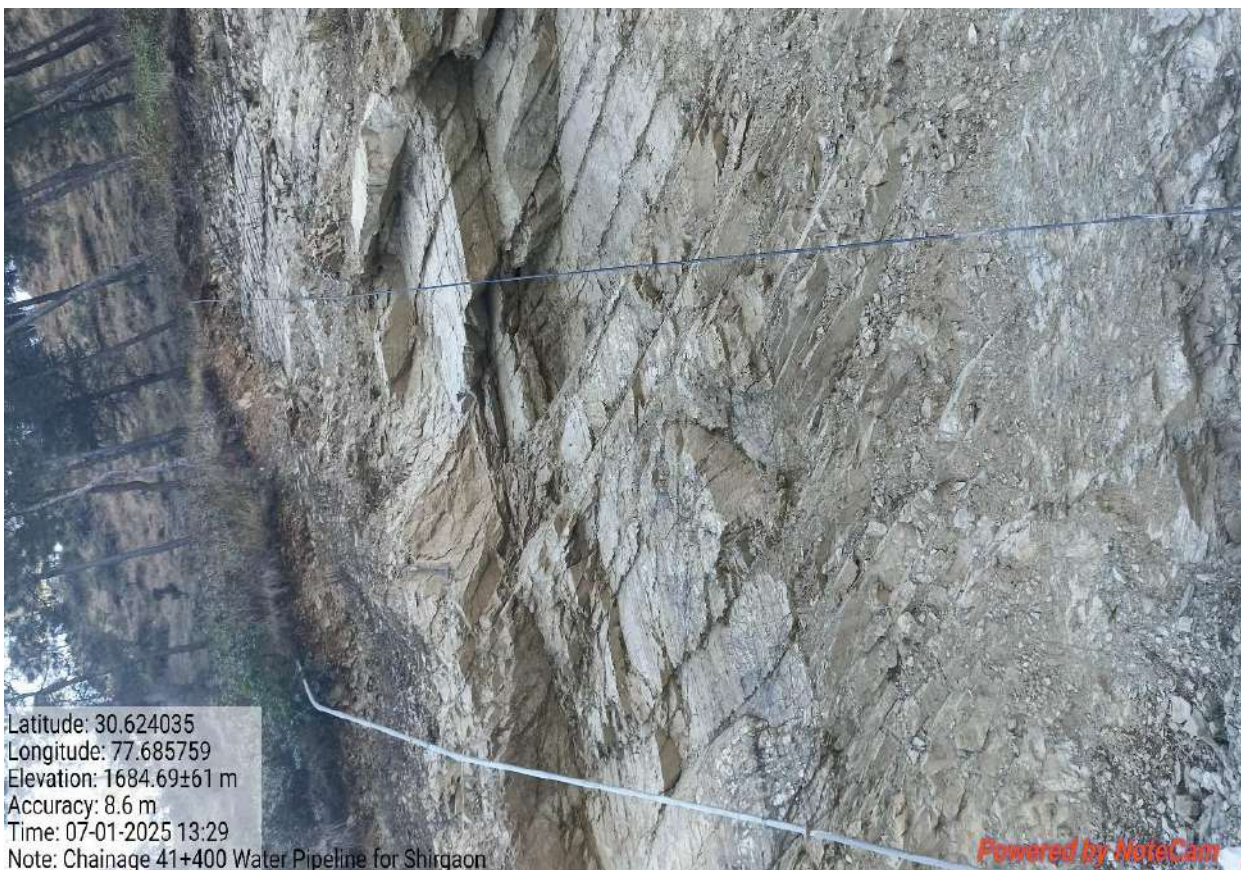


Latitude: 30.624399
Longitude: 77.685752
Elevation: 1684.59±64 m
Accuracy: 8.1 m
Time: 07-01-2025 13:30
Note: Chainage 41+400 Water Pipeline for Shirgaon



Latitude: 30.6244
Longitude: 77.685747
Elevation: 1684.59±64 m
Accuracy: 213.6 m
Time: 07-01-2025 13:30
Note: Chainage 41+400 Water Pipeline for Shirgaon

Powered by NoteCam









Latitude: 30.672523
Longitude: 77.665932
Altitude: 248.2±191 m
Accuracy: 7.6 m
Time: 03-10-2024 15:18
Note: 56+100 Water supply pipe line

Powered by NoteCam



Latitude: 30.693059
Longitude: 77.707824
Elevation: 1566.77±79 m
Accuracy: 22.3 m
Time: 04-10-2024 12:22
Note: 68+230

Powered by NoteCam



Latitude: 30.69313
Longitude: 77.707697
Elevation: 1566.77±50 m
Accuracy: 30.1 m
Time: 04-10-2024 12:23
Note: 68+230

Powered by NoteCam



Latitude: 30.69186
Longitude: 77.711869
Elevation: 1567.16±29 m
Accuracy: 10.7 m
Time: 04-10-2024 12:27
Note: 67+280

Powered by NoteCam

4485

Annexure A1

















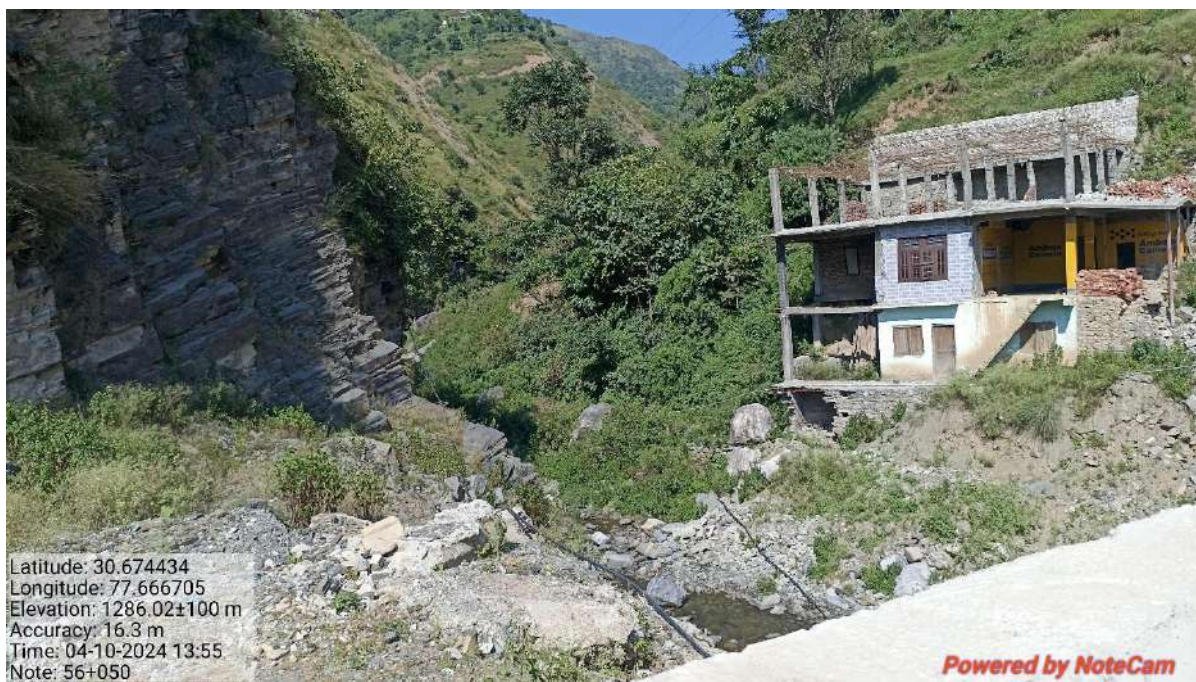




4495

Annexure A2

Refer Photo No. 1 (Page No. 4387,4388 & 4389): The current site images are attached herewith.



4496

Annexure A2







Latitude: 30.674353
Longitude: 77.666807
Elevation: 1285.02±100 m
Accuracy: 10.3 m

4499**Annexure A3**

Refer photo at Page No. 4390 & 4391 (First Photo): During the rainy season, erosion at the hillside had occurred and interlink chain mesh have also damaged due to natural land sliding then again interlink chainmesh work done with the stepping of the slopes with compaction on the hill side. No dumping has been done.

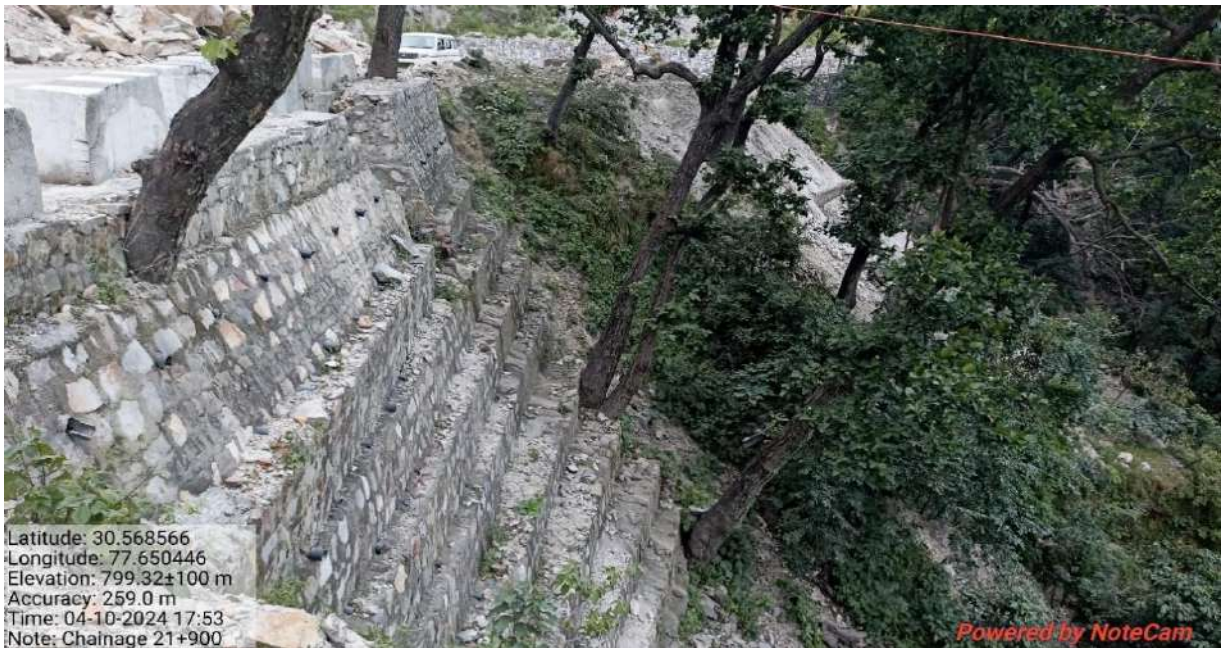




Refer photo at Page No. 4391 (Second Photo): During the rainy season, landslide at the hillside had occurred with big size of boulders. No dumping has been done.

4501

Annexure A3





4503

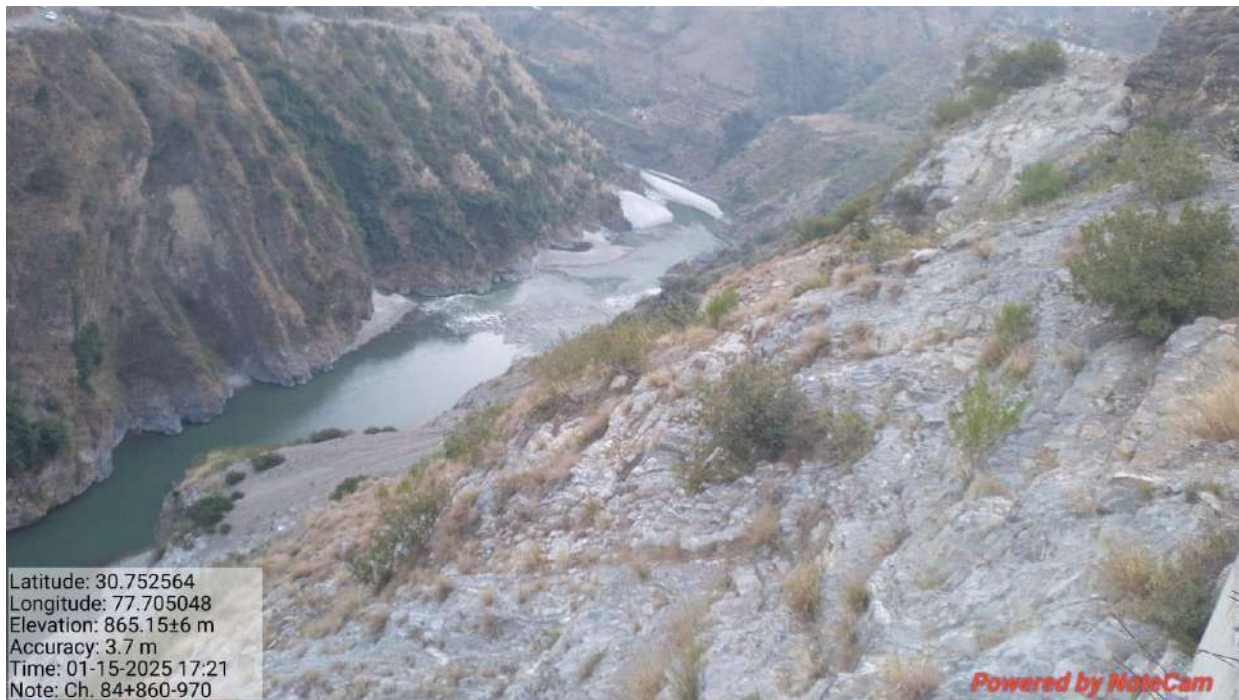
Annexure-4

Refer photo at Page No. 4394 (Ch. 25+470 to 25+790): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





Refer photo at Page No. 4395 (Ch. 84+870 to 84+950): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





4507

Annexure-4

Refer photo at Page No. 4396 (Ch. 85+850 to 85+950): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



4508

Annexure-4

Refer photo at Page No. 4397 (Ch. 86+900 to 87+200): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



4509

Annexure-4

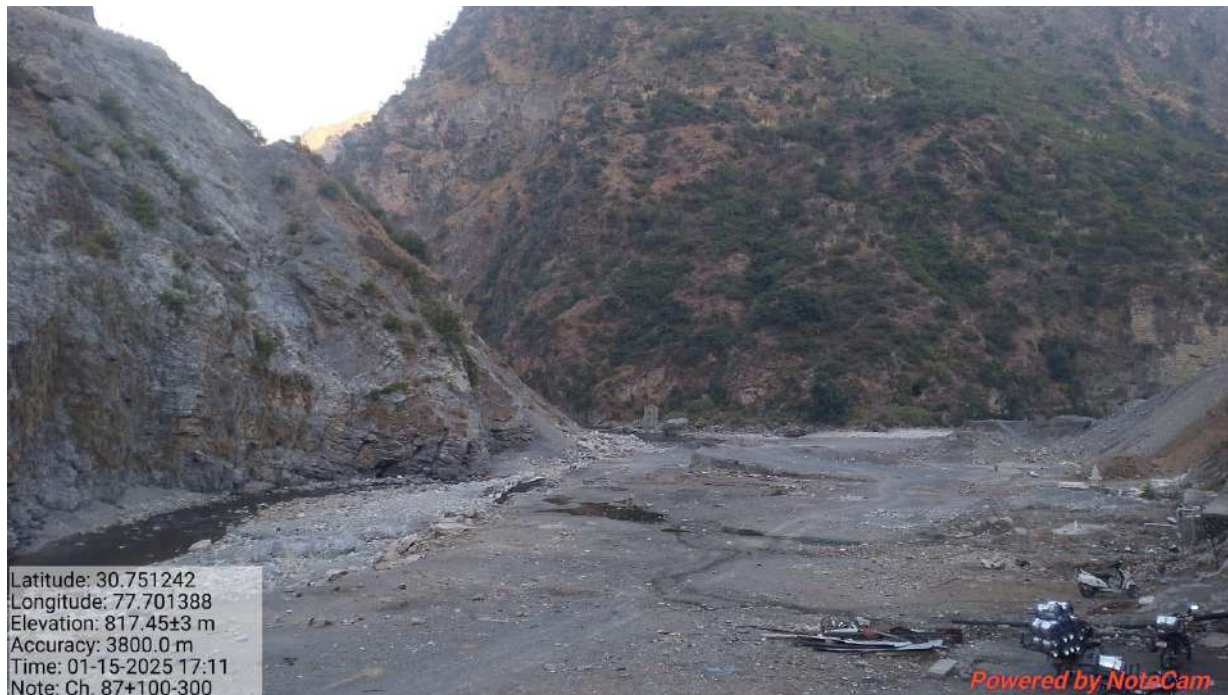
Refer photo at Page No. 4398 (Ch. 85+850 to 85+950): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



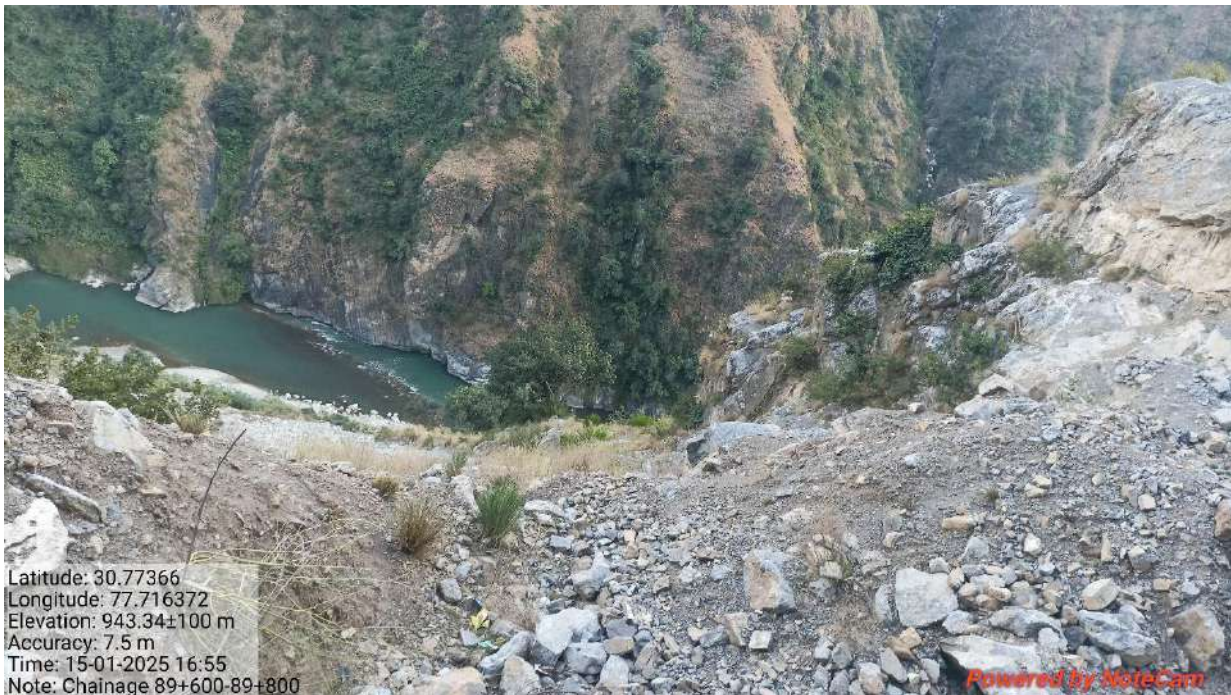
4510

Annexure-4

Refer photo at Page No. 4399 (Ch. 86+900 to 87+200): During the rainy season, erosion at the hillside had occurred. No dumping has been done.

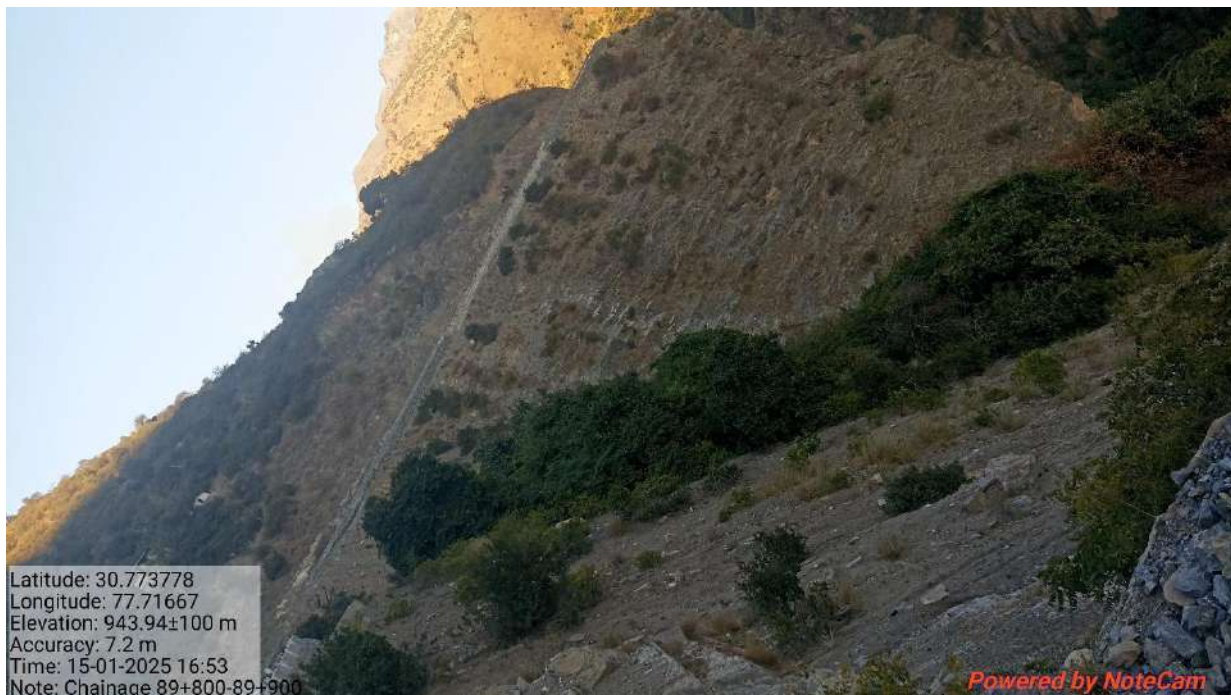


Refer photo at Page No. 4400 (Ch. 89+600 to 89+800): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.



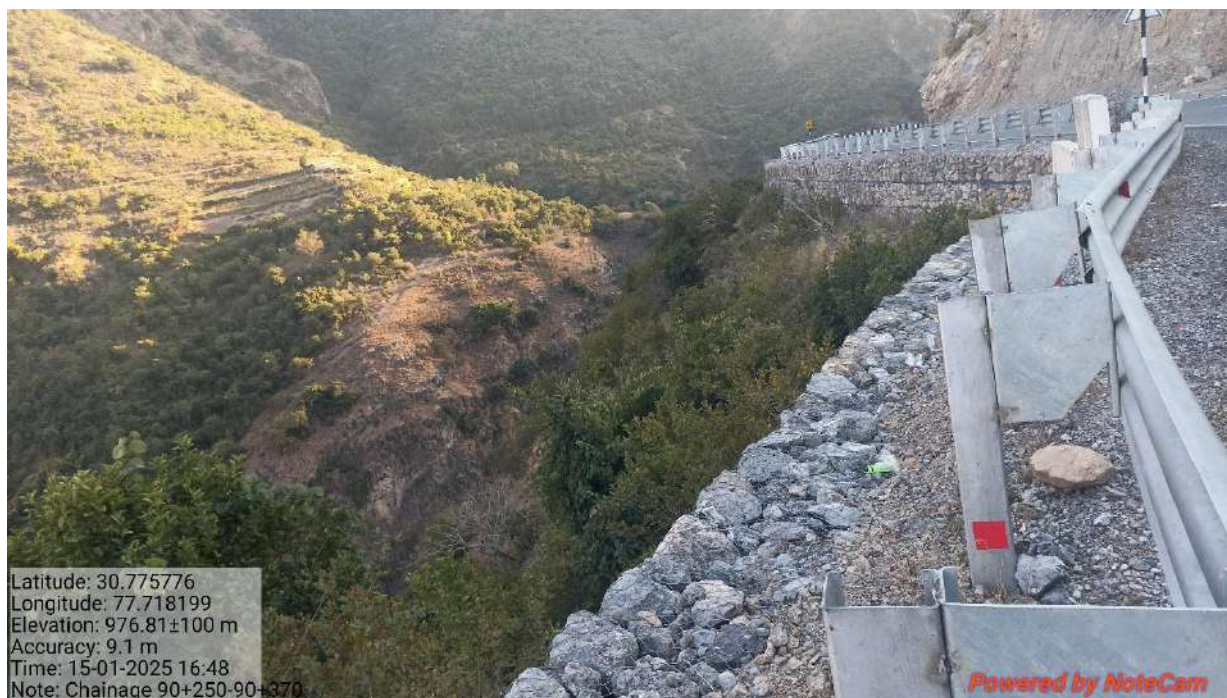


Refer photo at Page No. 4401 (Ch. 89+800 to 89+950): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.



4513**Annexure-4**

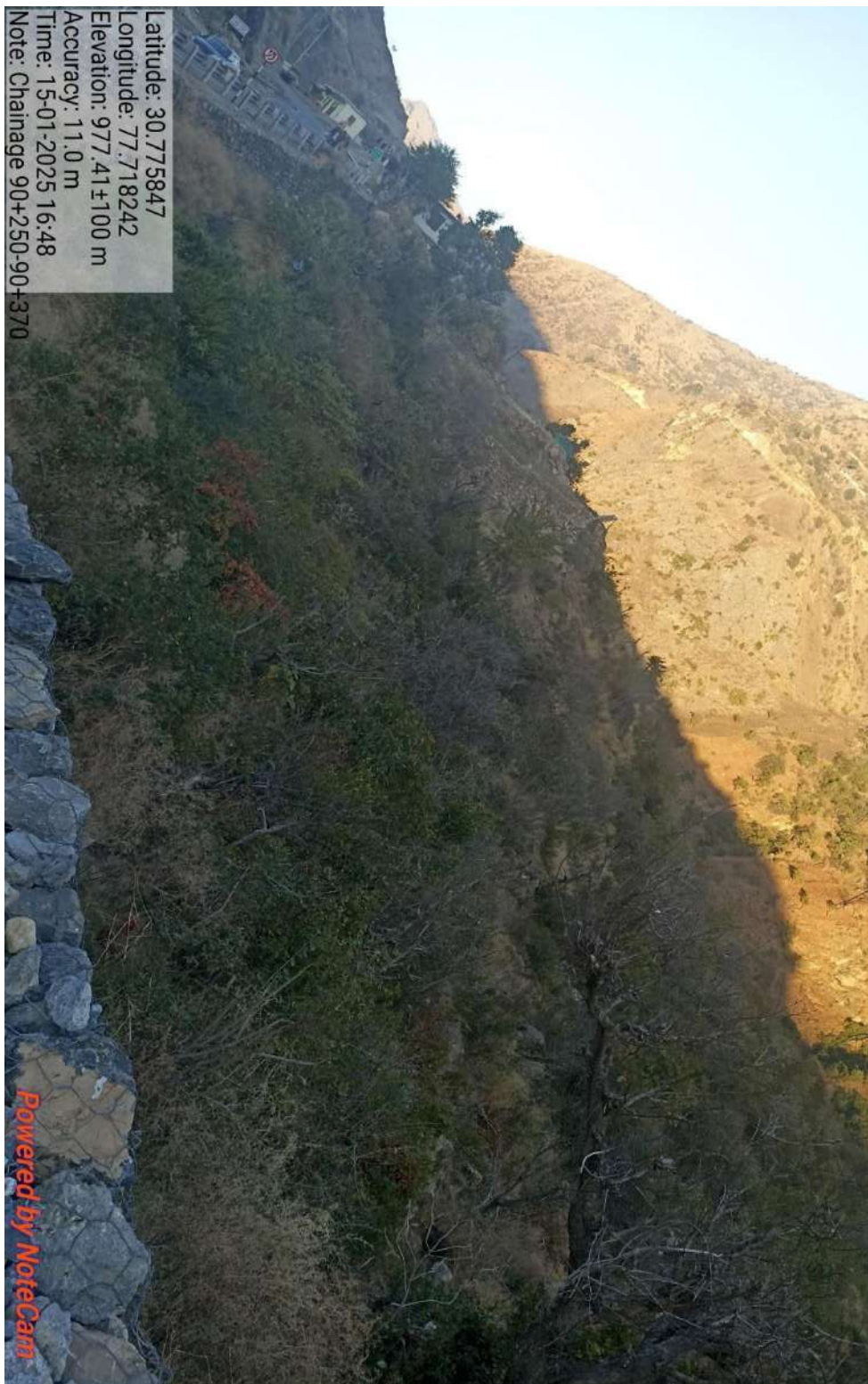
Refer photo at Page No. 4402 (Ch. 90+150 to 90+300): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



4514

Annexure-4

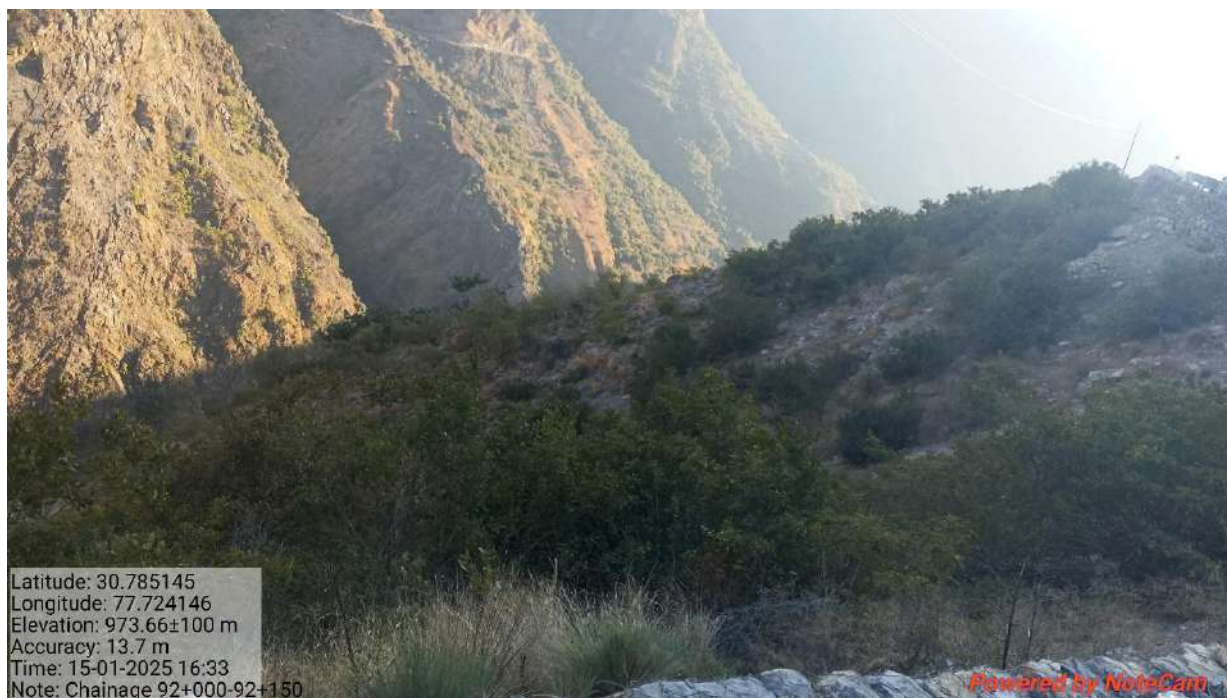
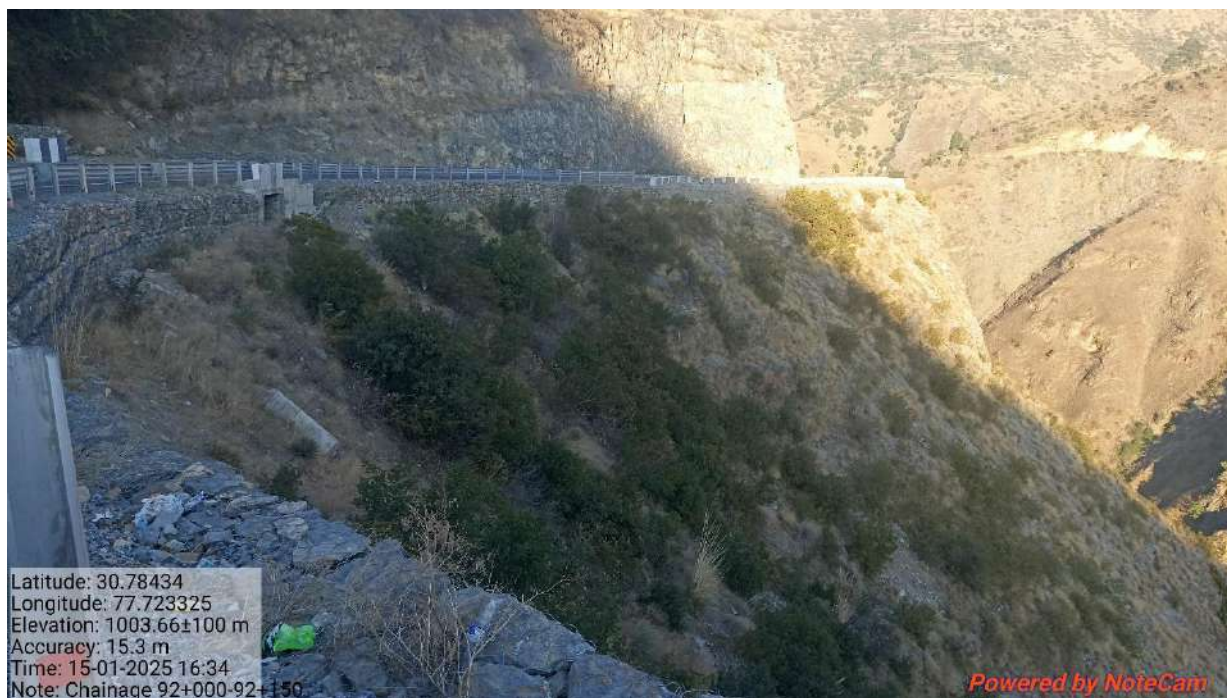
Refer photo at Page No. 4403 (Ch. 91+350 to 91+450): This location is not a dumping zone and no dumping was done by the Contractor at this location.



4515

Annexure-4

Refer photo at Page No. 4404 (Ch. 91+900 to 92+100): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



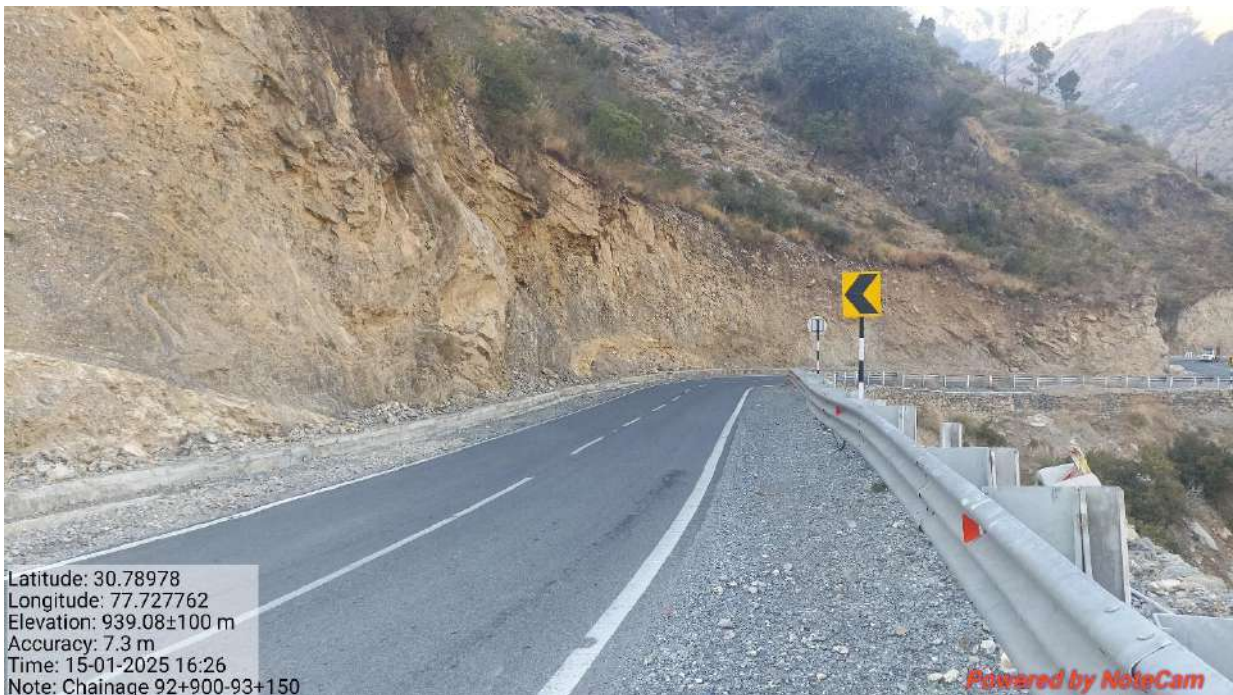
4516

Annexure-4

Refer photo at Page No. 4405 (Ch. 92+250 to 92+350): This location is not a dumping zone and no dumping was done by the Contractor at this location.



Refer photo at Page No. 4406 (Ch. 92+900 to 93+000): This location is not a dumping zone and no dumping was done by the Contractor at this location.



Refer photo at Page No. 4407 (Ch. 93+650 to 93+770): The dumping is being done with the consent/permission/agreement of the concerned Department. The site has been stabilized by benching/ compacting and subsequent stabilization by slope protection measures of hydroseeding, grass strip and plantation to prevent the soil erosion from the dumping site.



Refer photo at Page No. 4408 (Ch. 93+300 to 93+400): This location is not a dumping zone and no dumping was done by the Contractor at this location.



Refer photo at Page No. 4409 (Ch. 93+400 to 93+600): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





Refer photo at Page No. 4410 (Ch. 94+100 to 94+250): This location is not a dumping zone and no dumping was done by the Contractor at this location.



4521

Annexure-4

Refer photo at Page No. 4411 & 4412 (Ch. 95+650 to 95+800): This location is not a dumping zone and no dumping was done by the Contractor at this location.

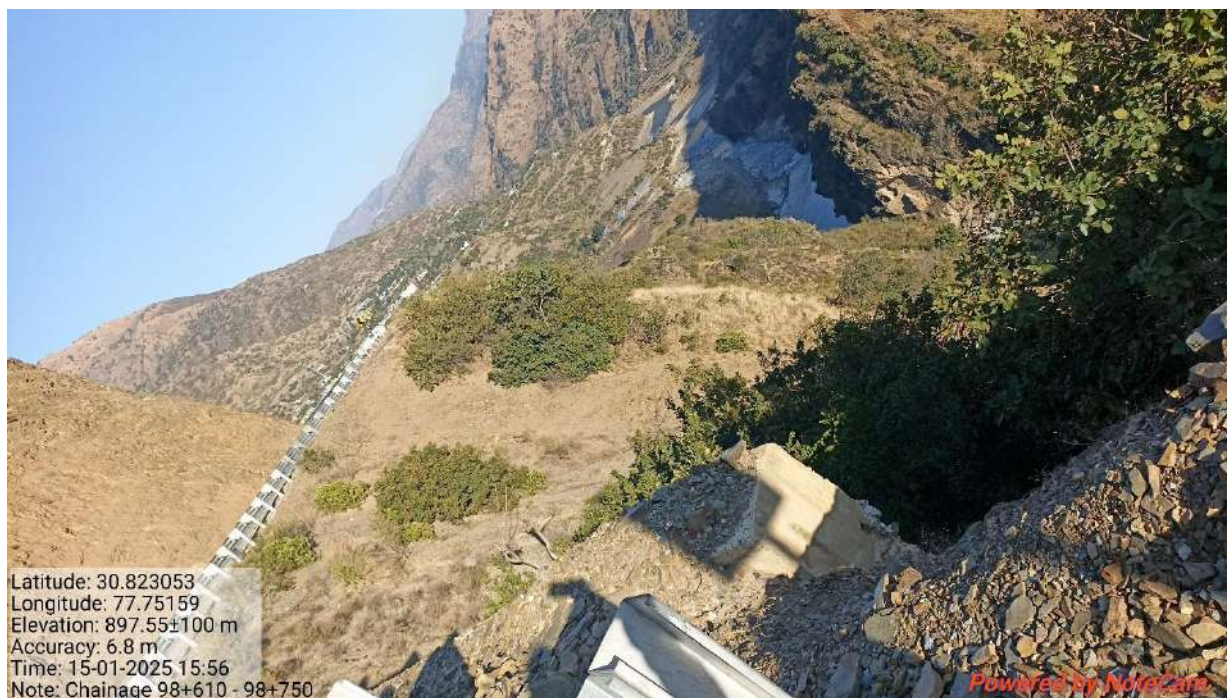




4523

Annexure-4

Refer photo at Page No. 4413 and 4414 (Ch. 98+850 to 99+000): This location is not a dumping zone and no dumping was done by the Contractor at this location.

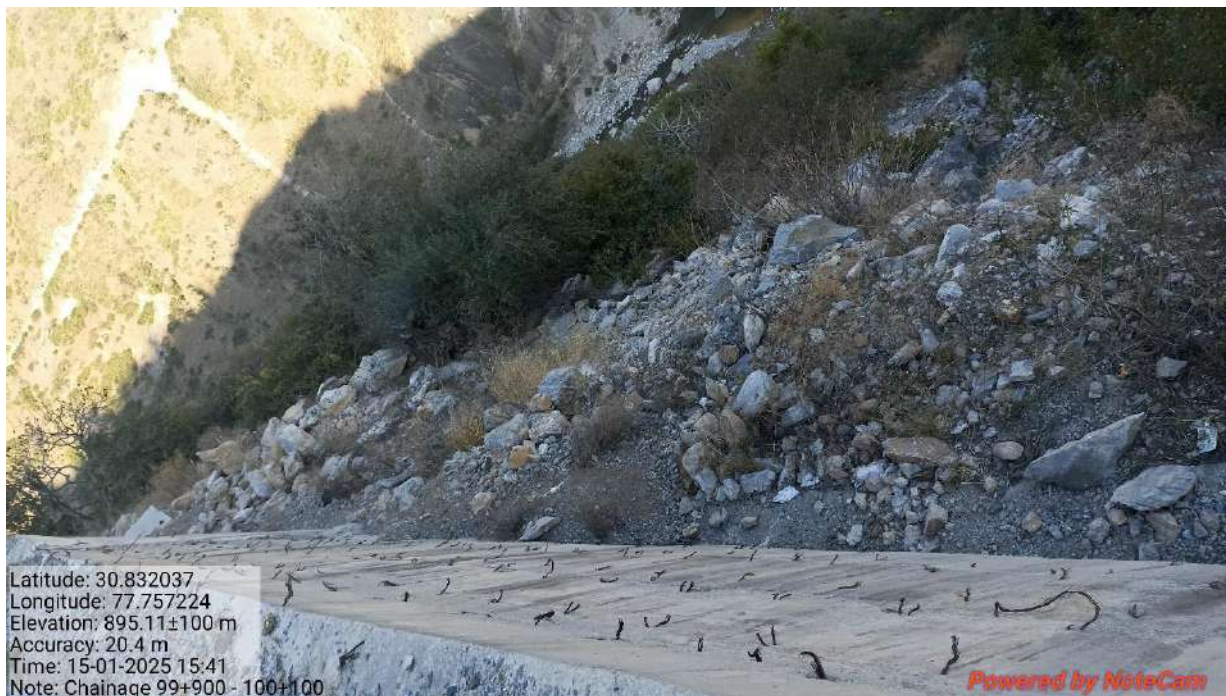


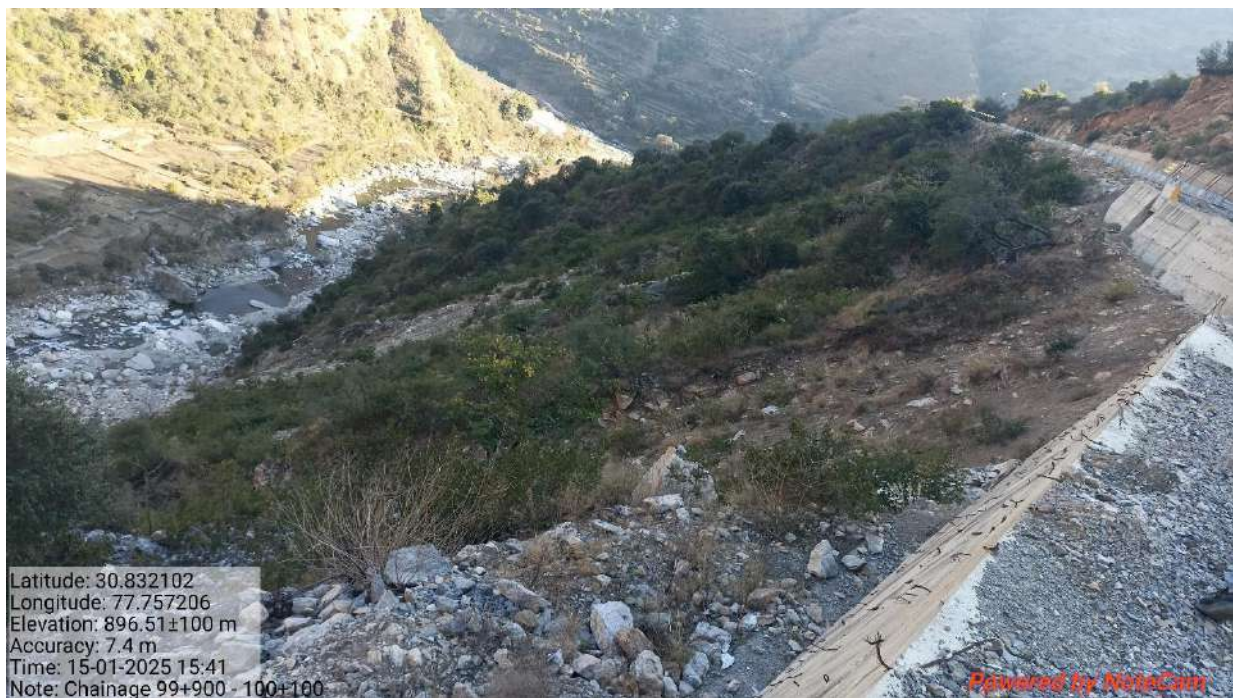


4525

Annexure-4

Refer photo at Page No. 4415 (Ch.99+950 to 100+100): This location is not a dumping zone and no dumping was done by the Contractor at this location.



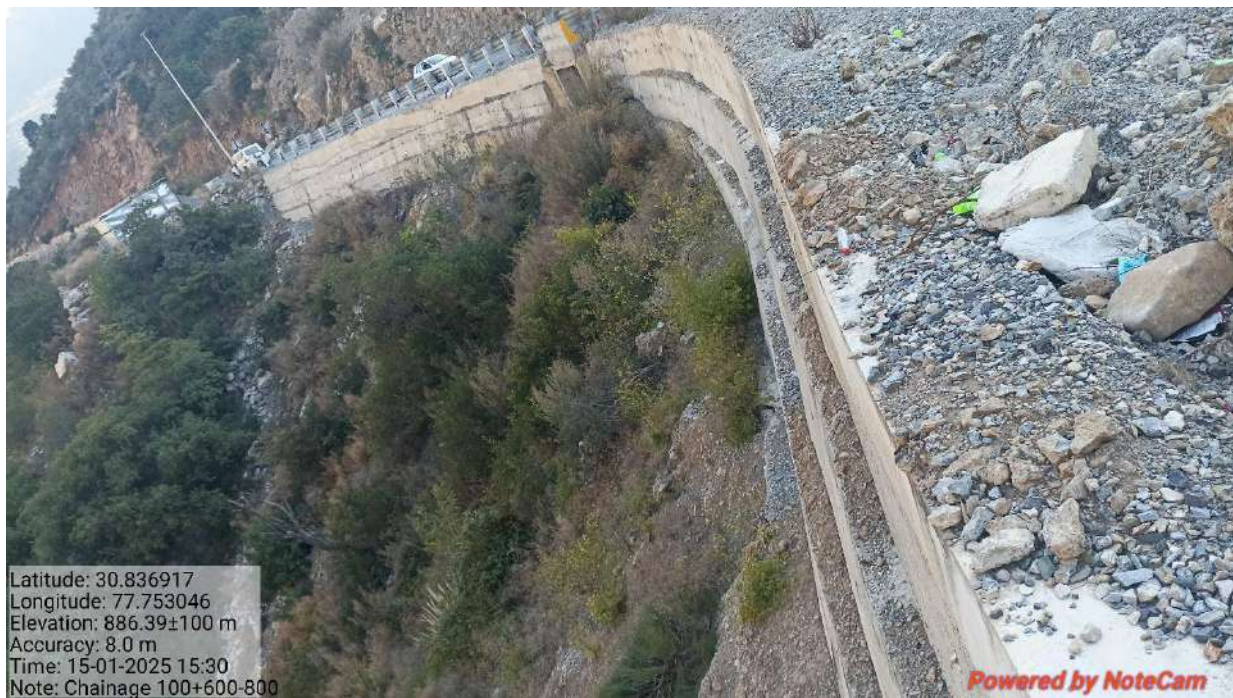


Refer photo at Page No. 4416 (Ch. 100+450 to 100+600): This location is not a dumping zone and no dumping was done by the Contractor at this location.





Refer photo at Page No. 4417 (Ch. 100+750 to 100+850): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





Latitude: 30.836917
Longitude: 77.753046
Elevation: 886.39±100 m
Accuracy: 8.0 m
Time: 15-01-2025 15:30
Note: Chainage 100+600-800

Powered by NoteCam

Refer photo at Page No. 4418 (Ch. 101+120 to 101+250): This location is not a dumping zone and no dumping has been done by the Contractor at this location.



Latitude: 30.838846
Longitude: 77.748956
Elevation: 884.1±100 m
Accuracy: 50.9 m
Time: 15-01-2025 15:24
Note: Chainage 101+120-1 +250

Powered by NoteCam



Refer photo at Page No. 4419 (Ch. 102+650 to 102+770): This location is not a dumping zone and no dumping has been done by the Contractor at this location.



4531

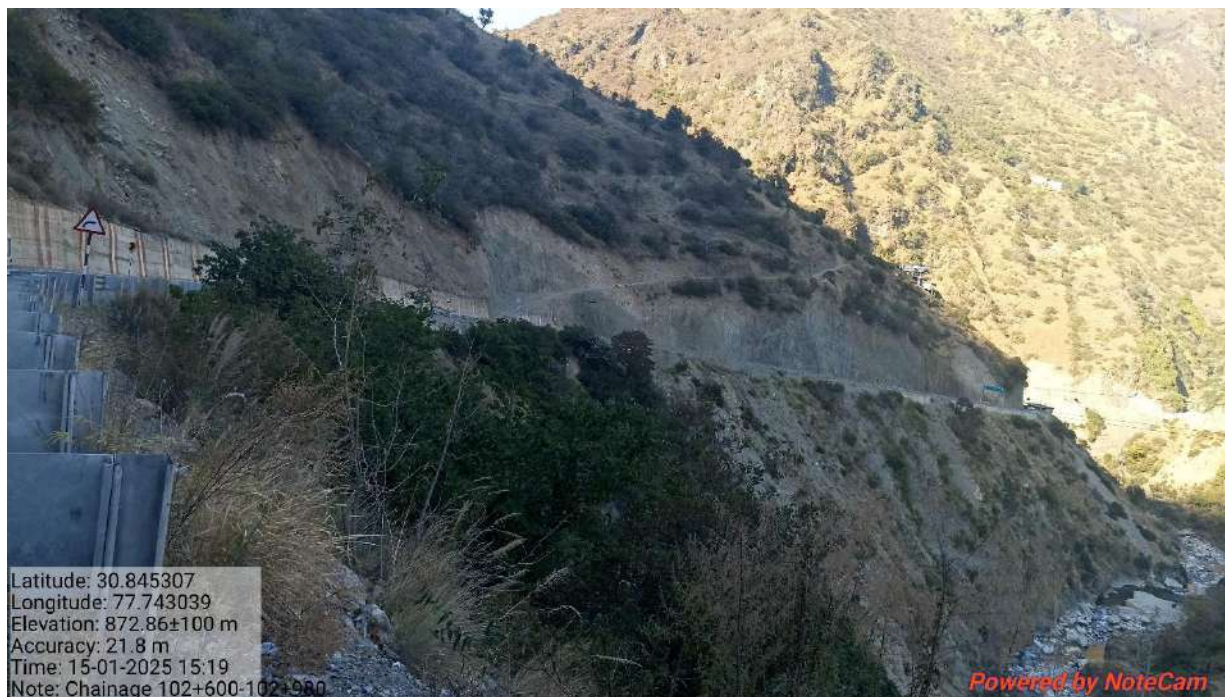
Annexure-4



4532

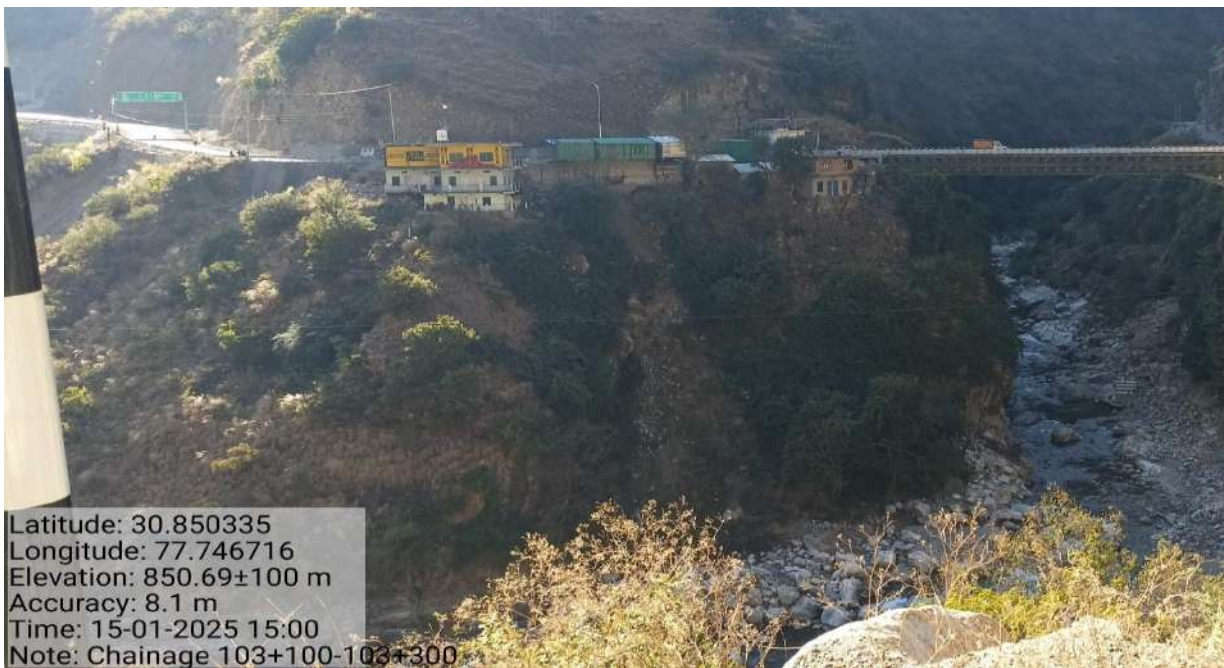
Annexure-4

Refer photo at Page No. 4420, 4421 and 4422 (Ch. 102+700 to 102+860) : This location is not a dumping zone and no dumping has been done by the Contractor at this location.



Refer photo at Page No. 4423 and 4424 (Ch. 103+100 to 103+550): This location is not a dumping zone and no dumping has been done by the Contractor at this location.





4534

Annexure-4

Refer photo at Page No. 4425 (Ch. 21+100 to 21+530): This location is not a dumping zone and no dumping was done by the Contractor at this location.

During sliding



4535

After Sliding

Annexure-4



Refer photo at Page No. 4426 (Ch. 23+380 to 23+930): This location is not a dumping zone and no dumping was done by the Contractor at this location.





4538

Annexure-4

Refer photo at Page No. 4427 (Ch. 24+300 to 24+450): This location is eroded during monsoon season. Therefore, to protect the valley side temple the front yard of the temple has been developed and a toe wall has been provided. No dumping has been done at this location.



4539

Annexure-4

Refer photo at Page No. 4428 4429 and 4430 (Ch. 25+400 to 25+800): The above-said location is not any part of the dumping site not used for muck disposal. It is evident that frequent massive landslides occurred during the monsoon season at this location and the traffic movement was also stopped. However, this site has been provided with gabion protection work.





4541

Annexure-4

Refer photo at Page No. 4431 (Ch. 26+530 to 26+690): During the rainy season, erosion at the hillside has occurred. Gabion was provided to control the erosion at the valley side and interlink chain mesh work is going on the hill side. No dumping has been done.



Refer photo at Page No. 4432 (Ch. 29+770 to 30+120): This location is not a dumping zone and no dumping was done by the Contractor at this location.





Refer photo at Page No. 4433 (Ch. 30+130 to 30+470): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





4544

Annexure-4

Refer photo at Page No. 4434 (Ch. 32+770 to 33+000): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.



4545

Annexure-4

Refer photo at Page No. 4435 (Ch. 33+870 to 34+020): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





Refer photo at Page No. 4436 (Ch. 49+540 to 49+600): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





Refer photo at Page No. 4437 and 4439 (Ch. 41+330 to 41+400): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





Refer photo at Page No. 4438 (Ch. 40+940 to 41+120): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





Refer photo at Page No. 4440 (Ch. 51+480 to 51+640): During the rainy season, erosion at the hillside had occurred. No dumping has been done.







Refer photo at Page No. 4441 (Ch. 55+050 to 55+130): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





Refer photo at Page No. 4442 (Ch. 55+240 to 55+340): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.







Refer photo at Page No. 4443 (Ch. 55+410 to 55+680): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





4556

Annexure-4

Refer photo at Page No. 4444 (Ch. 55+830 to 55+870): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



Refer photo at Page No. 4445 (Ch. 57+710 to 58+000): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.



4558

Annexure-4

Refer photo at Page No. 4446 (Ch. 59+070 to 59+350): During the rainy season, erosion at the hillside had occurred. No dumping has been done.





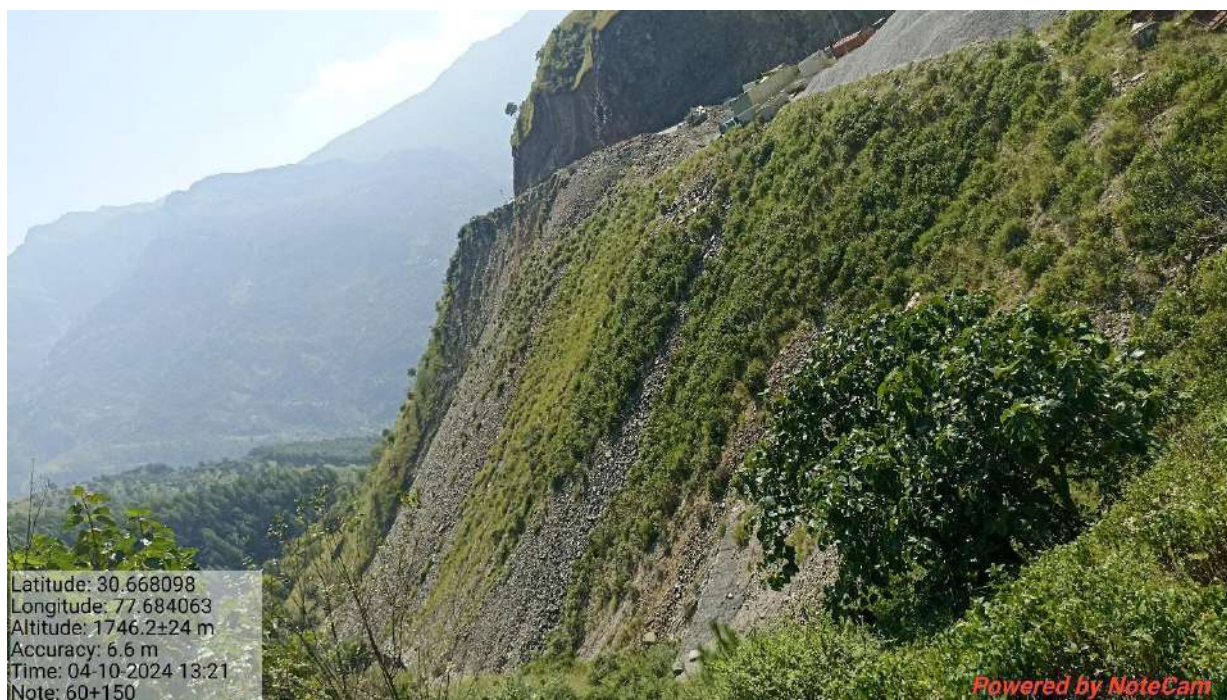
Refer photo at Page No. 4447 (Ch. 68+650 to 69+200): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.



4560

Annexure-4

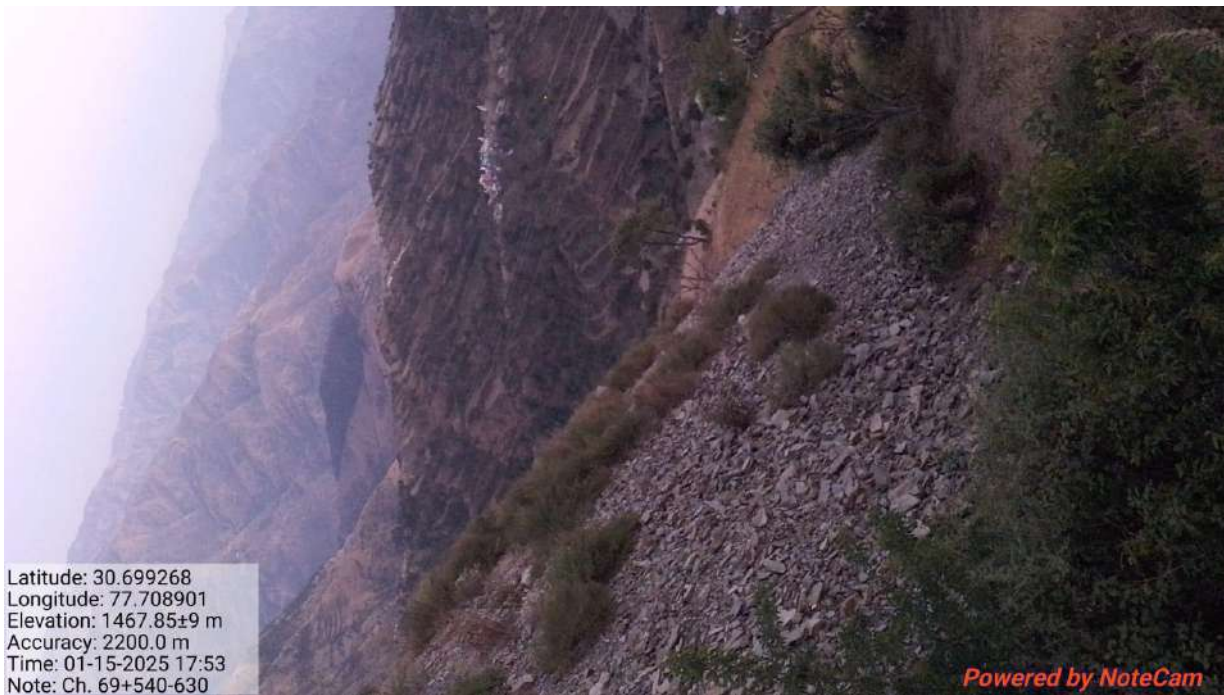
Refer photo at Page No. 4448 (Ch. 59+980 to 60+320): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





Refer photo at Page No. 4449 (Ch. 69+540 to 69+620): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





4564**Annexure-4**

Refer photo at Page No. 4450 (Ch. 72+080 to 72+200): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



4565

Annexure-4

Refer photo at Page No. 4451 (Ch. 73+320 to 73+530): During the rainy season, erosion at the hillside had occurred. No dumping has been done.



Latitude: 30.70784
Longitude: 77.685643
Altitude: 1427.2±52 m
Accuracy: 8.9 m





Latitude: 30.707613
Longitude: 77.685728
Elevation: 1468.75±40 m

4568**Annexure-4**

Refer photo at Page No. 4452 (Ch. 73+730 to 74+040): This is the designated dumping site and the dumping has been done with the concern/permission of the concerned department. Gabion wall was constructed at the toe to protect the dumping site.





4570

प्रमाण पत्र

प्रमाणित किया जाता है कि जो कार्य NH 707 का कार्य नार्डी गाड़ के पास प्रगति पर है। जिसे निकलने वाले मलबे को वाहनों द्वारा कंपनी के अपने डम्पींग में डाला जा रहा है। परन्तु कुछ दिन पहले मलबे के खाले में डालने की बात सामने आयी थी जोकि आपतकालीन सेवा / रोगी वाहन को भीके से निकालने के लिए आंशिक रूप से मजबूरी में डाला गया है। कंपनी के द्वारा पंचायत को यह आश्चर्य किया गया है कि ऐसी घटना दुबरा नहीं होगी व आस-पास के गौजुदा पानी को सुरक्षित रखा जायेगा।
अतः रिपोर्ट आगामी ह त्र प्रेषित है।



इन्द्रा देवी
21/01/2025
21/01/2025

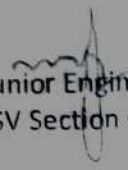
4571


GOVERNMENT OF HIMACHAL PRADESH
JAL SHAKTI VIBHAG

TO WHOM IT MAY CONCERN

This is to certify that M/S Shivalik Buildtech Pvt. Ltd. Have completed the work of P/L of GI Pipe 20 mm dia 800 Rmt, 1No hand pump installed as per the approved estimate submitted by this office anexuture attached. This no objection certificate is being issued to M/S Shivalik Buildtech Pvt. Ltd. For onward submission to concerned officials involved in rehabilitation/upgradation of Gumma-Fediz section of NH-707.

Dated: - 11-06-2024


Junior Engineer
JSV Section Gumma


Assistant Engineer
JSV Sub Division Nerwa


Executive Engineer
JSV Division Nerwa

4572

Himachal Pradesh

Jal Shakti Vibhag

No. IPHP-AB-Misc.Paonta /2021-22 0206-09

dated: - 15/09/2021


To

✓ The Project Manager,
 ABCI Infrastructure Pvt. Ltd.,
 Village Kunja, Paonta Sahib,
 District Sirmour Himachal Pradesh.

Subject: - 1st R/Bills providing shifting and restoration of G.I. Pipes,
 Hand Pumps. Energised hand pumps of road form Rural
 Area Taruwala to Sirmouri Tall (NH-707) in Paonta Town
 in Tehsil Paonta Sahib Distt Sirmour HP. (Part Package-1).


Enclosed kindly herewith the 1st R/Bill of above name
 schemes Amounting to Rs. 26, 39745/- Rupees (Twenty Six Lakh Thirty Nine
 Thousand Seven Hundred forty Five) Only. For information and further
 necessary action please at your end please.

Enclose: -As above.


 Executive Engineer,
 Jal Shakti Division,
 Paonta Sahib (H.P.).

Copy to kind information:-

1. Regional Officers, Ministry of road Transport and Highways
 Shimla (H.P).
2. The Project Director MORTH NH-707, Paonta Sahib (HP).
3. The Team Leader L.N. Malviya Infra Projects Ltd. NH-707 Paonta Sahib (HP).


 Executive Engineer,
 Jal Shakti Division,
 Paonta Sahib (H.P.).

4573

HIMACHAL PRADESH
JAL SHAKTI VIBHAG

No. JSVP-AB/MISC-Paonta /2021-2022- 16857-60

Dated:- 20-01-2022

To

The Project Manager,
ABCI Infrastructure Pvt. LTD.,
Village Kunja, Paonta Sahib,
District Sirmour Himachal Pradesh.

Subject:-

2nd Bills providing shifting and restoration of G.I. Pipes
Hand Pumps, Energized of hand pumps on road form Rural
Area Taruwala to Sirmouri Tall (NH-707) in Paonta Town
in Tehsil Paonta Sahib Distt Sirmour HP. (Part Package-1).

Enclose please find herewith the 2nd Bills of above name
schemes for amounting to Rs.14,15,711/- (Rupees Fourteen Lakh Fifteen Thousand
Seven Hundred Eleven) Only for information and further necessary action please at
your end please.

DA:- As above.

AS
Executive Engineer,
Jal Shakti Division,
Paonta Sahib (H.P)

Copy to the Regional Officers, Ministry of road Transport and
Highways Shimla (H.P).for information.

Copy to the Project Director MORTH NH -707, Paonta Sahib
(HP).).for information.

Copy to the Team Leader, L.N. Malviya infra Projects Ltd.
NH-707 Paonta Sahib (H.P).

AS
Executive Engineer,
Jal Shakti Division,
Paonta Sahib (H.P)

4574


GOVERNMENT OF HIMACHAL PRADESH

JAL SHAKTI VIBHAG

Regd. No. ISw. NSD. 2072-840 dated 27/01/2022

"TO WHOM IT MAY CONCERN"

It is certified that this office has taken up matter with Dhatarwan Construction Company about the damage of water supply schemes, HMD pumps, and irrigation schemes during execution of work rehabilitation & up-gradation to intermediate lane configuration of Malwa to Guruma section, water supply schemes and Hand Pumps of this department has been restored.


Assistant Engineer
Jal Shakti Sub-Division
Nerwa

QUANTITY SURVEYOR
L.N.M. Infra Projects
Pvt. Ltd. (NH-707),
Paonta Sahib

4575



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Transport Bhavan,
1, Parliament Street,
New Delhi-110001
Dated: 24th August, 2020

No. No. RW/NH-12014/01/2019-HP/PKG-I/EAP

To

Regional Pay & Accounts Officer,
Ministry of Road Transport and Highways,
Shimla, Himachal Pradesh.

Subject: "Rehabilitation and Upgradation to 2-lane/2-lane with paved shoulders/4-lane configuration of Paonta Sahib-Hewna Section (km 000.000 to km 25.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode"-reg.

(Job No. NHIP-2020-21-180)

Reference: Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

Sir,

In supersession of this Ministry's letter of even no. dated 17th April, 2020 (Copy enclosed) on the captioned subject, I am directed to convey the administrative approval, technical approval and financial sanction of the President to the estimate for the work mentioned in the subject heading as per the following details, subject to the conditions stipulated herein and in the attached technical note:

Sr. No.	Description	Amount (in Rs. Crore)
A	Civil Cost as per SOR (as per SOR 2019-20)	204.21
B	GST	24.51
C	Contingency	5.715
D	Escalation during Construction	15.315
	Sub Total (A+B+C+D)	249.750
	(Rupees two hundred forty nine crore and seventy five lakhs only)	
E	Establishment Charges for PIU	6.125
F	Maintenance Cost	5.105
	Sub Total (E+F)	11.230
	(Rupees eleven crore and twenty three lakhs only)	
G	Utility Shifting Cost	12.00
	(Rupees twelve crore only)	
	Total	272.98
	(Rupees two hundred seventy two crore and ninety eight lakhs only)	

[Signature]
24/8/2020

4576

2. The above expenditure is debitable as per following:

For amount mentioned in Sr. No. A, B, C and D above		
	Share	Expenditure to be booked under heads
Rs. 249.750 crore	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 01.11 Externally aided Schemes-World Bank; 01.11.53-Major Work
	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. E and F above		
Rs. 11.230 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. G above		
Rs. 12.00 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01 National highway (sub Major Head) 01.337 Road Works (Minor Head); 03 National highways Original Works; 03.01 Works financed from Central Road Infrastructure Fund 03.01.53 Major Works

Corresponding Demand No. 84 of Ministry of Road Transport & Highways for the Financial Year 2020-2021.

3. The Regional Officer, Shimla, Ministry of Road Transport and Highways will be the Drawing and Disbursing Officer for the purpose of payment of this amount.

4. Following phasing of physical and financial targets is indicated for compliance subject to availability of funds: -

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	53.58
2021-22(Construction period)	70%	187.51
2022-23(Construction period)	100%	267.88
2023-28 (Maintenance Period)	100%	272.98

Sush
- 21/8/2022

4577

5. This issues with the concurrence of Finance Wing vide their Note# 82 date 19.08.2020.

Yours faithfully,


(S.K.Makkar)

Under Secretary to the Government of India

Copy to:-

1. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi-110001.
2. PAO(NH), Office of Controller of Accounts, IDA Building, Jamnagar House, New Delhi-110011.
3. Regional Officer, Ministry of Road Transport and Highways, Shimla, Himachal Pradesh.


(S.K.Makkar)

Under Secretary to the Government of India

4578

No. RW/NH-12014/01/2019-HP/PKG-I/EAP
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
 (EAP Zone)
 Transport Bhawan, 1, Parliament Street, New Delhi-110 001

Dated: 12.04.2020

Technical Note

1	Name of work	Rehabilitation and Upgradation to 2-lane/2-lane with paved shoulders/4-lane configuration of Paonta Sahib-Hewna Section (km 000.000 to km 25.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode
2	NH no.	707
3	State	Himachal Pradesh
4	Estimated Civil Cost (excluding GST)	Rs. 204.21 Crores
5	Length	25.00 KM
6	Reference	Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

COMMENTS

1. **Scope of work:** Rehabilitation and Upgradation to 2-lane/2-lane with paved shoulders/4-lane configuration of Paonta Sahib-Hewna Section (km 000.000 to km 25.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

2. **Provision:**

2.1 Development of the Project Highway

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2.2 Rehabilitation and augmentation

Rehabilitation and augmentation shall include construction of the 4-lane (1.5 km)/2-lane with paved shoulders/2-lane configuration of road stretch from Design Chainage Km 0.000 to Design Chainage Km 25.000, Total length =25.00 Km for the Project Highway as described in Annex-I of Schedule- B enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

2.3 Specifications and Standards

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

4579

3. Technical Comments:

- 3.1 All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works and circulars/guidelines issued by the Ministry from time to time.
- 3.2 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior approval of the Ministry.
- 3.3 All works shall be executed as per MoRT&H latest Specifications/Guidelines and IRC codal provisions.
- 3.4 Stipulations made in the Manual for Construction and Supervision of road and bridge works be strictly followed during execution of the work.
- 3.5 **All minor bridges shall be executed as Integral bridges using latest technology.**
- 3.6 **All box culverts shall be pre-casted.**
- 3.7 **All road works except junction/intersection arms and where widening of existing stretches are proposed, shall be executed using CTSB, CTB, Pavement Stabilization etc. These techniques shall be used using latest machines/equipments made for these purposes like Soil Stabilizers, cement spreader etc.**
- 3.8 Salient features of the project are as follows:

Sr. No.	Description	
(i)	Length (km)	25.00 km
(ii)	Type of Pavement	Flexible
(iii)	Major bridge (No.)	1 No. - Retained
(iv)	Minor bridge (Nos.)	3 Nos. - Existing Retained with Repair and rehabilitation The railings of all existing bridges (to be repair/widened) shall be replaced by crash barriers.
(v)	Culvert (No.)	Total - 87 Nos. [Reconstruction-72; Widening-4; New Construction-11] <i>*In addition to above Culverts, cross road culverts (RCC Box of size 1x2.0x1.5m) shall be provided at the all intersection location of Major intersections/ Minor Intersections.</i>
(vi)	Major Intersection (Nos.)	3 Nos.
(vii)	Minor Intersection (Nos.)	26 Nos.

4. Invitation of tender and award of work:

- 4.1 The bids for the work should be invited through e-tendering system as per the instructions issued vide Ministry's circular letter no. RW-NH/34066/14/2018-S&R(P&B) dated 25.06.2018.
- 4.2 The work is to be awarded within six months from the date of issue of sanction. In this connection, Ministry's Circular no. NH-15015/29/2001-PL dated 5.7.2001 is to be referred.
- 4.3 In accordance with the instructions contained in the Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting tenders that the overall cost of work at tender rates including centages and Establishment charges do not exceed by more than 5% of the sanctioned cost.

5. General:

- 5.1 During construction work, proper arrangement for smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulations of IRC:SP:55-2001 and traffic operation to be regulated causing least inconvenience to road user.
- 5.2 The display board on development activities of the work shall be made as per Guidelines issued vide Ministry's letter no. RW/NH-33044/10/2000-S&R (R) dated 26.05.2003. Submissions of monthly confirmation report in the prescribed Performa in this regard may also be ensured.
- 5.3 **Splitting of work:** Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specification prevailing condition, it should be done only after prior approval of this Ministry. In this regard, instructions issued in this Ministry's letter No. NH-III/25/84 dated 04.08.1994 may be referred.
- 5.4 **Monitoring of the work:** In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by competent authority and quarterly status report furnished to the Ministry in the prescribed Performa.
- 5.5 **Safety Measures:** Following provisions have been allowed with respect to safety measures.
 - (i) Raised Profile Edge Line Markings is proposed on both side of the entire road stretch. The specifications and rates for Raised Profile Edge Line Markings has to be in compliances with the Ministry's letter no. RW/NH-12013/11/6//SP(B-6)/EAP dated 03.01.2019 and 25.02.2019.
 - (ii) Rumble strips with thermoplastic paint and warning signs are proposed in the stretches where speed is restricted particularly in built up sections.
 - (iii) Covered drains are proposed in built up area which will be utilized as footpath. Guard rails are proposed to segregate pedestrian traffic in built up are. Zebra crossing with thermoplastic paint proposed for pedestrian crossing the road at other location.

4581

- (iv) Different type of Mandatory, cautionary, warning signs.
- (v) Metal beam crash barriers on outer side of curves where radius is less than 250m, where height of bank is more than 3m and in approaches to Bridges.
- (vi) Road marking- Road Marking with thermoplastic paint, such as centre line, edge lines, arrow markings at junctions, zebra crossings for pedestrian in built up area and near the school and at Junction
- (vii) Delineators are proposed on outer side of curves, Junction Location and in Built-up section.
- (viii) M.S. Guard rail in built up area to segregate pedestrian traffic.

5.6 Road Appurtenances: Road appurtenances such as Km/Hectometer Stones, road sides toilet facility etc. are proposed to be provided on the project road.

5.7 CVC guidelines in tendering may be followed.

6. **Cost of Work:** The project is to be executed on EPC Mode of contract cost details are as follows:

Sr. No.	Description	Amount (in Rs. Crore)
(i).	Civil Cost as per 2009-10 SOR of Himachal Pradesh updated to 2019-20	204.21
(ii).	GST	24.51
(iii).	Contingency	5.72
(iv).	Establishment Charges of PIU	6.13
(v)	Maintenance Cost	5.11
(vi).	Escalation during Construction	15.32
	Sub Total	260.98
	(Two Hundred Sixty Crore and Ninety Eight Lakh only)	
(vii).	Utility Shifting Cost	12.00
	(Twelve Crore Only)	
	Total	272.98
	(Two Hundred Seventy Two Crore and Ninety Eight Lakh only)	

7. Phasing of expenditure for construction is as under:

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	53.58
2021-22(Construction period)	70%	187.51
2022-23(Construction period)	100%	267.88
2023-28 (Maintenance Period)	100%	272.98



(Vipin Kumar)
Asst. Executive Engineer (EAP)

4583



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Transport Bhavan,
1, Parliament Street,
New Delhi-110001
Dated: 19/8 August, 2020

No. RW/NH-12014/02/2019/HP/PKG-II/EAP

To

Regional Pay & Accounts Officer,
Ministry of Road Transport and Highways,
Shimla, Himachal Pradesh.

Subject: Rehabilitation and Upgradation to 2-lane configuration of Hewna-Ashyari Section (km 25.000 to km 50.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode-reg.

(Job No.NHIIP-2020-21-181)

Reference: Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

Sir,

In supersession of this Ministry's letter of even no. dated 17th April, 2020 (Copy enclosed), I am directed to convey the administrative approval, technical approval and financial sanction of the President to the estimate for the work mentioned in the subject heading as per the following details, subject to the conditions stipulated herein and in the attached technical note:

Sr. No.	Description	Amount (in Rs. Crore)
A	Civil Cost (as per SOR 2016-17 updated to 2019)	185.68
B	GST	22.28
C	Contingency	5.20
D	Escalation during Construction	13.93
	Sub Total (A+B+C+D)	227.09
	(Rupees two hundred twenty seven crore and nine lakhs only)	
E	Establishment Charges for PIU	5.57
F	Maintenance Cost	4.64
	Sub Total (E+F)	10.21
	(Rupees ten crore and twenty one lakhs only)	
G	Utility Shifting Cost	5.50
	(Rupees five crore and fifty lakhs only)	
	Total	242.80
	(Rupees two hundred forty two crore and eighty lakhs only)	

[Handwritten Signature]
19/8/2020

4584

2. The above expenditure is debitable as per following:

Rs. 227.09 crore	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 01.11 Externally aided Schemes-World Bank; 01.11.53-Major Work
	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. E and F above		
Rs. 10.21 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. G above		
Rs. 5.50 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01 National highway (sub Major Head) 01.337 Road Works (Minor Head); 03 National highways Original Works; 03.01 Works financed from Central Road Infrastructure Fund 03.01.53 Major Works

Corresponding Demand No. 84 of Ministry of Road Transport & Highways for the Financial Year 2020-2021.

3. The Regional Officer, Shimla, Ministry of Road Transport and Highways will be the Drawing and Disbursing Officer for the purpose of payment of this amount.

4. Following phasing of physical and financial targets is indicated for compliance subject to availability of funds: -

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	47.63
2021-22(Construction period)	70%	166.71
2022-23(Construction period)	100%	238.16
2023-2028 (Maintenance Period)	100%	242.80

4585

5. This issues with the concurrence of Finance Wing vide their Note # 55 date 11.08.2020.

Yours faithfully,


19/8/2020
(S.K.Makkar)

Under Secretary to the Government of India

Copy to: -

1. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi-110001.
2. PAO(NH), Office of Controller of Accounts, IDA Building, Jamnagar House, New Delhi-110011.
3. Regional Officer, Ministry of Road Transport and Highways, Shimla, Himachal Pradesh.


19/8/2020
(S.K.Makkar)

Under Secretary to the Government of India

4586

RW/NH-12014/02/2019/HP/PKG-II/EAP
 GOVERNMENT OF INDIA
 MINISTRY OF ROAD TRANSPORT & HIGHWAYS
 (EAP Zone)
 Transport Bhawan, 1, Parliament Street, New Delhi-110 001

Dated: 12.04.2020

Technical Note

1	Name of work	Rehabilitation and Upgradation to 2-lane configuration of Hewna-Ashyari Section (km 25.000 to km 50.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode
2	NH no.	707
3	State	Himachal Pradesh
4	Estimated Civil Cost (excluding GST)	185.86 Crores
5	Length	25.00 KM
6	Reference	Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

COMMENTS

1. Scope of work: Rehabilitation and Upgradation to 2-lane configuration of Hewna-Ashyari Section (km 25.000 to km 50.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

2. Provision:

2.1 Development of the Project Highway

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2.2 Rehabilitation and augmentation

~~Rehabilitation and augmentation shall include construction of the 2-Lane with paved shoulders configuration from Design Chainage Km 25.000 to Design Chainage Km 50.000, Total length =25.00 Km for the Project Highway as described in Annex-I of Schedule- B enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.~~

2.3 Specifications and Standards

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

3. Technical Comments:

- 3.1 All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works and circulars/guidelines issued by the Ministry from time to time.
- 3.2 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior approval of the Ministry.
- 3.3 All works shall be executed as per MoRT&H latest Specifications/Guidelines and IRC codal provision.
- 3.4 Stipulations made in the Manual for Construction and Supervision of road and bridge works be strictly followed during execution of the work.
- 3.5 **All minor bridges shall be executed as Integral bridges using latest technology.**
- 3.6 **All box culverts shall be pre-casted.**
- 3.7 **All road works except junction/intersection arms and where widening of existing stretches are proposed, shall be executed using CTSB, CTB, Pavement Stabilization etc. These techniques shall be used using latest machines/equipments made for these purposes like Soil Stabilizers, cement spreader etc.**
- 3.8 Salient features of the project are as follows:

Sr. No.	Description	
(i)	Length (km)	25.00 km
(ii)	Type of Pavement	Flexible
(iii)	Minor bridge (Nos.)	1 No. – New Construction
(iv)	Culvert (No.)	Total – 87 Nos. [Reconstruction-65; New Construction-22] <i>*In addition to above Culverts, cross road culverts (RCC Box of size 1x2.0x1.5m) shall be provided at the all intersection location of Major intersections/ Minor Intersections.</i>
(v)	Major Intersection (Nos.)	1 No.
(vi)	Minor Intersection (Nos.)	21 Nos.

4. Invitation of tender and award of work:

- 4.1 The bids for the work should be invited through e-tendering system as per the instructions issued vide Ministry's circular letter no. RW-NH/34066/14/2018-S&R(P&B) dated 25.06.2018.

- 4.2 The work is to be awarded within six months from the date of issue of sanction. In this connection, Ministry's Circular no. NH-15015/29/2001-PL dated 5.7.2001 is to be referred.
- 4.3 In accordance with the instructions contained in the Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting tenders that the overall cost of work at tender rates including centages and Establishment charges do not exceed by more than 5% of the sanctioned cost.

5. **General:**

- 5.1 During construction work, proper arrangement for smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulations of IRC:SP:55-2001 and traffic operation to be regulated causing least inconvenience to road user.
- 5.2 The display board on development activities of the work shall be made as per Guidelines issued vide Ministry's letter no. RW/NH-33044/10/2000-S&R (R) dated 26.05.2003. Submissions of monthly confirmation report in the prescribed Performa in this regard may also be ensured.
- 5.3 **Splitting of work:** Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specification prevailing condition, it should be done only after prior approval of this Ministry. In this regard, instructions issued in this Ministry's letter No. NH-III/25/84 dated 04.08.1994 may be referred.
- 5.4 **Monitoring of the work:** In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by competent authority and quarterly status report furnished to the Ministry in the prescribed Performa.
- 5.5 **Safety Measures:** Following provisions have been allowed with respect to safety measures.
- (i) Raised Profile Edge Line Markings is proposed on both side of the entire road stretch. The specifications and rates for Raised Profile Edge Line Markings has to be in compliances with the Ministry's letter no. RW/NH-12013/11/6//SP(B-6)/EAP dated 03.01.2019 and 25.02.2019.
-
- (ii) Rumble strips with thermoplastic paint and warning signs are proposed in the stretches where speed is restricted particularly in built up sections.
- (iii) Covered drains are proposed in built up area which will be utilized as footpath. Guard rails are proposed to segregate pedestrian traffic in built up are. Zebra crossing with thermoplastic paint proposed for pedestrian crossing the road at other location.
- (iv) Different type of Mandatory, cautionary, warning signs.
- (v) Metal bearn crash barriers on outer side of curves where radius is less than 250m, where height of bank is more than 3m and in approaches to Bridges.

- (vi) Road marking- Road Marking with thermoplastic paint, such as centre line, edge lines, arrow markings at junctions, zebra crossings for pedestrian in built up area and near the school and at Junction
- (vii) Delineators are proposed on outer side of curves, Junction Location and in Built-up section.
- (viii) M.S. Guard rail in built up area to segregate pedestrian traffic.

5.6 Road Appurtenances: Road appurtenances such as Km/Hectometer Stones, road sides toilet facility etc. are proposed to be provided on the project road.


5.7 CVC guidelines in tendering may be followed.

6. **Cost of Work:** The project is to be executed on EPC Mode of contract cost details are as follows:

Sr. No.	Description	Amount (in Rs. Crore)
(i).	Civil Cost	185.68
(ii).	GST	22.28
(iii).	Contingency	5.20
(iv).	Establishment Charges of PIU	5.57
(v)	Maintenance Cost	4.64
(vi).	Escalation during Construction	13.93
	Sub Total	237.30
	(Two Hundred Thirty Seven Crores and Thirty Lakhs)	
(vii).	Utility Shifting Cost	5.50
	(Five Crores and Fifty Lakhs)	
	Total	242.80
	(Two Hundred Forty Two Crores and Eighty Lakhs)	

7. Phasing of expenditure for construction is as under:

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	47.63
2021-22(Construction period)	70%	166.71
2022-23(Construction period)	100%	238.16
2023-2028 (Maintenance Period)	100%	242.80



(Vipin Kumar)
Asst. Executive Engineer(EAP)

4590



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Transport Bhavan,
1, Parliament Street,
New Delhi-110001
Dated: 24th August, 2020

No. No. RW/NH-12014/03/2019/HP/PKG-III/EAP

To

Regional Pay & Accounts Officer,
Ministry of Road Transport and Highways,
Shimla, Himachal Pradesh.

Subject: Rehabilitation and Upgradation to 2-lane configuration of Ashyari-Shri Kyari Section (km 50.000 to km 75.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

(Job No.NHIIP-2020-21-182)

Reference: Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

Sir,

In supersession of this Ministry's letter of even no. dated 17th April, 2020 (Copy enclosed) on the captioned subject, I am directed to convey the administrative approval, technical approval and financial sanction of the President to the estimate for the work mentioned in the subject heading as per the following details, subject to the conditions stipulated herein and in the attached technical note:

Sr. No.	Description	Amount (in Rs. Crore)
A	Civil Cost as per SOR (as per SOR 2019-20)	264.78
B	GST	31.77
C	Contingency	7.41
D	Escalation during Construction	19.86
	Sub Total (A+B+C+D)	323.82
	(Rupees three hundred twenty three crore and eighty two lakhs only)	
E	Establishment Charges for PIU	7.945
F	Maintenance Cost	6.625
	Sub Total (E+F))	14.570
	(Rupees fourteen crore and fifty seven lakhs only)	
G	Utility Shifting Cost	7.50
	(Rupees seven crore and fifty lakhs onlyonly)	
	Total	345.89
	(Rupees three hundred forty five crore and eighty nine lakhs only)	

[Handwritten Signature]
24/8/2020

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2. The above expenditure is debitable as per following:

For amount mentioned in Sr. No. A, B, C and D above		
	Share	Expenditure to be booked under heads
Rs. 323.82 crore	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 01.11 Externally aided Schemes-World Bank; 01.11.53-Major Work
	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. E and F above		
Rs. 14.570 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. G above		
Rs. 7.50 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01 National highway (sub Major Head) 01.337 Road Works (Minor Head); 03 National highways Original Works; 03.01 Works financed from Central Road Infrastructure Fund 03.01.53 Major Works

Corresponding Demand No. 84 of Ministry of Road Transport & Highways for the Financial Year 2020-2021.

3. The Regional Officer, Shimla, Ministry of Road Transport and Highways will be the Drawing and Disbursing Officer for the purpose of payment of this amount.

4. Following phasing of physical and financial targets is indicated for compliance subject to availability of funds: -

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	67.85
2021-22(Construction period)	70%	237.49
2022-23(Construction period)	100%	339.27
2023-2028 (Maintenance Period)	100%	345.89

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21/8/2020

- 4592
5. This issues with the concurrence of Finance Wing vide their Note # 52 dated 19.08.2020.

Yours faithfully,


(S.K.Makkar)

Under Secretary to the Government of India

Copy to:-

1. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi-110001.
2. PAO(NH), Office of Controller of Accounts, IDA Building, Jamnagar House, New Delhi-110011.
3. Regional Officer, Ministry of Road Transport and Highways, Shimla, Himachal Pradesh.


(S.K.Makkar)

Under Secretary to the Government of India

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No. RW/NH-12014/03/2019/HP/PKG-III/EAP
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
 (EAP Zone)
 Transport Bhawan, 1, Parliament Street, New Delhi-110 001

Dated:12.04.2020

Technical Note

1	Name of work	Rehabilitation and Upgradation to 2-lane configuration of Ashyari-Shri Kyari Section (km 50.000 to km 75.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode
2	NH no.	707
3	State	Himachal Pradesh
4	Estimated Civil Cost (excluding GST)	264.78 Crores
5	Length	25.00 KM
6	Reference	Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

COMMENTS

1. **Scope of work:** Rehabilitation and Upgradation to 2-lane configuration of Ashyari-Shri Kyari Section (km 50.000 to km 75.000) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

2. **Provision:**2.1 **Development of the Project Highway**

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2.2 **Rehabilitation and augmentation**

Rehabilitation and augmentation shall include construction of the 2-lane configuration from Design Chainage Km 50.000 to Design Chainage Km 75.000, Total length =25.00 Km for the Project Highway as described in Annex-I of Schedule- B enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

2.3 **Specifications and Standards**

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

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3. Technical Comment:

- 3.1 All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works and circulars/guidelines issued by the Ministry from time to time.
- 3.2 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior approval of the Ministry.
- 3.3 All works shall be executed as per MoRT&H latest Specifications/Guidelines and IRC codal provision.
- 3.4 Stipulations made in the Manual for Construction and Supervision of road and bridge works be strictly followed during execution of the work.
- 3.5 **All minor bridges shall be executed as Integral bridges using latest technology.**
- 3.6 **All box culverts shall be pre-casted.**
- 3.7 **All road works except junction/intersection arms and where widening of existing stretches is proposed, shall be executed using CTSB, CTB, Pavement Stabilization etc. These techniques shall be used using latest machines/equipments made for these purposes like Soil Stabilizers, cement spreader etc.**
- 3.8 Salient features of the project are as follows:

Sr. No.	Description	
(i)	Length (km)	25.00 km
(ii)	Type of Pavement	Flexible
(iii)	Minor bridge (Nos.)	4 Nos. – New Construction 1 No.- Reconstruction 1 No. - Existing Retained with Repair & rehabilitation The railings of all existing bridges (to be repair/widened) shall be replaced by crash barriers.
(iv)	Culvert (No.)	Total – 92 Nos. [Reconstruction-79; New Construction-13] <i>*In addition to above Culverts, cross road culverts (RCC Box of size 1x2.0x1.5m) shall be provided at the all intersection location of Major intersections/ Minor Intersections.</i>
(v)	Major Intersection (Nos.)	1 No.
(vi)	Minor Intersection (Nos.)	15 Nos.

4. Invitation of tender and award of work:

- 4.1 The bids for the work should be invited through e-tendering system as per the instructions issued vide Ministry's circular letter no. RW-NH/34066/14/2018-S&R(P&B) dated 25.06.2018.
- 4.2 The work is to be awarded within six months from the date of issue of sanction. In this connection, Ministry's Circular no. NH-15015/29/2001-PL dated 5.7.2001 is to be referred.
- 4.3 In accordance with the instructions contained in the Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting tenders that the overall cost of work at tender rates including centages and Establishment charges do not exceed by more than 5% of the sanctioned cost.

5. General:

- 5.1 During construction work, proper arrangement for smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulations of IRC:SP:55-2001 and traffic operation to be regulated causing least inconvenience to road user.
- 5.2 The display board on development activities of the work shall be made as per Guidelines issued vide Ministry's letter no. RW/NH-33044/10/2000-S&R (R) dated 26.05.2003. Submissions of monthly confirmation report in the prescribed Performa in this regard may also be ensured.
- 5.3 **Splitting of work:** Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specification prevailing condition, it should be done only after prior approval of this Ministry. In this regard, instructions issued in this Ministry's letter No. NH-III/25/84 dated 04.08.1994 may be referred.
- 5.4 **Monitoring of the work:** In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by competent authority and quarterly status report furnished to the Ministry in the prescribed Performa.
- 5.5 **Safety Measures:** Following provisions have been allowed with respect to safety measures.
 - (i) Raised Profile Edge Line Markings is proposed on both side of the entire road stretch. The specifications and rates for Raised Profile Edge Line Markings has to be in compliances with the Ministry's letter no. RW/NH-12013/11/6//SP(B-6)/EAP dated 03.01.2019 and 25.02.2019.
 - (ii) Rumble strips with thermoplastic paint and warning signs are proposed in the stretches where speed is restricted particularly in built up sections.
 - (iii) Covered drains are proposed in built up area which will be utilized as footpath. Guard rails are proposed to segregate pedestrian traffic in built up are. Zebra crossing with thermoplastic paint proposed for pedestrian crossing the road at other location.

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- (iv) Different type of Mandatory, cautionary, warning signs.
- (v) Metal beam crash barriers on outer side of curves where radius is less than 250m, where height of bank is more than 3m and in approaches to Bridges.
- (vi) Road marking- Road Marking with thermoplastic paint, such as centre line, edge lines, arrow markings at junctions, zebra crossings for pedestrian in built up area and near the school and at Junction
- (vii) Delineators are proposed on outer side of curves, Junction Location and in Built-up section.
- (viii) M.S. Guard rail in built up area to segregate pedestrian traffic.
- 5.6 Road Appurtenances: Road appurtenances such as Km/Hectometer Stones, road sides toilet facility etc. are proposed to be provided on the project road.
- 5.7 CVC guidelines in tendering may be followed.

6. **Cost of Work:** The project is to be executed on EPC Mode of contract cost details are as follows:

Sr. No.	Description	Amount (in Rs. Crore)
(i).	Civil Cost	264.78
(ii).	GST	31.77
(iii).	Contingency	7.41
(iv).	Establishment Charges of PIU	7.94
(v)	Maintenance Cost	6.62
(vi).	Escalation during Construction	19.86
	Sub Total	338.39
	(Three Hundred Thirty Eight Crores and Thirty Nine Lakhs)	
(vii).	Utility Shifting Cost	7.50
	(Seven Crores and Fifty Lakhs only)	
	Total	345.89
	(Three Hundred Forty Five Crores and Eighty Nine Lakhs)	

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7. Phasing of expenditure for construction is as under:

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	67.85
2021-22(Construction period)	70%	237.49
2022-23(Construction period)	100%	339.27
2023-2028 (Maintenance Period)	100%	345.89



(Vipin Kumar)
Asst. Executive Engineer(EAP)

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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Transport Bhavan,
1, Parliament Street,
New Delhi-110001
Dated: 24th August, 2020

No. RW/NH-12014/04/2019/HP/PKG-IV/EAP

To

Regional Pay & Accounts Officer,
Ministry of Road Transport and Highways,
Shimla, Himachal Pradesh.

Subject: Rehabilitation and Upgradation to 2-lane configuration of Shri Kyari-Gumma Section (km 75.000 to km 94.900) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

(Job No. NHIP-2020-21-183)

Reference: Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

Sir,

In supersession of this Ministry's letter of even no. dated 17th April, 2020 on the captioned subject (copy enclosed), I am directed to convey the administrative approval, technical approval and financial sanction of the President to the estimate for the work mentioned in the subject heading as per the following details, subject to the conditions stipulated herein and in the attached technical note:

Sr. No.	Description	Amount (in Rs. Crore)
A	Civil Cost as per 2009-10 SOR of Himachal Pradesh updated to 2019-20	269.33
B	GST	32.32
C	Contingency	7.54
D	Escalation during Construction	20.20
	Sub Total (A+B+C+D)	329.39
(Rupees three hundred twenty nine crore and thirty nine lakhs only)		
E	Establishment Charges of PIU	8.08
F	Maintenance Cost	6.73
	Sub Total (E+F)	14.81
(Rupees fourteen crore and eighty one lakhs only)		
G	Utility Shifting Cost	5.00
(Rupees five crore only)		
	Total	349.20
(Rupees three hundred forty nine crores and twenty lakhs only)		

[Handwritten Signature]
23/8/2020

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2. The above expenditure is debitable as per following:

For amount mentioned in Sr. No. A, B, C and D above		
	Share	Expenditure to be booked under heads
Rs.329.39 crore	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 01.11 Externally aided Schemes-World Bank; 01.11.53-Major Work
	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. E and F above		
Rs. 14.81 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. G above		
Rs. 5.00 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01 National highway (sub Major Head) 01.337 Road Works (Minor Head); 03 National highways Original Works; 03.01 Works financed from Central Road Infrastructure Fund 03.01.53 Major Works

Corresponding Demand No. 84 of Ministry of Road Transport & Highways for the Financial Year 2020-2021.

3. The Regional Officer, Shimla, Ministry of Road Transport and Highways will be the Drawing and Disbursing Officer for the purpose of payment of this amount.

4. Following phasing of physical and financial targets is indicated for compliance subject to availability of funds: -

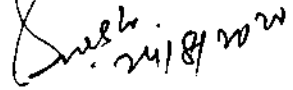
Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	68.49
2021-22(Construction period)	70%	239.73
2022-23(Construction period)	100%	342.47
2023-2028 (Maintenance Period)	100%	349.20

[Handwritten Signature]
24/8/2020

4600

5. This issues with the concurrence of Finance Wing vide their Note# 61 dated 17.8.2020.

Yours faithfully,

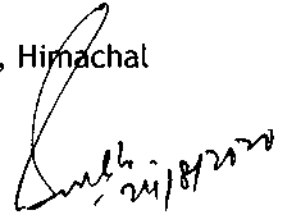


(S.K.Makkar)

Under Secretary to the Government of India

Copy to:-

1. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi-110001.
2. PAO(NH), Office of Controller of Accounts, IDA Building, Jamnagar House, New Delhi-110011.
3. Regional Officer, Ministry of Road Transport and Highways, Shimla, Himachal Pradesh.



(S.K.Makkar)

Under Secretary to the Government of India

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No. RW/NH-12014/04/2019/HP/PKG-IV/EAP
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
 (EAP Zone)
 Transport Bhawan, 1, Parliament Street, New Delhi-110 001

Dated:12.04.2020

Technical Note

1	Name of work	Rehabilitation and Upgradation to 2-lane configuration of Shri Kyari-Gumma Section (km 75.000 to km 94.900) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode
2	NH no.	707
3	State	Himachal Pradesh
4	Estimated Civil Cost (excluding GST)	Rs.269.33 Crores
5	Length	19.90 KM
6	Reference	Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

COMMENTS

1. Scope of work: Rehabilitation and Upgradation to 2-lane configuration of Shri Kyari-Gumma Section (km 75.000 to km 94.900) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

2. Provision:

2.1 Development of the Project Highway

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2.2 Rehabilitation and augmentation

Rehabilitation and augmentation shall include construction of 2-lane configuration from Design Chainage Km 75.00 to Design Chainage Km 94.900, Total length =19.90 Km for the Project Highway as described in Annex-I of Schedule- B enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

2.3 Specifications and Standards

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

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3. Technical Comments:

- 3.1 All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works and circulars/guidelines issued by the Ministry from time to time.
- 3.2 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior approval of the Ministry.
- 3.3 All works shall be executed as per MoRT&H latest Specifications/Guidelines and IRC codal provision.
- 3.4 Stipulations made in the Manual for Construction and Supervision of road and bridge works be strictly followed during execution of the work.
- 3.5 All minor bridges shall be executed as Integral bridges using latest technology.
- 3.6 All box culverts shall be pre-casted.
- 3.7 All road works except junction/intersection arms and where widening of existing stretches is proposed, shall be executed using CTSB, CTB, Pavement Stabilization etc. These techniques shall be used using latest machines/equipments made for these purposes like Soil Stabilizers, cement spreader etc.
- 3.8 Salient features of the project are as follows:

Sr. No.	Description	
(i)	Length (km)	19.90 km
(ii)	Type of Pavement	Flexible
(iii)	Minor bridge (Nos.)	3 Nos. – New Construction
(iv)	Culverts (No.)	Total – 81 Nos. [Reconstruction-75; New Construction-6] <i>*In addition to above Culverts, cross road culverts (RCC Box of size 1x2.0x1.5m) shall be provided at the all intersection location of Major intersections/ Minor Intersections.</i>
(v)	Minor Intersection (Nos.)	9 Nos.

4. Invitation of tender and award of work:

- 4.1 The bids for the work should be invited through e-tendering system as per the instructions issued vide Ministry's circular letter no. RW-NH/34066/14/2018-S&R(P&B) dated 25.06.2018.

4603

- 4.2 The work is to be awarded within six months from the date of issue of sanction. In this connection, Ministry's Circular no. NH-15015/29/2001-PL dated 5.7.2001 is to be referred.
- 4.3 In accordance with the instructions contained in the Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting tenders that the overall cost of work at tender rates including centages and Establishment charges do not exceed by more than 5% of the sanctioned cost.

5. General:

- 5.1 During construction work, proper arrangement for smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulations of IRC:SP:55-2001 and traffic operation to be regulated causing least inconvenience to road user.
- 5.2 The display board on development activities of the work shall be made as per Guidelines issued vide Ministry's letter no. RW/NH-33044/10/2000-S&R (R) dated 26.05.2003. Submissions of monthly confirmation report in the prescribed Performa in this regard may also be ensured.
- 5.3 **Splitting of work:** Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specification prevailing condition, it should be done only after prior approval of this Ministry. In this regard, instructions issued in this Ministry's letter No. NH-III/25/84 dated 04.08.1994 may be referred.
- 5.4 **Monitoring of the work:** In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by competent authority and quarterly status report furnished to the Ministry in the prescribed Performa.
- 5.5 **Safety Measures:** Following provisions have been allowed with respect to safety measures.
- (i) Raised Profile Edge Line Markings is proposed on both side of the entire road stretch. The specifications and rates for Raised Profile Edge Line Markings has to be in compliances with the Ministry's letter no. RW/NH-12013/11/6//SP(B-6)/EAP dated 03.01.2019 and 25.02.2019.
- (ii) Rumble strips with thermoplastic paint and warning signs are proposed in the stretches where speed is restricted particularly in built up sections.
- (iii) Covered drains are proposed in built up area which will be utilized as footpath. Guard rails are proposed to segregate pedestrian traffic in built up are. Zebra crossing with thermoplastic paint proposed for pedestrian crossing the road at other location.
- (iv) Different type of Mandatory, cautionary, warning signs.
- (v) Metal bearn crash barriers on outer side of curves where radius is less than 250m, where height of bank is more than 3m and in approaches to Bridges.

4604

- (vi) Road marking- Road Marking with thermoplastic paint, such as centre line, edge lines, arrow markings at junctions, zebra crossings for pedestrian in built up area and near the school and at Junction
- (vii) Delineators are proposed on outer side of curves, Junction Location and in Built-up section.
- (viii) M.S. Guard rail in built up area to segregate pedestrian traffic.

5.6 Road Appurtenances: Road appurtenances such as Km/Hectometer Stones, road sides toilet facility etc. are proposed to be provided on the project road.

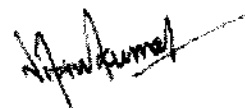
5.7 CVC guidelines in tendering may be followed.

6. **Cost of Work:** The project is to be executed on EPC Mode of contract cost details are as follows:

Sr. No.	Description	Amount (in Rs. Crore)
(i).	Civil Cost	269.33
(ii).	GST	32.32
(iii).	Contingency	7.54
(iv).	Establishment Charges of PIU	8.08
(v)	Maintenance Cost	6.73
(vi).	Escalation during Construction	20.20
	Sub Total	344.20
	(Three Hundred Forty Four Crores and Twenty Lakhs only)	
(vii).	Utility Shifting Cost	5.00
	(Five Crores only)	
	Total	349.20
	(Three Hundred Forty Nine Crores and Twenty Lakhs only)	

7. Phasing of expenditure for construction is as under:

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	68.49
2021-22(Construction period)	70%	239.73
2022-23(Construction period)	100%	342.47
2023-2028 (Maintenance Period)	100%	349.20



(Vipin Kumar)
Asst. Executive Engineer(EAP)

4605



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(EAP Section)

Transport Bhavan,
1, Parliament Street,
New Delhi-110001
Dated: 11th August, 2020

No. RW/NH-12014/05/2020/HP/PKG-V/EAP

To

Regional Pay & Accounts Officer,
Ministry of Road Transport and Highways,
Shimla, Himachal Pradesh.

Subject: Rehabilitation and Upgradation to Intermediate lane Configuration of Gumma-Fediz Section (km 94.900 to km 103.550) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode-reg.

(Job No.NHIIP-2020-21-190)

Reference: Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

Sir,

In supersession of this Ministry's letter of even no. dated 18th April, 2020 on the captioned subject (copy attached), I am directed to convey the administrative approval, technical approval and financial sanction of the President of India to the estimate for the work mentioned in the subject heading as per the following details, subject to the conditions stipulated herein and in the attached technical note:

Sr. No.	Description	Amount (in Rs. Crore)
A	Civil Cost as per SOR (as per SOR 2019-20)	96.06
B	GST	11.53
C	Contingency	2.69
D	Escalation during Construction	7.20
Sub Total (A+B+C+D)		117.48
(Rupees one hundred seventeen crore and forty eighty lakh only)		
E	Establishment Charges for PIU	2.88
F	Maintenance Cost	2.40
Sub Total (E+F)		5.28
(Rupees five crore and twenty eight lakh only)		
G	Utility Shifting Cost	3.00
(Rupees three crore only)		
Total		125.76
(Rupees one hundred twenty five crore and seventy six lakh only)		

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No. RW/NH-12014/05/2020/HP/PKG-V/EAP

2. The above expenditure is debitable as per following:

For amount mentioned in Sr. No. A, B, C and D above		
	Share	Expenditure to be booked under heads
Rs. 117.48 crore	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 01.11 Externally aided Schemes-World Bank; 01.11.53-Major Work
	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. E and F above		
Rs. 5.28 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. G above		
Rs. 3.00 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01 National highway (sub Major Head) 01.337 Road Works (Minor Head); 03 National highways Original Works; 03.01 Works financed from Central Road Infrastructure Fund 03.01.53 Major Works

Corresponding Demand No. 84 of Ministry of Road Transport & Highways for the Financial Year 2020-2021.

3. The Regional Officer, Shimla, Ministry of Road Transport and Highways will be the Drawing and Disbursing Officer for the purpose of payment of this amount.

4. Following phasing of physical and financial targets is indicated for compliance subject to availability of funds: -

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	24.67
2021-22(Construction period)	70%	86.35
2022-23(Construction period)	100%	123.36
2023-2028 (Maintenance Period)	100%	125.76

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No. RW/NH-12014/05/2020/HP/PKG-V/EAP

5. This issues with the concurrence of Finance Wing vide their Note# 32 date 30.7.2020.

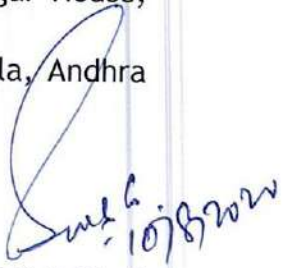
Yours faithfully,


(S.K.Makkar)

Under Secretary to the Government of India

Copy to:-

1. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi-110001.
2. PAO(NH), Office of Controller of Accounts, IDA Building, Jamnagar House, New Delhi-110011.
3. Regional Officer, Ministry of Road Transport and Highways, Shimla, Andhra Pradesh.


(S.K.Makkar)

Under Secretary to the Government of India

4608

No. RW/NH-12014/05/2020/HP/PKG-V/EAP
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
 (EAP Zone)
 Transport Bhawan, 1, Parliament Street, New Delhi-110 001

Dated:13.04.2020

Technical Note

1	Name of work	Rehabilitation and Upgradation to Intermediate lane Configuration of Gumma-Fediz Section (km 94.900 to km 103.550) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode
2	NH no.	707
3	State	Himachal Pradesh
4	Estimated Civil Cost (excluding GST)	96.06 Crores
5	Length	8.65 KM
6	Reference	Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

COMMENTS

1. **Scope of work:** Rehabilitation and Upgradation to Intermediate lane Configuration of Gumma-Fediz Section (km 94.900 to km 103.550) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

2. **Provision:**

2.1 Development of the Project Highway

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2.2 Rehabilitation and augmentation

Rehabilitation and augmentation shall include construction of intermediate lane configuration from Design Chainage Km 94.900 to Design Chainage Km 103.550, **Total length =8.65** Km for the Project Highway as described in Annex-I of Schedule- B enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

2.3 Specifications and Standards

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

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3. Technical Comment:

- 3.1 All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works and circulars/guidelines issued by the Ministry from time to time.
- 3.2 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior approval of the Ministry.
- 3.3 All works shall be executed as per MoRT&H latest Specifications/Guidelines and IRC codal provision.
- 3.4 Stipulations made in the Manual for Construction and Supervision of road and bridge works be strictly followed during execution of the work.
- 3.5 All minor bridges shall be executed as Integral bridges using latest technology.
- 3.6 All box culverts shall be pre-casted.
- 3.7 All road works except junction/intersection arms and where widening of existing stretches is proposed, shall be executed using CTSB, CTB, Pavement Stabilization etc. These techniques shall be used using latest machines/equipments made for these purposes like Soil Stabilizers, cement spreader etc.

4. Invitation of tender and award of work:

- 4.1 The bids for the work should be invited through e-tendering system as per the instructions issued vide Ministry's circular letter no. RW-NH/34066/14/2018-S&R(P&B) dated 25.06.2018.
- 4.2 The work is to be awarded within six months from the date of issue of sanction. In this connection, Ministry's Circular no. NH-15015/29/2001-PL dated 5.7.2001 is to be referred.
- 4.3 In accordance with the instructions contained in the Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting tenders that the overall cost of work at tender rates including centages and Establishment charges do not exceed by more than 5% of the sanctioned cost.

5. General:

- 5.1 During construction work, proper arrangement for smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulations of IRC:SP:55-2001 and traffic operation to be regulated causing least inconvenience to road user.
- 5.2 The display board on development activities of the work shall be made as per Guidelines issued vide Ministry's letter no. RW/NH-33044/10/2000-S&R (R) dated 26.05.2003. Submissions of monthly confirmation report in the prescribed Performa in this regard may also be ensured.

4610

- 5.3 **Splitting of work:** Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specification prevailing condition, it should be done only after prior approval of this Ministry. In this regard, instructions issued in this Ministry's letter No. NH-III/25/84 dated 04.08.1994 may be referred.
- 5.4 **Monitoring of the work:** In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by competent authority and quarterly status report furnished to the Ministry in the prescribed Performa.
- 5.5 **Safety Measures:** Following provisions have been allowed with respect to safety measures.
- (i) Raised Profile Edge Line Markings is proposed on both side of the entire road stretch. The specifications and rates for Raised Profile Edge Line Markings has to be in compliances with the Ministry's letter no. RW/NH-12013/11/6//SP(B-6)/EAP dated 03.01.2019 and 25.02.2019.
 - (ii) Rumble strips with thermoplastic paint and warning signs are proposed in the stretches where speed is restricted particularly in built up sections.
 - (iii) Covered drains are proposed in built up area which will be utilized as footpath. Guard rails are proposed to segregate pedestrian traffic in built up are. Zebra crossing with thermoplastic paint proposed for pedestrian crossing the road at other location.
 - (iv) Different type of Mandatory, cautionary, warning signs.
 - (v) Metal bearn crash barriers on outer side of curves where radius is less than 250m, where height of bank is more than 3m and in approaches to Bridges.
 - (vi) Road marking- Road Marking with thermoplastic paint, such as centre line, edge lines, arrow markings at junctions, zebra crossings for pedestrian in built up area and near the school and at Junction
 - (vii) Delineators are proposed on outer side of curves, Junction Location and in Built-up section.
 - (viii) M.S. Guard rail in built up area to segregate pedestrian traffic.
- 5.6 **Road Appurtenances:** Road appurtenances such as Km/Hectometer Stones, road sides toilet facility etc. are proposed to be provided on the project road.
- 5.7 CVC guidelines in tendering may be followed.

4611

6. **Cost of Work:** The project is to be executed on EPC Mode of contract cost details are as follows:

Sr. No.	Description	Amount (in Rs. Crore)
(i).	Civil Cost	96.06
(ii).	GST	11.53
(iii).	Contingency	2.69
(iv).	Establishment Charges of PIU	2.88
(v).	Maintenance Cost	2.40
(vi).	Escalation during Construction	7.20
	Sub Total	122.76
	(One Hundred Twenty Two Crores and Seventy Six Lakhs Only)	
(vii).	Utility Shifting Cost	3.00
	(Three Crores Only)	
	Total	125.76
	(One Hundred Twenty Five Crores and Seventy Six Lakhs Only)	

7. Phasing of expenditure for construction is as under:

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	24.67
2021-22(Construction period)	70%	86.35
2022-23(Construction period)	100%	123.36
2023-2028 (Maintenance Period)	100%	125.76



(Vipin Kumar)
Asst. Executive Engineer(EAP)

4612



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(EAP Zone)

Transport Bhavan,
1, Parliament Street,
New Delhi-110001
Dated: 18th April, 2020

No. RW/NH-12014/05/2020/UP/Package III/EAP

To

Regional Pay & Accounts Officer,
Ministry of Road Transport and Highways,
Lucknow, Uttar Pradesh.

Subject: Rehabilitation and Upgradation to 2-lane with paved shoulders configuration of Miranpur Katra to Radhaita Section of NH-730C (Km 114.000 to Km 137.250) (Package-III) in the State of Uttar Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode- Reg.

(Job No.NHIIP-2020-21-188)

Reference: Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

Sir,

With reference to Ministry's OM cited under reference above, I am directed to convey the administrative approval, technical approval and financial sanction of the President of India to the estimate for the work mentioned in the subject heading as per the following details, subject to the conditions stipulated herein and in the attached technical note:

Sr. No.	Description	Amount (in Rs. Crore)
(i).	Civil Cost (as per SOR 2016-17 updated to 2019)	134.80
(ii).	GST	9.44
(iii).	Contingency	3.77
(iv).	Establishment Charges for PIU	4.04
(v)	Maintenance Cost	3.37
(vi).	Escalation during Construction	10.11
	Sub Total	165.53
	(Rupees One hundred sixty five crore and fifty three lakhs only)	
(vii).	Utility Shifting Cost	6.97
	(Rupees Six crore and Ninety seven lakhs only)	
	Total	172.50
	(Rupees One hundred seventy two crore and fifty lakhs only)	

2. The above expenditure is debitale as per following:

Page 1 of 2

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17/4/2020

For amount mentioned in Sr. No. (i), (ii),(iii), (iv), (v) & (vi) above		
	Share	Expenditure to be booked under heads
Civil cost including centages i.e. Rs. 165.53 crore	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 01.11 Externally aided Schemes-World Bank; 01.11.53-Major Work
	50%	5054 Capital outlay on Roads & Bridges (Major Head); 01.337-Road Works (Minor Head); 01 Works under Road Wing; 04.07 Counterpart fund for Externally aided Schemes-World Bank; 04.07.53-Major Work
For amount mentioned in Sr. No. (vii) above		
Utility Shifting Cost i.e. Rs. 6.97 crore	100%	5054 Capital outlay on Roads & Bridges (Major Head); 01 National highway (sub Major Head) 01.337 Road Works (Minor Head); 03 National highways Original Works; 03.01 Works financed from Central Road Infrastructure Fund 03.01.53 Major Works

Corresponding Demand No. 84 of Ministry of Road Transport & Highways for the Financial Year 2020-2021.

3. The Regional Officer, Lucknow, Ministry of Road Transport and Highways will be the Drawing and Disbursing Officer for the purpose of payment of this amount.

4. Following phasing of physical and financial targets is indicated for compliance subject to availability of funds:-

Year	Cumulative Progress	
	Physical phasing	Financial phasing
	(%)	(Rs. in Cr.)
2020-21(Construction period)	20%	33.83
2021-22(Construction period)	70%	118.39
2022-23(Construction period)	100%	169.13
2023-28 (Maintenance Period)	100%	172.50

5. This issues with the concurrence of Finance Wing vide their Note # 4 dated 15.04.2020.

Yours faithfully,

(S.K.Makkar)

Under Secretary to the Government of India

Copy to:-

1. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi-110001.
2. PAO(NH), Office of Controller of Accounts, IDA Building, Jamnagar House, New Delhi-110011.
3. Regional Officer, Ministry of Road Transport and Highways, Lucknow, Uttar Pradesh.

(S.K.Makkar)

Under Secretary to the Government of India

4614

RW/NH-12014/05/2020/UP/Package III/EAP
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(EAP Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110 001

Date: 16.04.2020

Technical Note

1.	Name of work	Rehabilitation and Upgradation to 2-lane with paved shoulders configuration of Miranpur Katra to Radhaita Section of NH-730C (Km 114.000 to Km 137.250) (Package-III) in the State of Uttar Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode- Reg.
2.	NH no.	730C
3.	Job no.	NHIIP-2020-21-188
4.	State	Uttar Pradesh
5.	Estimated Civil Cost (excluding GST) (in Rs. crore)	134.80
6.	Length in km.	22.74
7.	Reference	Ministry's OM no. NH-24020/ 09/2016-EAP dated 18.03.2020.

COMMENTS

1. **Scope of work:** Rehabilitation and Upgradation to 2-lane with paved shoulders configuration of Miranpur Katra to Radhaita Section of NH-730C (Km 114.000 to Km 137.250) (Package-III) in the State of Uttar Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode-Reg.
2. **Provision:**
 - 2.1 **Development of the Project Highway**

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.
 - 2.2 **Rehabilitation and augmentation**

Rehabilitation and augmentation shall include construction of the Two - Lane with paved shoulder from Design Chainage Km 114+000 to Design Chainage Km 137+250, Total length =22.74 Km for the Project Highway as described in Annex-I of Schedule-B enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.
 - 2.3 **Specifications and Standards**

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D enclosed with Contract Agreement to be signed between MORT&H and the successful bidder.

3. Technical Comment:

- 3.1 All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works and circulars/guidelines issued by the Ministry from time to time.
- 3.2 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior approval of the Ministry.
- 3.3 All works shall be executed as per MoRT&H latest Specifications/Guidelines and IRC codal provision.
- 3.4 Stipulations made in the Manual for Construction and Supervision of road and bridge works be strictly followed during execution of the work.
- 3.5 All minor bridges shall be executed as Integral bridges using latest technology.
- 3.6 All road works except junction/intersection arms shall be executed using CTSB, CTB, Pavement Stabilization etc. These techniques shall be used using latest machines/equipments made for these purposes like Soil Stabilizers, cement spreader etc.

4. Invitation of tender and award of work:

- 4.1 The bids for the work should be invited through e-tendering system as per the instructions issued vide Ministry's circular letter no. RW-NH/34066/14/2018-S&R(P&B) dated 25.06.2018.
- 4.2 The work is to be awarded within six months from the date of issue of sanction. In this connection, Ministry's Circular no. NH-15015/29/2001-PL dated 5.7.2001 is to be referred.
- 4.3 In accordance with the instructions contained in the Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting tenders that the overall cost of work at tender rates including centages and Establishment charges do not exceed by more than 5% of the sanctioned cost.

5. General:

- 5.1 During construction work, proper arrangement for smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulations of IRC:SP:55-2001 and traffic operation to be regulated causing least inconvenience to road user.

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26.05.2003. Submissions of monthly confirmation report in the prescribed Performa in this regard may also be ensured.

- 5.3 **Splitting of work:** Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specification prevailing condition, it should be done only after prior approval of this Ministry. In this regard, instructions issued in this Ministry's letter No. NH-III/25/84 dated 04.08.1994 may be referred.
- 5.4 **Monitoring of the work:** In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by competent authority and quarterly status report furnished to the Ministry in the prescribed Performa.
- 5.5 **Safety Measures:** Following provisions have been allowed with respect to safety measures.
- (i) Raised Profile Edge Line Markings is proposed on both side of the entire road stretch. The specifications and rates for Raised Profile Edge Line Markings has to be in compliances with the Ministry's letter no. RW/NH-12013/11/6//SP(B-6)/EAP dated 03.01.2019 and 25.02.2019.
 - (ii) Rumble strips with thermoplastic paint and warning signs are proposed in the stretches where speed is restricted particularly in built up sections.
 - (iii) Covered drains are proposed in built up area which will be utilized as footpath. Guard rails are proposed to segregate pedestrian traffic in built up are. Zebra crossing with thermoplastic paint proposed for pedestrian crossing the road at other location.
 - (iv) Different type of Mandatory, cautionary, warning signs.
 - (v) Metal beam crash barriers on outer side of curves where radius is less than 250m, where height of bank is more than 3m and in approaches to Bridges.
 - (vi) Road marking- Road Marking with thermoplastic paint, such as centre line, edge lines, arrow markings at junctions, zebra crossings for pedestrian in built up area and near the school and at Junction
 - (vii) Delineators are proposed on outer side of curves, Junction Location and in Built-up section.
 - (viii) M.S. Guard rail in built up area to segregate pedestrian traffic.
- 5.6 **Road Appurtenances:** Road appurtenances such as Km/Hectometre Stones, road side toilet facility etc. are proposed to be provided on the project road.
- 5.7 **CVC guidelines in tendering** may be followed.
6. **Cost of Work:** The project is to be executed on EPC Mode of contract cost details are as follows:

ARTICLE 3

OBLIGATIONS OF THE CONTRACTOR

3.1 Obligations of the Contractor

- 3.1.1 Subject to and on the terms and conditions of this Agreement, the Contractor shall undertake the survey, investigation, design, engineering, procurement, construction, and maintenance of the Project Highway and observe, fulfill, comply with and perform all its obligations set out in this Agreement or arising hereunder.
- 3.1.2 The Contractor shall comply with all Applicable Laws and Applicable Permits (including renewals as required) in the performance of its obligations under this Agreement. The Contractor shall comply with (a) all environmental clearances required during construction and maintenance including implementation of Contractor's Environmental and Social Management Plan (C-ESMP); (b) ES Management Strategies and Implementation Plans; and (c) Code of Conduct for Contractor's Personnel.
- 3.1.3 Subject to the provisions of Clauses 3.1.1 and 3.1.2, the Contractor shall discharge its obligations in accordance with Good Industry Practice and as a reasonable and prudent person.
- 3.1.4 The Contractor shall remedy any and all loss or damage to the Project Highway from the Appointed Date until the end of the Construction Period at the Contractor's cost, save and except to the extent that any such loss or damage shall have arisen from any default or neglect of the Authority.
- 3.1.5 The Contractor shall remedy any and all loss or damage to the Project Highway during the Defects Liability Period at the Contractor's cost to the extent that such loss or damage shall have arisen out of the reasons specified in Clause 17.3.
- 3.1.6 The Contractor shall remedy any and all loss or damage to the Project Highway during the Maintenance Period at the Contractor's cost, including those stated in Clause 14.1.2, save and except to the extent that any such loss or damage shall have arisen on account of any default or neglect of the Authority or on account of a Force Majeure Event.
- 3.1.7 The Contractor shall, at its own cost and expense, in addition to and not in derogation of its obligations elsewhere set out in this Agreement:
- make, or cause to be made, necessary applications to the relevant Government Instrumentalities with such particulars and details as may be required for obtaining Applicable Permits set forth in Schedule-F and obtain and keep in force and effect such Applicable Permits in conformity with the Applicable Laws;
 - procure, as required, the appropriate proprietary rights, licences, agreements and permissions for Materials, methods, processes and systems used or incorporated into the Project Highway;
 - make reasonable efforts to maintain harmony and good industrial relations among the personnel employed by it or its Sub-contractors in connection with the performance of its obligations under this Agreement;

विपिन कुमार/VIPIN KUMAR
कार्यकारी अभियंता/Executive Engineer
सड़क परिवहन एवं राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
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SCHEDULE - F
(See Clause 3.1.7(a))
APPLICABLE PERMITS

1 Applicable Permits

1.1 The Contractor shall obtain, as required under the Applicable Laws, the following Applicable Permits:

- (a) Permission/clearance from of the State Government/SEIAA/DEIAA for extraction of boulders from stone quarries and borrow areas;
- (b) Permission of Village Panchayats and Consents from State Pollution Control Board for installation of crusher (for fixed and/or mobile crushers);
- (c) Licence for use of explosives for blasting,
- (d) Labours licence /permits
- (e) Permission of the State Government/Ground Water Authority for drawing water for construction;
- (f) **Permission from concerned land owner(s) for disposal of hill cut materials on private land.**
- (g) Permission from Village Panchayat for establishing construction/stackyard/labour camp(s).
- (h) Consents of State Pollution Control Board for setting up batching plant;
- (i) NOC of Village Panchayats and Consents of State Pollution Control Board for setting up asphalt plant;
- (j) Any other permits or clearances required under Applicable Laws.

1.2 Applicable Permits, as required, relating to environmental protection and conservation shall have been procured by the Authority in accordance with the provisions of this Agreement.



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