

GOVERNMENT OF INDIA
Ministry of Road Transport & Highways
(Planning Zone)

No.NH-18011/1/2012-P&M

Dated, the 8th February, 2013

To,

1. The Principle Secretaries / Secretaries of States / Union Territories, Public Works Department (dealing with National Highways, other Centrally Sponsored Schemes and State Schemes)
2. The Engineer-in-Chief and Chief Engineers of Public Works Department of State / Union Territories (dealing with National Highways, other Centrally Sponsored Schemes and State Schemes)

Sub: Delegation of powers of the Ministry to Regional Officers - reg.

Sir,

In continuation of this Ministry's letter number NH-18019/5/2004-P&M (Pt.) dated 16.01.2006 on the subject above, the para-2 and the enclosure thereto may be replaced with the following;

2. Approvals for tender premium / variations / extra items / escalation / price adjustment: For approval of tender premium/variation/extra items/escalation/price adjustment, for various components, the following guidelines shall apply:

2.1 Tender premium: The existing delegation to the State Governments to accept tenders up to 5% of the sanctioned amount would continue. In this regard it is clarified that the sanctioned amount for this purpose will be considered as the sanctioned **amount of the component of work put to tender.**

2.2 Escalation / Price adjustment: The Regional Officers are empowered to accept escalation / price adjustment subject to;

- a) The Escalation / Price adjustment shall be as per the terms and conditions of the contract.
- b) The overall excess due to tender premium, escalation / price adjustment, variation and extra items is within the 5% over the sanctioned amount.

2.3 Variations / extra items: The Regional Officers are empowered to accept variations in the quantities of BOQ items and permit extra items up to the 5% over the amounts for works plus the amount for contingencies provided in the sanctioned estimate, subject to the following conditions;

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-:2:-

No.NH-18011/1/2012-P&M

Dated, the 8th February, 2013

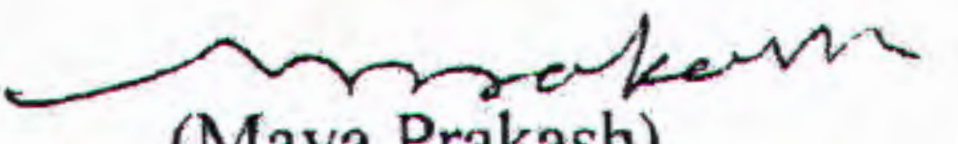
- a) The variations shall be consistent with the provisions of contract,
- b) Proposal for the variations and / or extra items etc. will have to be referred to the Regional Officer by the Chief Engineer of the State dealing with the National Highways,
- c) The overall excess due to tender premium, variation and extra items is within the 5% over the amounts for works plus the amount for contingencies provided in the sanctioned estimate,
- d) The overall excess due to tender premium, escalation / price adjustment, variation and extra items is within the 5% over the sanctioned estimate,
- e) Savings due to tender discounts (the sanctioned amount of the items put to tender **minus** amount of the same items of work based on tender) will be excluded for working out the excess due to variations and extra items. In such cases, the variations which can be allowed by Regional Officer will be 5% of value of work based on tender plus the amount provided for contingency.

(some sample cases have been given in the enclosure to this letter for the sake of clarity)

3. This issues with the concurrence of Finance Wing and approval of Secretary (RT&H).
4. It is requested that the contents of this letter may be brought to the notice of all concerned for needful compliance.

Yours faithfully,

Encl. – As above.


(Maya Prakash)

Deputy Secretary to the Government of India

Copy for information to:-

1. All ROs/ELOs of the Ministry.
2. All RPAOs of the Ministry.

Copy also to:-

1. PPS to Secretary (RT&H)
2. PS to DG(RD)&SS
3. PPS to AS&FA
4. PPS/PS to ADGs
5. PS to Pr. CCA
6. All Chief Engineers
7. Dir. (F)

Contd... (3)

Enclosure to letter No. NH-18011/1/2012-P&M, dated, 8th February, 2013

Example:-

Consider an estimate sanctioned with work value of Rs. 100 lakhs as per the following details:-

Sl. No.	Provision	Sanction Amount (SA) (Rs. in lakhs)	%
1.	Estimated amount of work	100	-----
2.	Provision for contingencies	2.80	2.8% of 1
3.	Provision of w/c establishment	1.54	1.5% of 1&2
4.	Provision of Q/C	1.03	1% of 1&2
5.	Provision for Agency charges	9.25	9% of 1&2
	Total	114.62	

Permissible excess \leq 5% of 114.62 lakh
 \leq Rs 5.73 lakhs

Thus total expenditure (TE) including tender premium, variations, new items, escalation / price adjustment is limited to Rs 120.35 lakhs (Rs 114.62 lakhs +5.73 lakhs).

Case I: (No Tender Premium)

Permissible variation / extra items (VE) \leq 5% of 102.8 lakhs
 \leq Rs 5.14 lakhs

Price escalation / Escalation (ES) is governed by contract condition and can be accepted by Regional Officer so long as $SA+VE+ES \leq TE$

Case II: (Tender Premium)

Permissible tender premium (TP) \leq 5% of Rs. 100 lakhs
 \leq Rs 5 lakhs

Permissible variation / extra items (VE) \leq 5% of Rs. 102.8 lakhs
 \leq Rs 5.14 lakhs

Price escalation / Escalation (ES) is governed by contract condition and can be accepted by Regional Officer so long as $SA+TP+VE+ES \leq TE$

Contd... (4)

-:4:-

Case III: (Tender Discount)

Let tender premium (TP) is -10%

Sl. No.	Provision	Sanction Amount based on estimate (Rs. in lakhs)	%	Amount based on tender (Rs. in lakhs)
1.	Estimated amount of work	100	-----	90
2.	Provision for contingencies	2.80	2.8% of 1	2.8
3.	Provision for w/c establishment	1.54	1.5% of 1&2	1.54
4.	Provision of Q/C	1.03	1% of 1&2	1.03
5.	Provision for Agency charges	9.25	9% of 1&2	8.35 (9% of 92.8)
	Total	114.62		103.72

Permissible variation/extra items (VE) \leq 5% of Rs. 92.8 lakhs
 \leq Rs 4.64 lakhs

Price escalation / Escalation (ES) is governed by contract condition and can be accepted by Regional Officer so long as $SA+VE+ES \leq TE$

Note: The permissible variations (VE) are in addition to contingencies for utilization of which Regional Officers have been delegated powers vide Ministry's letter no NH-22023/1/12-P&M dated the 8th January, 2013.

DLP

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS**

Transport Bhawan
1, Parliament Street,
New Delhi- 110 001

No. NH-11065/4/2012-P&M(Pt-II)

Dated the 12th April, 2012

To

1. The Principal Secretaries / Secretaries of States/Union Territories, Public Works Departments (Dealing with National Highways, other Centrally sponsored schemes and State Schemes)
2. The Engineers-in-Chief and Chief Engineers of Public Works Departments of State/Union Territories (Dealing with National Highway Works)
3. The Chairman, NHAI, G-5&6, Sector-10, Dwarka, New Delhi- 110 045
4. The DGBR (BRO), Seema Sadak Bhawan, Naraina, New Delhi

Sub: Correction of Defects and Defect Liability Period under Standard Bidding Document—certain amendments—reg.

Sir,

This has reference to the Ministry's letter No. RW/NH-12014/5/2010/SP(MP)/P-9, dated 4.11.2010 on the above mentioned subject, inter-alia, amending Section 4, Contract Data, Sl. No. (iv) Page-62 of the Standard Bidding Document (SBD) of this Ministry to stipulate the Defect Liability Period as 3 years from the date of completion.

2. The above stipulations have been reviewed and it emerged that it would be appropriate to distinguish between works where structural layers have been provided and work where only surfacing has been done. Further, the defect liability period of 3 years is reasonable in cases where scope of the work involved provision of structural layer, i.e. strengthening, but is not reasonable for work involving surfacing only as being done in periodical renewal.

3. Accordingly, in partial modification of the above mentioned stipulations circulated vide Ministry's letter No. RW/NH-12014/5/2010/SP(MP)/P-9, dated 4.11.2010, the following amendments may be read in the SBD:-

Section 4, Contract Data, Sl. No. 4, Page-62	The Defects Liability Period is 365 days from the date of completion.	The Defects Liability Period is 3 years from the date of completion in case where the bituminous thickness is equal to or more than 40 mm. However, in case of works where bituminous thickness is less than 40 mm, the Defects Liability Period is 365 days from the date of completion.
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4. The above instruction may be brought to the notice of all concerned for immediate compliance and necessary amendments must be carried out in the SBD. This would be effective from the date of its issue.

5. This issues with the concurrence of Finance Wing vide U.O. No. 2652/TF-II/11, dated 28.3.2012 and approval of the Competent Authority

Yours faithfully,



(R.K. Pandey)

Chief Engineer (Planning)

For Director General (Road Development) & Special Secretary

Copy for information and necessary action to:-

1. All Technical Officers of the Ministry
2. All Regional Officers/Engineer Liaison Officers of the Ministry
3. Secretary General, Indian Roads Congress
4. Director, NITHE, Noida
5. Sr. PPS to Secretary (RT&H)
6. PPS to DG(RD)&SS
7. PPS to AS&FA
8. Director(Finance)
9. NIC to host on website



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001

F. No. RW/NH-33044/117/2015/S,R&T (R)

Dated: 23rd April, 2015

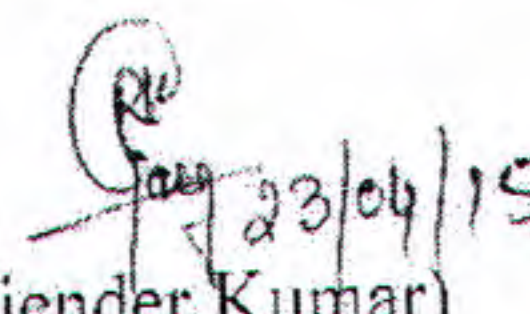
To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, Parliament Street, New Delhi- 110001

Subject: Maintenance of bypassed sections of the National Highways.

As per the extant policy of the Ministry, on the subject cited above, issued vide Circular nos. NHIII/P/9/77 dated 30th November, 1977 and 12th April, 1982, the section of the National Highway which has been bypassed would cease to be the part of National Highway network and would no longer vest in the Government of India. The responsibility of its future improvement and maintenance lies with the respective State Government.

2. However, requests are being received in the Ministry regarding carrying out improvement works on such bypassed sections of National Highways due to paucity of funds with the State Governments. It has, accordingly, been decided that before handing over the bypassed sections of the National Highways to the State Governments, the improvement works in these sections shall be carried out through the funds of Central Government as a one-time investment, keeping in view the site requirements, local needs of the area and the safety requirements etc.
3. The contents of this Circular may be brought to the notice of all concerned in your organization.
4. This issues with the approval of Competent Authority.


(Rajender Kumar)
Executive Engineer (S, R&T) (Roads)
For Director General (Road Development) & SS
Tel. : 011-23314330
E-mail : rajender.kumar68@nic.in

Contd. on page 2

Copy to:

1. All Chief Engineers/Superintending Engineers in the Ministry of Road Transport & Highways
2. All Joint Secretaries in the Ministry.
3. All ROs and ELOs of the Ministry
4. The Secretary General, Indian Roads Congress
5. The Director, IAHE
6. Technical circular file of S,R&T (R) Section
7. NIC-for uploading on Ministry's website under "What's new"

Copy for kind information to:

1. PS to Hon'ble Minister (SRT&H)/ PS to Hon'ble MOS (SRT&H)
2. Sr. PPS to Secretary (RT&H)
3. PPS to DG (RD) & SS
4. PPS to SS&FA
5. PPS to ADG-I/ ADG-II/ Coordinators - II/III

25/1

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Transport Bhawan
1, Parliament Street,
New Delhi- 110 001

o. NH-20013/1/2009-P&M

Dated the 3rd January, 2011

o

The Principal Secretaries / Secretaries of States/Union Territories, Public Works Departments (Dealing with National Highways, other Centrally sponsored schemes and State Schemes).

2. The Engineers-in-Chief and Chief Engineers of Public Works Departments of State/Union Territories (Dealing with National Highways, other Centrally sponsored schemes and State Schemes)

Sub: Development of stretches under IRQP following Corridor Development Approach—reg.

Sir,

The Ministry from time to time has been laying emphasis for development of NHs following Corridor Development Approach for taking up development of long continuous stretches of NHs so that these, in conjunction with the stretches included under various other approved programmes such as NHDP, etc., enables a visible impact of the post development initiatives.

2. The particular issue of development of stretches under IRQP needs emphasis in this context as IRQP is essentially an interim measure for keeping the roads in traffic worthy conditions wherever either complete strengthening may not be desirable as the same is programmed to be taken up under other major initiatives, or due to fund constraints, or wherever the strengthening can be deferred for a reasonable period with such intermediate type of improvement measures by improving the riding quality. In some of the cases IRQP may also suffice as the pavement is otherwise structurally sound of as per the design requirements and no strengthening may be required. Therefore, under such situations development of stretches under IRQP following Corridor Development Approach would enable allowing continuous stretches of developed NHs and it will enable a visible impact of the development and provide an appreciable comfort to the users. In view of the above, the following suggestions are made for taking up development of NHs under IRQP:-

(i) Development of NHs under IRQP may be taken up in continuous stretches of NHs generally not less than about 25 km length, unless the adjacent stretches at both the ends of the stretch under consideration have already been developed.

contd..2/-

No. NH-20013/1/2009-P&M

Dated the 3rd January, 2011

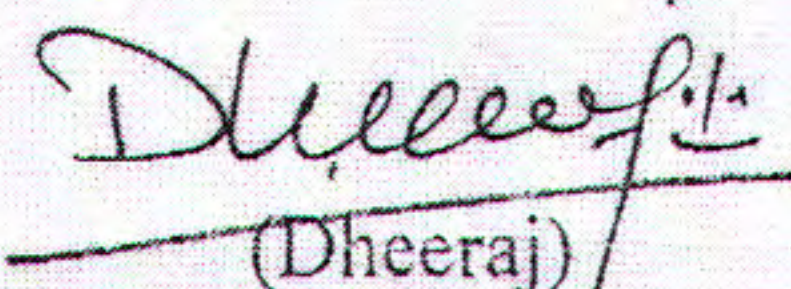
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(ii) Wherever isolated intermediate stretches of NHs (within the identified 25 km length of continuous NH stretches to be taken up under IRQP) having smaller lengths (e.g. about 1-2 km length) have been improved in recent past under Periodical Renewal (PR) programme and next renewal is not immediately due in such stretches, IRQP may be taken up even in such stretches for the sake of continuity and qualitative improvement of the pavement.

3. It is requested that the contents of the letter may be brought to the notice of all concerned for information and necessary action.

4. This issues with the concurrence of Internal Finance Wing vide U.O. No. 2003/TF-II/10, dated 27.12.2010.

Yours faithfully



(Dheeraj)

Executive Engineer (Planning)
For Director General (Road Development) &
Special Secretary

Copy for information and necessary action to:

1. All Project Zone CEs of the Ministry
2. All ROs / ELOs of the Ministry
3. All Technical Officers of RW
4. PPS to Secretary (RT&H)
5. Sr. PPS to ADG
6. PS to AS&FA

