

ई-मेल

मुख्यालय
सीमा सड़क महानिदेशालय
सीमा सड़क भवन
रिंग रोड, दिल्ली कैंट
नई दिल्ली - 110010

24016/DGBR/Policy/ 12 /EPC Cell

३१ दिसम्बर 2022

मुख्यालय अपर महानिदेशालय (पूर्व) मार्फत 99 सेना डाकघर	मुख्यालय अपर महानिदेशालय (उत्तर-पश्चिम) मार्फत 56 सेना डाकघर
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सभी परियोजना
द्वारा 56/99 सेना डाकघर

**AMENDMENT TO SCHEDULE 'H' OF STANDARD EPC AGREEMENT FOR
NATIONAL HIGHWAYS AND CENTRALLY SPONSORED ROAD WORKS
PROPOSED TO BE IMPLEMENTED ON ENGINEERING PROCUREMENT AND
CONSTRUCTION (EPC) MODE OF CONTRACT AND ANNEXURE-I OF
SCHEDULE 'G' OF MODEL CONCESSION AGREEMENT OF HYBRID
ANNUITY PROJECT**

1. A copy of MoRT&H letter No. RW/NH-33044/88/2021-S&R(P&B)/DNT(215840) dated 28 Dec 2022, under which MoRT&H has issued amendment with the approval of Competent Authority to Schedule 'H' of Standard EPC Agreement for NHs and Centrally Sponsored Road works proposed to be implemented on EPC mode of Contract as per Annexure enclosed with ibid MoRT&H letter, is forwarded herewith for your information and further necessary action please.



(अभिय श्रीवास्तव)

अधि. अभियंता (सिविल)

संयुक्त निदेशक (ई पी सी सेल)

कृते सीमा सड़क महानिदेशक

Encls. :- 07 Sheets

Government of India
Ministry of Road Transport & Highways
(S&R Zone)
No.1, Parliament Street, Transport Bhavan, New Delhi-110001

File No: RW/NH-33044/88/2021-S&R(P&B)/DNT(215840)

Dated: 28th December, 2022

To,

1. The Chief Secretaries of all State Governments/UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs PWD dealing with National Highways, other centrally sponsored schemes and state schemes
3. The Chairperson, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Dethi-110075.
4. The Managing Director, National Highway Infrastructure Development Corporation Ltd., 3 floor, PTI Building, Parliament Street, New Dethi-110001.
5. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.
6. Secretary General, IRC, IRC Bhawan, Kama Koti Marg, Sector-6, R.K.Puram, New Delhi-110022
7. Director, IAHE, Industrial Area, A-5, Sector-62, Noida-201309
8. NIC for uploading on Ministry's websites

Subject: Amendment to Schedule H of Standard EPC Agreement for National Highways and Centrally Sponsored Road works proposed to be implemented on Engineering procurement and Construction (EPC) mode of Contract and Annexure-I of Schedule G of Model Concession Agreement of Hybrid Annuity Project.

Ref.: Ministry Circular No: RW/NH-33044/88/2021-S&R(P&B)/DNT(215840) Dated- 19.12.2022.

Madam/Sir,


In continuation to Ministry's Circular cited above, it is to state that keeping in view relaxation given by Government of India under "Atmanirbhar Bharat", the provisions of the said circular shall also be made applicable to schedule H of the ongoing projects being implemented on EPC mode of contract upto 31.03.2023.

2. It is further to state that to allow the similar facility in HAM Concession Agreement (CA), a sub-stage has been introduced in Annexure-I of Schedule G of HAM CA for calculation of progress against casting of precast items such as bridge girders and RE-wall facia panels/blocks for determining achievement of project milestones.

3. In view of above, the following amendments has been made in Annexure-I of Schedule G of HAM CA as shown in the last column of the respective tables in Annexure. The amendments shall be made applicable to ongoing HAM concession agreements upto 31.03.2023.

3. This is issues with the approval of Competent Authority.

Yours faithfully,


(A.K. Kushwaha)
SE, S&R (Roads)
For DG (RD) & SS

Copy to:

1. All ROs/ ELOs of MoRTH and all Technical Officers at MoRTH Headquarter.
2. Sr. PPS to Secretary (RTH), Sr. PPS to DG (RD) &SS, PS to AS&FA, PS to all ADGs.

Annexure

Amendments to Annexure-I of Schedule G of Model Concession Agreement of Hybrid Annuity Model (HAM) Projects.

Annexure-I of Schedule G

Format for contract price weightages for highways projects with Flexible Pavements:

1.2 Proportions of the contract price for different stages of construction of the project highway shall be as specify below.

Item	Stage for measurement of physical progress	Amended stage for measurement of physical progress
Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/Major Bridges/Structures (but excluding service roads)	C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:	C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:
	(2) Minor bridges	(2) Minor bridges
	(c) Super-structure (including crash barriers etc. complete)	(c) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(3) Cattle/Pedestrian underpasses	(3) Cattle/Pedestrian underpasses
	(c) Super-structure (including crash barriers etc. complete)	(c) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(4) Pedestrian overpasses	(4) Pedestrian overpasses
	(c) Super-structure (including crash barriers etc. complete)	(c) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(5) Grade separated structures	(5) Grade separated structures
	(a) Underpasses	(a) Underpasses
	(iii) Super-structure (including crash barriers etc. complete)	(iii) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage

		in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(b) Overpass	(b) Overpass
	(iii) Super-structure (including crash barriers etc. complete)	(iii) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(c) Flyover	(c) Flyover
	(iii) Super-structure (including crash barriers etc. complete)	(iii) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
Major Bridge works and ROB/RUB	A. - Widening and repairs of Major Bridges	Widening and repairs of Major Bridges
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	B. - Widening of repair of	Widening of repair of
	a. ROB	ROB
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	b. RUB	RUB
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost

			is assigned to the casting of such precast girders/segments.
		C. - New Major Bridges	New Major Bridges
		(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
		D. - New rail-road bridges	New rail-road bridges
		a. ROB	ROB
		(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
		b. RUB	RUB
		(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
Structures (elevated sections, reinforced earth)		(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
		(4) Reinforces Earth Wall (includes Approaches of ROB, Underpasses, Overpasses, Flyover etc.	(4) Reinforces Earth Wall (includes Approaches of ROB, Underpasses, Overpasses, Flyover etc. If RE-wall is used with facia panels/blocks, 5% of weightage of the stage in percentage to bid project cost is assigned to the casting of such facia panels/blocks for one complete approach.

Format for contract price weightages for highways projects with Rigid Pavements.

1.2 Proportions of the contract price for different stages of construction of the project highway shall be as specify below.

Item	Stage for measurement of physical progress	Amended stage for measurement of physical progress
Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/Major Bridges/Structures (but excluding service roads)	C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:	C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:
	(2) Minor bridges	(2) Minor bridges
	(c) Super-structure (including crash barriers etc. complete)	(c) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(3) Cattle/Pedestrian underpasses	(3) Cattle/Pedestrian underpasses
	(c) Super-structure (including crash barriers etc. complete)	(c) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(4) Pedestrian overpasses	(4) Pedestrian overpasses
	(c) Super-structure (including crash barriers etc. complete)	(c) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(5) Grade separated structures	(5) Grade separated structures
	(a) Underpasses	(a) Underpasses
	(iii) Super-structure (including crash barriers etc. complete)	(iii) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(b) Overpass	(b) Overpass

	(iii) Super-structure (including crash barriers etc. complete)	(iii) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(c) Flyover	(c) Flyover
	(iii) Super-structure (including crash barriers etc. complete)	(iii) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
Major Bridge works and ROB/RUB	A- Widening and repairs of Major Bridges	A- Widening and repairs of Major Bridges
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	B- Widening of repair of	B- Widening of repair of
	(a) ROB	(a) ROB
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(b) RUB	(b) RUB
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	C- New Major Bridges	C- New Major Bridges
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.

	D- New rail-road bridges	D- New rail-road bridges
	(a) ROB	(a) ROB
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(b) RUB	(b) RUB
	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
Structures (elevated sections, reinforced earth)	(3) Super-structure (including crash barriers etc. complete)	(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/segments.
	(4) Reinforces Earth Wall (includes Approaches of ROB, Underpasses, Overpasses, Flyover etc.	(4) Reinforces Earth Wall (includes Approaches of ROB, Underpasses, Overpasses, Flyover etc. If RE-wall is used with facia panels/blocks, 10% of weightage of the stage in percentage to bid project cost is assigned to the casting of such facia panels/blocks for one complete approach.

