Most Immediate

NH-15017/14/2022-P&M
Government of India
Ministry of Road Transport & Highways
Transport Bhawan, 1, Parliament Street, New Delhi -11001

Dated: 31st January, 2023

Office Memorandum

Subject: Standard format for submission of proposals to NPG - Reg

Ref: - (i) OM No. NH-15017/14/2022-P&M dated 17th June, 2022

(ii) OM No. NH-15017/14/2022-P&M dated 25th August, 2022

(iii) OM No. NH-15017/Sep/2022-DNT dated 30th September, 2022

(iv) OM No. NH-15017/Oct/2022-DNT dated 11th October, 2022

(v) OM No. NH-15017/14/2022-P&M dated 23rd December, 2022

In continuation of this office above references on the above-mentioned subject, please find enclosed **Annexure - 1** herewith the revised standard format for submission of proposals to Network Planning Group (NPG), in line with the recent communication from DPIIT and frequently asked queries during NPG meeting.

2. This is for information and needful compliance. It is requested to kindly **submit the NPG proposal henceforth in the revised format.**

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

4. For any further assistance, Sh. Bidur Kant Jha, Director; (Contact No. 8826173057; Email: Bidurkant.jha@gov.in) may also be contacted in this regard.

Enclosure: As above

Yours sincerely,

Bidur Kant Jha
31-01-2023

(Bidur Kant Jha)
Director
(New Technology)

To,

i. The Principal Secretaries / Secretaries of all States / UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
ii. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi - 110010
iii. The Chairperson, National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi - 110075
iv. The Managing Director, National Highways Infrastructure Development Corporation Limited, PTI Building, Sansad Marg, New Delhi - 110001
v. All Project Zone CEs of the Ministry and SE (BP&SP)
vi. All ROs of the Ministry

Copy to:

Director, NIC - with a request to upload on the Ministry's website under "What's New"

Copy for information to:

i. Sr. PPS to Secretary (RT&H)
ii. Sr. PPS to AS&FA
iii. Sr. PPS to AS (H)
iv. Sr. PPS / PPS / PS to ADG - Nodal / ADG (South)
v. Sr. PPS to CE (Planning)
vi. Sr. PPS / PPS / PS to JS (NHIDCL & Ropeways) / JS (Toll / RT&MVL) / JS (EAP & Coord) / JS (Logistics)

Annexure-1

Format for submission of project information for consideration by NPG

PROJECT BRIEF	
Name of the Sponsoring Ministry	
Project Title	
Location (State and District)	
Project Proponent	
Implementing Agency	
STATUS OF PROJECT	
DPR Status	
Land Acquisition Status	
Anticipated/Total Project Cost	
Land Acquisition Cost	
Expected project completion timeline	
Land Acquisition Timeline	
Has Project been mapped on NMP Portal? (Annex Schematic diagram)	
Project classification	
Salient features of the Project	
In bullet points, 500 words	
Alignment with PM GatiShakti Principles	

Information Required	Yes	No	Other/ NA	Remarks
If the project is < 500 Cr, does the project align with the principles of PM GatiShakti?				
Does the project provide intermodal/ transition infrastructure? (Peripheral infrastructure build up for providing transport connectivity to other modes)				
Does the project directly facilitate multi-modal infrastructure?				

Expected Impact of the project on Logistics efficiency

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Information Required	Yes	No	Other/ NA	Remarks
Is this project expected to lower the current logistics cost? Please quantify the financial benefit(i.e. savings in Vehicle Operating Cost, in INR per Year)				
Has the shortest path along with multimodal impact taken into consideration?				

Integrated Planning Approach

Information Required	Yes	No	Other/ NA	Remarks
Does the project positively impact any other infrastructure sectors (rail, roads, telecom, power etc.)? If so How				
Has the alignment been done with the data layers of other ministries on NMP? E.g.: Forest, Economic Zones, Telecom Networks, Water Bodies etc				
Are all the approvals required been identified and listed?				

Expected Utility of the project for Economic Clusters

Information Required	Yes	No	Other/ NA	Remarks
What are the Go/No-Go areas considered while doing the alignment?				
Does the project positively impact existing economic clusters? If so, give brief				

Financial Model & Implementation Framework

Information Required	Yes	No	Other/ NA	Remarks
What is the mode of implementation of this project?	PPP/HAM	EPC	Any other	
What is the structure of finance chosen for this project? (Capital structure, debt/equity/subsidy etc.)				
What is the FIRR expected from this project?				

Whether the project is under the Annexure 1 of the CCEA note

Note in **Annexure - I** for coordination to facilitate integrated planning, synchronized implementation and details of clearances expected.

Expected Impact of the project on Logistics efficiency

In bullet points, 500 words

Summary of Impact Assessment (refer Annexure II)

In bullet points, 500 words

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31-01-2023

Carriage of Freight(in Million Metric Ton/Year):

Total Million Standard axles per year without lane distribution factor & directional distribution X8.16ton

Typical Calculation:

Design Traffic:100MSA, Design Period:15 year, Lane Distribution Factor:0.75, Directional Distribution:0.5

Carriage of Freight(in MMT per Year)=(100/(15*0.75*0.5))*8.16=145.0667MMT/Year

Alignment Options Study:

Summary of evaluation duly considering Engineering, Social & Environment

In case of greenfield/Bypasses: Traffic diversion Analysis

Summary of Traffic Origin-Destination Surveys & Analysis:

Freight/Goods Vehicle: Major Commodity wise O-D analysis Matrix(Average per Day):Data of O-D expanded Matrix considered for Traffic Projection

Type of Commodity	No. of Vehicles (average per day)	Origin (Name of Place)	Type of Economic Nodes (Mining/SEZ/ Industry /Manufacturing/ Agriculture Center/Trading center/Port etc.)	Whether Raw Materials/ Finished Product	Destination (Name of Place)	Trip Length (km)	Average Payload (metric ton)	ton-km

- ***Show the major O-D pair/desire line diagram on NMP alignment Map, layer thickness is proportioned to % contribution.***

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Passenger Vehicles O-D analysis Matrix: (Average per Day):Data of O-D expanded Matrix considered for Traffic Projection

Vehicle Type (Car/Bus)	No. of Vehicles (average per day)	Origin (Name of Place)	Destination (Name of Place)	Average Occupancy (in Nos.)	Trip Length (km)	Passenger -km	% of Trip Purpose		
							Work/ Business	Education	Social/ Shopping/ /Tourism / Others
Car									
Bus									

Major Traffic generation Nodes in Project Influence Area:

Name of Traffic Generation Economic Nodes/ ports	Type of Commodity	Year from which It will start generate	Generation (tons/day)	Modal split of Carriage (ton/day) % by road/rail/waterways/airport

Summary of Modal Shift Analysis for Competing Modes such as Railways/Waterway etc,:

Is there any competing routes of Railways/Waterways, if yes then

Commodity wise break-even distances for Railways/Waterways and accordingly modal split may be considered in traffic projection for National Highways:

Name of Commodity	Break-even Distance for Different competing Modes	
	Railways	Waterways

Economic Analysis & Economic Indicators:

Alternative	Economic Indicators			
	EIRR (%)	Savings in Total Transportation Cost (in INR Millions)	Net present Value (in INR Millions)	NPV/Cost
Without Project				
With Project				

Financial Analysis & Financial Indicators:

Alternative	Financial Indicators

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	Concession Period (in Years)	Estimated Project Cost (in Crore)	Estimated Bid Project Cost (in Crore)	Project FIRR (%)	Equity FIRR (%)
Without Project					
With Project					

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31-01-2023

Annexure –I

Proposed intervention required from other ministries/departments **for integrated planning, synchronized implementation and expected clearances**

S. No	Name of Ministry	Proposed activity for integrated planning	Proposed activity for enhanced optimization (through modification, expansion, new components)	Expected Clearances required	Remarks
1.	MoRTH				
2.	MoR				
3.	MoCA				
4.	MoPSW				
5.	MoPNG				
6.	DoT				
7.	Min of Power				
8.	MNRE				
9.	MOEFCC				
10	Others/such as State Government				

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31-01-2023

Annexure – II

Multimodal Connectivity		
Distance to nearest (in km)		**Is there existing connectivity to nearest mode or being planned?**
Airport		
Sea Port		
Inland Waterways		
Railway Station/Goods Shed		
Metro Station (If applicable)		
Bus Stand		
Nearest National Highway		
Nearest State Highway		

Impact Assessment of the Project

Environment Impact	
Usage of Non-Conventional Energy	
Fuel Usage Reduction	
Carbon Footprint	
Rain water Harvesting	
Solid Waste Disposal	
Effluents Disposal	
Use of sustainable methods during planning and construction	

Economic Impact	
Increase in freight volume (metric tons etc.)	
Increase in traffic	
Saving in time	

Bidur Kandel 31-01-2023

Reduction in travel distance (km)	
Increase in efficiency	

Social Impact	
Access to Health Infrastructure	
Access to Educational infrastructure	
Access to employment center	
*Reduction in travel time to health, education and employment centres	

Employment Impact	
Expected Tourist Inflow	
Direct employment generation *(no. of ppl employed)*	
Indirect employment generation (no. of ppl employed)	
Expected generation of Business opportunities	

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31-01-2023

In addition, the project proponent is requested to share the following details:

1. Compliance with PM GatiShakti concept
2. Detailed economic analysis, economic justification, and the project's impact on all economic centers
3. Details of economic nodes with which connectivity will be improved by the project
4. Impact on multimodal connectivity (Railways, Airports, Ports), manufacturing and economic zones last-mile connectivity to infrastructural connectivity, etc.
5. Detailed freight estimation (in Metric Tonnes) including commodity type from economic zones / clusters / ports, etc. (as are relevant) on NHs corridors
6. Detailed estimated traffic as well as forecasted traffic from each traffic generation nodes like SEZs, Food parks and other economic zones.
7. kml file of the Project alignment along with entire Project Corridor
8. Executive Summary of DPR and chapters such as Traffic Surveys, Analysis& Forecast; Alignment Options Study, Socio-Economic-Strategic Profile of Project Influence Zone, Economic & Financial Analysis etc.
9. Final presentation duly incorporating the compliances of observations of the Technical Support Unit (TSU) by one day before the NPG Meeting.

Bidur Kant Jha
31-01-2023