

## Draft

### Policy for Industrialized Pre-casting in India with Short Term, Medium Term and Long Term Action Plan

Sl No.	Policy	Action Plan			Action to be taken by
		Short Term (Up to 6 Months)	Medium Term (Beyond 6 Months and up to 2 Years)	Long Term (Beyond 2 Years)	
1	Minimum usage of Industrial Pre-cast modules in highway projects	Contract/Concession document to be modified to provide for mandatory use of Industrialized pre-casting segments for items like box culvert, drain, crash barrier, median kerb, fascia panel of RE wall within 100 km radius of Pre-cast concrete manufacturing units.	Contract/Concession document to be modified to provide for mandatory use of Industrialized pre-casting segments for items like box culvert, drain, crash barrier, median kerb, fascia panel and friction slab, of RE wall, VUP, SVUP, LVUP, etc., girders of minor bridges within 100 km radius of pre-cast concrete manufacturing units.	Contract/Concession document to be modified to provide for mandatory use of Industrialized pre-casting segments for items like box culvert, drain, crash barrier, median kerb, fascia panel and friction slab, of RE wall, VUP, SVUP, LVUP, etc., girders of minor bridges, major bridges, fly overs, elevated corridors within 100 km radius of pre-cast concrete manufacturing units. Minimum percentage of Precast component utilization shall be 50%* of the cost of structural works of the bridges (excluding cost of foundation). The Consultant or Contractor	MoRTH & NHAI

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				must submit calculation for percentage of Precast content when submitting structural drawings for verification	
				RFP to be amended to insist mandatory experience requirement of contractor in using industrialized pre-cast concrete elements not less than 50% of the value of major bridge/ROB/fly over in case of normal highway project and not less than 50% of the cost of stand-alone major bridge/ROB/fly over project (excluding cost of foundation in either case) for the purpose of similar work experience.	
2	Bridging the gaps in IRC codes of practice and guidelines for design of various Pre-cast concrete	i) Identifying the gaps in IRC standards guidelines ii) Stakeholder engagements on (a) identification of gaps in IRC standards guidelines,	Framing of guidelines for site/factory manufacturing process of standardized pre-cast concrete modules including quality assurance & quality control,		MoRTH & IRC

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	elements used in highways (applicable euro standards to be followed till such time IRC standards and guidelines are framed)	(b) defining designers' responsibilities	transportation, handling including placing in position and jointing		
3	Government tax and other incentives for pre-cast concrete element manufacturing	Identification of possible tax credit and other incentives for research work, development of standard plan and industrialized manufacturing of pre-cast concrete elements	a) Interaction with Ministry of Finance, b) Amendment of relevant rules/orders of Ministry of Finance to provide tax credit and other incentives for research work, development of standard plan and industrialized manufacturing of pre-cast concrete elements		MoRTH & Ministry of Finance
4	Setting up of industrializing concrete pre-casting yard		a)Develop a Construction Industry Standard (CIS) as guidelines on handling, transportation, stacking and installation of pre-cast concrete components b)Fix threshold limit of the pre-cast beam length/segment length based on		NHAI, MoRTH and IRC

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			transportation logistics, c)Preparation of data base on inventory and condition including load carrying capacity of bridges through Indian Bridge Management System, d)Mapping of local roads for transportation logistics around the industrialized concrete pre-casting yards as and when set up.		

\* This minimum percentage of 50% shall be increased further depending on the readiness of the precast industry over the years.