

No.RW/G-23012/01/2019-W&A(Pt.III)
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi – 110001

Dated the 13th January, 2023

To

1. The Principal Secretaries/ Secretaries of all States/UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
2. All Engineers-in-Chief and Chief Engineers of Public Works Departments of States/ UTs dealing with National Highways and other centrally sponsored schemes.
3. The Chairman, National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi-110075.
4. The Managing Director, NHIDCL, PTI Building, New Delhi-110001
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.

Sub: Standard Operating Procedure (SOP) for Maintenance & Repair (M&R) of NHs – Reg.

- Ref: (i) Ministry's Letter of even no. dt 23.11.2020 – SOP for M&R of NHs
- (ii) Ministry's Letters of even no. dt 15.01.2021 - Contract Documents for Short & Medium Term maintenance of NHs

Sir,

Earlier, the Ministry vide letters of even number under ref (i) and (ii) has issued Standard Operating Procedure (SOP) for PR / IRQP works and OR works for Maintenance & Repair (M&R) of NHs as well as Contract Documents for Short Term (1 year) and Medium Term maintenance (3 years or more) of NHs.

2. It has now been decided that, for certain qualifying stretches of NHs, performance based maintenance contract shall be undertaken. It has also been decided that provisions for medium term maintenance contract issued vide OM of even no. dated 15.01.2021 stands withdrawn.

3. Accordingly, following broad guidelines / Action Plans may be adopted for taking up effective M&R of NHs stretches through the Short Term maintenance contract, Performance based maintenance contract or PR / IRQP Works, as applicable:-

- i. **Short Term Maintenance Contract (STMC):** These will be undertaken where DPR has been completed / in advanced stages of completion / not required and development work is planned to be commenced after a year or so with due consideration of the prospective appointed date for such projects; for avoidance of doubt, it is clarified that the duration of commencement shall also include likely period of issuing appointed dates. Contract period shall be generally one year. If development work has been sanctioned and there is delay in giving the appointed date then in such cases also short term maintenance contract may be undertaken however such contracts need to be foreclosed at the time of appointed date. Multiple stretches may be combined under a single contract depending upon geographical proximity and operational convenience so as to have a minimum length of about 25 km or so.

- ii. **Performance Based Maintenance Contract (PBMC):** Such contract will be undertaken on those NHs stretches where road condition is generally good and structurally sound and no deficiencies exist and either no further expansion has been planned in next five to seven years or development work is likely to start after 3 to 4 years. All NHs stretches wherein implementation of one renewal layer would suffice traffic worthiness of such sections and where no capacity augmentations are required to be done shall also be covered under Performance based maintenance contract. Such contract will generally include one cycle of renewal layer; renewal layer may be implemented in phases in project length in a staggered timeline; however, entire length under contract shall have to be covered by renewal layer latest within second year of contract period which may be either 5 years, 7 years or more; for contract period of 7 years (and above, if any), two cycles of renewal may be allowed and second cycle shall be implemented before handing over the section at the end of contract period. Such contract to be done preferably in a length of 50 km. If any single stretch is less than 50 km, then multiple stretches may be clubbed together.

Development plan if necessitated in such stretches may be initiated well before expiry of the contract and the existing contract may be foreclosed at the time of Appointed Date.

If development work has been approved on the stretches where such PBMC contracts is in operation then in such cases, contract need to be foreclosed at the time of Appointed Date.

For stretches being considered for award of PBMC just after completion of DLP of any development project, it shall be mandatorily ensured that all structures and pavements are in serviceable conditions as per contract provisions. Accordingly all executing agencies and Project Zones of the Ministry / ROs shall ensure that all necessary rectification works (if any) are fully completed under all such projects before completion of DLP and taking over of project section.

- iii. **PR / IRQP Works:-** All other remaining NH stretches (i.e stretches not covered under para (i) and (ii) above), including newly notified NHs, where there are no ongoing works or the stretch is not under DLP, may be considered for approval under PR /IRQP work.

2. It may be ensured that all the NH stretches in a particular State/UT are either covered under development work, DLP or any of the above maintenance contracts. **All maintenance contracts of developed stretches should be initiated well before the closure of the DLP period so that just after DLP, one maintenance contract is ready and the stretch is not left unattended.**

3. All new routine maintenance activities under **OR(N)** are targeted to be discontinued with **immediate effect** from FY 2023-24 and all such activities are to be essentially covered under performance based / short term maintenance contracts. Funds for OR (N) shall be released only under exceptional circumstances effective from FY 2023-24. All Project Zones and ROs of Roads Wing may accordingly take advance action to develop and finalise the plan for implementation of these maintenance works and such finalised plans duly approved by the Project Chief Engineer need to be sent to the Planning Zone latest by 31st January, 2022 for conveying the appropriate sanction ceiling.

4. In general, entire contract maintenance requirement shall be prepared well in advance between October to December of the preceding year. Based on the requirement projected by the State Governments/Regional Officers/Project zones, Planning Zone will convey the sanction ceiling for the particular category of maintenance contract based on the approved list by the Project Zone Chief Engineer. Estimates may be got prepared parallelly and submitted to Ministry for approval. Estimates must be accompanied with Maps, bar chart, lane configuration, condition of the road, DLP status, future development plans etc. The entire sanctioning process should be completed by the end of the preceding

financial year. Bids for maintenance contracts may be simultaneously invited after the technical approval of the estimates and contracts should be desirably awarded by 15th April so that maintenance interventions of urgent nature can be completed before onset of monsoon and damages during monsoon period are minimized.

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

Yours faithfully,



(Ranjit Kumar Roy)

Under Secretary to the Government of India

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Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. The Secretary General, Indian Roads Congress
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's New"

Copy for information and necessary action to:

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. Sr. PPS to DG (RD) & SS
5. Sr. PPS to AS&FA
6. Sr. PPS to AS (Highways) / AS (NHIDCL, RT & MVL, RS)
7. Sr. PPS to Pr. CCA, MoRT&H
8. Sr. PPS / PPS / PS to ADG
9. Sr. PPS / PPS / PS to JS (EAP) / JS (Logistics)