



CREDIBLE

Management & Consultants Pvt. Ltd.
An ISO 9001 : 2015 (QMS)

Ref No: CMC/LIE/SB/22-23/733

Date: 12th August 2022

To,
The Deputy General Manager,
Punjab National Bank Ltd.,
Mid Corporate Branch,
Sector - 63, Noida - (U.P.)

To,
Sh. Manoj Kumar Chaudhary (AGM)
(Circle SASTRA Head)
Punjab National Bank Ltd.,
1st Floor, SH-12, Gamma Shopping center,
Gamma-1, Greater Noida -201306 (U.P)

Subject: Lenders Engineer Report for Development and operation of Bikaner - Suratgarh Section of NH - 62 by Two Laning with paved shoulder in the state of Rajasthan under through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") Toll Basis.

Dear Sir,

We hereby enclose our Monthly Progress Report upto July 2022 of the above-mentioned project.

Thanking you and assuring you of our best services.

For Credible Management & Consultants Pvt. Ltd.

Authorized Signatory
New Delhi

Encl.: - As above.
CC:

1. Mr. Kuldeep Ghira- (Sr. Manager), Punjab National Bank (NCLT & Resolution Cell)- Corporate Office, Dwarka New Delhi- 110075.
2. State Bank India, Stressed Assets Management Branch -II, SBI 11th Floor STC Building Janpath New Delhi-110001 (Along with Copy of MPR).
3. Dena Bank, (Bank of Baroda) Zonal Stressed Assests recovery Branch, 4th Floor, Rajendra Bhawan (Rajendar Place) New Delhi-110008 (Along with Copy of MPR).
4. Corporation Bank Corporate Banking Branch M-93, Cannought Place New Delhi -110005 (Along with Copy of MPR).
5. Central Bank of India SAM Branch 33,N.S. Road Kolkata-700001 (Along with Copy of MPR).
6. Suratgarh Bikaner Toll Road Company Private Limited, New Delhi for Information and necessary action (Along with Copy of MPR).

Sh. Pratap Singh, AGM
&
CLO-1

State Bank of India, SBI-11, New Delhi	
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AGM ADM	AGM ADM
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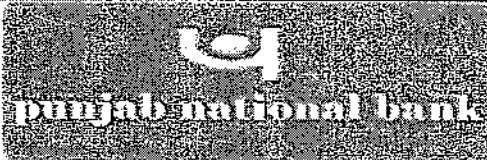
AGM
Date :-
All Clos/Cos - Clo1, Clo2, Clo3, Clo4, Clo5, Admin
Please Furnish/ Submit/advise the details as per
Mail/format by.....
कृपया मांगी गई जानकारी उपलब्ध कराएं.....तक

Dy. General Manager

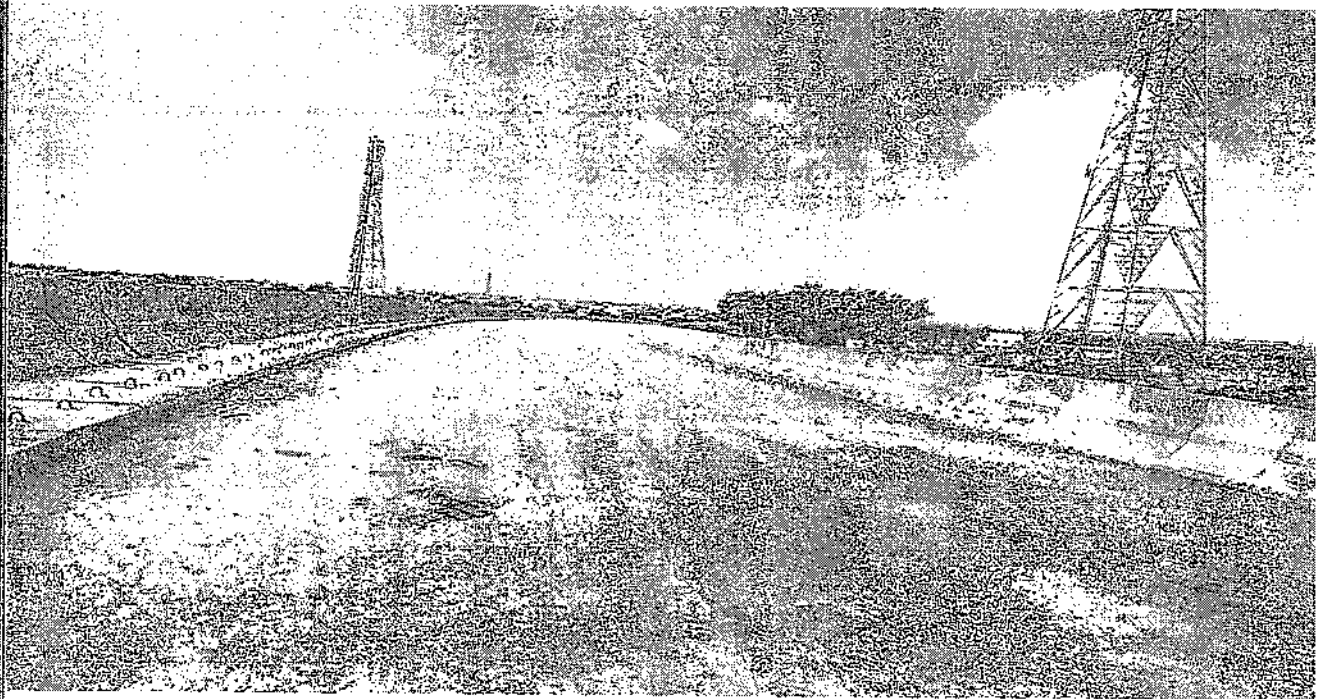
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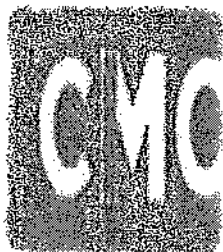
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LENDER'S INDEPENDENT ENGINEER REPORT FOR
DEVELOPMENT AND OPERATION OF BIKANER-SURATGARH
SECTION OF NH-62 (FROM KM55.869 OF NH-11 TO KM 173.000)
VIA KM 10.630 OF NH-62 BY TWO LANING WITH PAVED
SHOULDER IN THE STATE OF RAJASTHAN THROUGH PPP
ON DBFOT BASIS.



Submitted To :-
PUNJAB NATIONAL BANK
(CIRCLE SASTRAL HEAD)
1ST FLOOR, SH-12, GAMMA SHOPPING CENTER, GAMMA-1,
GREATER NOIDA -201306 (U.P)



Submitted By :-
Lenders Engineer
Credible Management & Consultants Pvt. Ltd.
1ST & 2ND Floor Villaggio Vista, C -3376 Faridabad
- Green Field, 121010-Haryana

UP TO - JULY -2022

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1.0 Executive Summary

The Project consists of Development and Operation of Bikaner- Suratgarh Section of NH-62 (from Km 553.869 of NH 11 to Km 173.000 (Execute Length 173.169) Via km 10.630 of NH 62 by Two Laning with paved shoulder in the State of Rajasthan under Public Private partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT" Toll Basis).

The existing chainage of project is km. 553.869 of NH 11 to Km, 173.00 of NH 62 (Existing length 173.000 Km. (Execute Length 173.169) and the design chainage of project is from km 0.00 to 172.384 of NH-62 (Design Length 172.384 Km.)

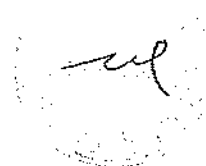
The project highway is designed with two lane & paved shoulder configurations for a length of 168.408 kms including toll plaza and structural length out of total project length of 172.384 kms. Balance length of 3.976 kms is proposed with 4 lane configurations with proposal of service road and footpath cum drain on both sides.

The project highway is designed all through with flexible pavement except for rigid pavement for locations as under :

- 500m for 2 lane with paved shoulder section from km 124+667 to km 125+167.
- 2000m for 4 lane section in Loonkaransar section from km 70+800 to km 72+800
- All three toll plaza locations

The project highway starts from Bikaner, an important commercial town of Rajasthan and ends at Suratgarh by joining in NH-62. The highway mostly passes through plain area except for few built up areas. The proposed highway follows the existing alignment with proposal for one bypass and no realignment. The Project has proposal for reconstruction of 1 existing major bridges new structure over Ghaggar River on left side and 1 no of reconstruction of existing minor bridge @ km 107+328 as new structure over canal on right side. One new ROB is proposed to be constructed at level crossing at existing chainage 45.957, two nos. cattle under passes are proposed at existing chainage 48.931 and 143.464. Two service road are proposed to be constructed from existing chainage of 70.500 to 72.500 and 171.00 to 173.00 on both sides. Reconstruction of 1 culvert at existing chainage 141.500 is proposed along with Widening of 9 nos. pipe& 6 nos. slab culverts. New construction is proposed for 17 nos. pipe culverts. Three toll plazas at km. 24.439 (design), km.83.725 (design) and km 144.100 (design) are proposed for construction. At each toll plazas traffic aid post, medical aid post and vehicle rescue post, 3 number truck lay bye (two on right side and one on left side) , 22 number bus bays (11 numbers on each side) are also proposed for construction.

The Concession Agreement was signed between Rajasthan and Suratgarh-Bikaner Toll Road Company Pvt. Ltd. on 09th May 2012. The concessionaire has achieved financial closure on 10th April 2013 and complied all conditions precedent stipulated in the Concession Agreement; Rajasthan PWD has notified no 16th Sept 2013 as appointed date. The total concession period is 16 years including 2 years'



LIE-Report of Bikaner -Suratgarh Road Project- NH-62 (Upto - July -2022)

construction period. Premium payable to RPWD is Rs. 2.51 Crores per year with 5% escalation per year.

The original estimated project cost of Rs.620.07 crore, including the EPC cost of Rs.510.00 crore, was to be funded by Term loan of Rs.450.00 crore and equity of Rs.170.07 crore, i.e., at DER of 2.65:1. A consortium of Banks, with PNB as Lead Bank, have sanctioned and disbursed the entire term loan of Rs.450.00 crore to the project. The financial closure had taken place on 10th April 2013.

Based on the appointed date of 16th September 2013, the scheduled COD would have been on 15th September 2015, but is now delayed. The company, meanwhile, has commenced toll collection (with provisional COD) since 17.02.2019.

The EPC contract was executed between M/s MBL Infrastructures Ltd and M/s Suratgarh Bikaner Toll Road Co (P) Ltd. on 29th May 2012. It is a fixed time, fixed price Engineering, Procurement and Construction (EPC) contract at total cost of Rs.510.00 Crores. For the EPC cost, unit rates for haulage of materials from the local quarries, the bill of quantities (BOQs), the prevailing prices for raw materials and such other factors was taken into consideration. The Project Management Team is established by the Concessionaire to supervise the construction of the project highway. Due to delays, there has been an increase in EPC Cost from original EPC cost of Rs.510 Crore to Rs.637.82 Crore.

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2.0 Introduction

Credible Management & Consultants Pvt. Ltd. have been appointed as Lenders Independent Engineer on behalf of Sr. Lenders Punjab National Bank Mid cooperate Branch H-1A/11 Sec 63 Noida to provide technical advice on issues relating to Two Laning of Bikaner-Suratgarh section from km 553+869 of NH 11 to km 173.000 (Execute Length 173.169) section of NH-62 in the state of Rajasthan under PPP on DBFOT (Toll basis.) The scope of work has been defined in letter dated 10.03.2014 issued by Punjab National Bank Mid Cooperate Branch H-1A/11 Sec 63 Noida.

2.1 Objectives

This report provides the Lenders with technical advice on issues relating to Project during the Construction Stage. The technical issues, being reviewed, includes technical evaluation of the conceptual elements of the project, the Concession Agreement, EPC contract and arrangements, mobilization of plants and machinery, manpower deployment, quality control arrangements, work program, status of licenses and permits and technical approval including issues contained in the Concession Agreement and sanctions of the lenders and as per scope of work mentioned in lenders appointment letter.

2.2 Project background

The Ministry of Road Transport and Highways, Govt. of India has ambition Plan to upgrade, rehabilitate and carry out widening of National Highways in various states. This project comes under Rajasthan PWD involving of Development and Operation of Bikaner- Suratgarh Section (from Km 553.869 of NH 11 to Km 173.000 (Execute Length 173.169) Via km 10.630 of NH 62 by Two Laning with Paved Shoulder in the State of Rajasthan through Public Private partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT" Toll Basis)

Ministry of Road Transport & Highways (MoRTH), Government of India acting through Public Works Department (PWD), Government of Rajasthan has taken up the Development and Operation of Two Laning of Suratgarh-Bikaner section (from Km 553.869 of NH 11 to Km 173.000 (Execute Length 173.169) Via km 10.630 of NH 62 in the state of Rajasthan through PPP on DBFOT (toll) basis with a TPC of Rs. 620.07 Crores. The PWD invited the bid and the work was awarded to Suratgarh-Bikaner Toll Road Company Private Limited (SBTRCPL) on the basis of highest amount of revenue sharing (Premium) of Rs. 2.51 Crores Per Annum with escalation of 5% each year during the Concession Period. The Concession Agreement was signed on 09.05.2012 between Suratgarh-Bikaner Toll Road Company Private Limited and Govt. of Rajasthan PWD to execute the work.

2.3 Project Consultants

The following Consultants have been working for undertaking key tasks of the Project Highway by concessionaire.

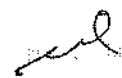
1. Rajasthan PWD has appointed ICT Pvt. Ltd 8-A, Green Park, New Delhi-16 as Independent Engineer for the Project. w.e.f. 30.07.2013
2. Lenders Engineer - Credible Management & Consultants Pvt. Ltd.
3. Financial Consultants - STI Infrastructures. Ltd.
4. Cost Vetting Consultants - M/s Chaitanya Projects Consultancy Pvt. Ltd. (As informed by the concessionaire)
5. Traffic Studies Consultants - STI Infrastructures. Ltd.in association with Gifford India Pvt. Ltd. (Part of Ramboll)
6. Safety Consultant - M/s Chaitanya Projects Consultancy Pvt. Ltd.
7. TEV Study Consultant - PNB Investment Services Ltd. (As informed by the concessionaire)

2.4 Salient Features of the Concession Agreement

Name of the Project	Development and Operation of Bikaner- Suratgarh Section of NH-62 by Two Laning with paved shoulder in the State of Rajasthan through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT" Toll Basis)
Name of Client	Ministry of Road Transport & Highways through Public Works Department, Govt. of Rajasthan
Letter of Acceptance	F.7 (259)/Part-IV/BOT/PPP-NH/D-1390
Date of LOA	09.01.2012
Name of Concessionaire	Suratgarh-Bikaner Toll Road Company Private Limited (SBTRCPL)
Name of Independent Engineer	ICT Pvt. Ltd .

LIE-Report of Bikaner -Suratgarh Road Project- NH-62 (Upto - July -2022)


Project Road Length	172.384 kms (Design Length)
Project EPC Cost as per LOA	Rs. 510.00 Cr.
Project TPC as per LOA	Rs. 620.07 Cr.
Revised EPC	Rs. 637.82Cr.
Revised TPC	Rs.906.21Cr.
Performance Security	Rs.25.05 Crores
Date of Financial Close	10 th April,2013
Premium Payable to Client	Rs. 2.51 Crore Per Annum
Date of Concession Agreement	09 May 2012
Appointed Date	16.09.2013
Date of Completion	15.09.2015 (After PCOD-Extension of Time of the Project 1 st EOT upto 31.03.2020,2 nd EOT upto 30.06.2021 and 3 rd EOT upto 31.12.2021 as per I.E letter no. ICT:687:TPV:2205 dt.15.04.2021).
Completion Time	730 days (Construction Period)
Date of PCOD	15.02.2019
Date of Start of Toll Collection	17.02.2019
Concession Period	16 years including 2 years of construction period
Total existing length	173.00 kms (Execute Length 173.169 Km)
Total Design Length	172.384 kms (including Bikaner bye-pass)
Length of Four Lane Section	3.976 km
Length of Two-Lane Section	168.408 kms including Toll Plaza and Structures
Present Chainage of the project	Km.9.869 of NH-11 to Km.173.000 of NH-62 (Execute Length 173.169 Km, as mentioned in PCOD letter no. ICT: 687:TPV:1105 dt. 15.02.2019).
Design Chainage of the project	Km.0.000 of NH-11 to Km172.384 of NH-62
No. of Toll Plaza	3 (Three)



LIE-Report of Bikaner -Suratgarh Road Project- NH-62 (Upto - July -2022)

	Km.24.739(Proposed)
	Km. 84.025(Proposed)
	Km 144.400 (Proposed)
Bypass	1
Re-alignment	Nil
Existing Service Road	Nil
Existing Vehicular Underpasses	Nil
Existing Ped. / Cattle Underpasses	Nil
Existing Major bridges	2
Existing Minor Bridges	6
Existing R.O.B	Nil
New R.O.B	1
VUP (Under COS)	1Nos. (Km 172+100)
IGNP Canal Major Bridge (Under COS)	1 Nos. (Km 157+388)
Existing No. of Pipe Culverts	6 Nos
Existing No. of Syphon Pipe	55 Nos
Existing No. of RCC Slab Culverts	5 Nos
Existing No. of Sub Minor Irrigation Canal	18 Nos
Reconstruction of Existing Major Bridges	1 No. (Km.163+286 – 3 x24.4m)
Reconstruction of Existing Minor Bridges	1 No.(Km.107+328 – 1 x 16.2 m)
New construction of Pipe Culverts	17 Nos. (Design Chainage)
	1. At Km 9+520.
	2. At Km 48+160.

	3. At Km 56+040.
	4. At Km 71+080.
	5. At Km 71+257.
	6. At Km 71+637.
	7. At Km 101+860.
	8. At Km 102+920.
	9. At Km 106+240.
	10. At Km 108+340.
	11. At Km 124+880.
	12. At Km 125+040.
	13. At Km 137+400.
	14. At Km 143+940.
	15. At Km 162+780.
	16. At Km 164+120.
	17. At Km 169+380.
Reconstruction of Pipe Culverts	1 No. at Km.140+896
Widening of Existing Slab Culverts	6 Nos.
Widening of Existing Pipe Culverts	9 Nos.
Truck Lay Bys	3 Nos. (Design Chainage) (i) Km. 23.559 -23.959 (Right) (ii) Km. 65.450-65.850 (Left) (iii) Km. 141.196-141.596 (Right)
Bus bays with Bus Shelters	22 Nos. (11 Nos. on each side) (Design Chainages) (i) Km. 20.438 (Both side) (ii) Km. 27.045 (Both side)



- (iii) Km. 44.424 (Both side)
- (iv) Km. 56.712 (Both side)
- (v) Km. 59.116 (Both side)
- (vi) Km. 71.213(Both side)
- (vii) Km. 92.563(Both side)
- (viii) Km.107.939(Both side)
- (ix) Km.124.817(Both side)
- (x) Km.140.395(Both side)
- (xi) Km.160.399(Both side)

Rest Areas

1 Nos (Proposed Chainage)

Km.64.810 to Km 65.035(Right side)

New ROB

1 Nos (Design Chainage @ Km 45+181)

Traffic Aid Posts

As per Clause 13.7

Medical Aid Posts

As per Clause 13.8

Vehicle Rescue Posts

Nil

Rainwater Harvesting

From00+000 to 162+600

As per Ministry of Environment and Forests notification, New Delhi dated 14.01.1997 (as amended on 13.01.1998,05.01.1999 & 6.11.2000),the construction of Rainwater Harvesting structure is mandatory in and around water Crisis Area notified by the Central Ground Water Board.

As per Central Ground Water Authority, both the districts i.e., Bikaner and Sriganganagar are not covered under the list of notified areas (80 nos. dated 2012 & 162 nos. dated 2015) and hence Rainwater Harvesting Structures are not required to be provided along project highway as informed by the concessionaire.

Details of Lane Configuration Section

S. No	Section	Length in Kms	Road Width (m)
1	Km. 0.000 to Km.44.781	44.781	12.00
2	Km. 44.781 to Km. 45.581	0.800	14.80 (ROB)
3	Km.45.581 to km. 70.014	24.433	12.00
4	Km. 70.014 to Km. 72.015	2.001	41.00

			(4 Lane with Service Road) (4 Lane Section with PQC)
5	Km. 72.015 to km. 124.667	52.652	12.00
6	Km. 124.667 to Km.125.167	0.500	12.00 (PQC)
7	Km. 125.167 to km 170.408	45.241	12.00
8	Km. 170.408 to Km. 172.384	1.976	41.00 (4 Lane with Service Road)
	Total	172.384 kms	

2.5 Project Milestones (Schedule-G)

- Milestone- I** (200th day from the Appointed Date) Expenditure not less than 10% of the total Capital cost of Rs.620.07 Crores set forth in the financial package i.e. Rs.62.007 Crores (Achieved)
- Milestone- II** (410th day from the Appointed Date) Expenditure not less than 35 % of the total capital cost of Rs.620.07 Crores set forth in the financial Package i.e. Rs.217.024 Crores. Achieved on 31/01/15 as per Concessionaire Letter SBTRCPL/2015/0714 dated 06/08/2015
- Milestone- III** (620th day from the Appointed Date) Expenditure not less than 70% of the total capital cost of Rs.620.07 Crores set forth in the financial package i.e. Rs.434.049 Crores. Achieved on 02.02.2016 per Concessionaire Letter SBTPL/ND/2016/0224 dated 23/02/2016

2.6 Liquidated Damages (Clause 12.4.2)

In the event concessionaire fails to achieve any project Milestone within a period of 90 days from the date set forth for such Milestone, unless such failure has occurred due to force majeure or for reasons solely attributable to the authority, It shall pay Damages to the Authority in a sum calculated at the rate of 0.1% of the amount of the Performance Security (Rs. 25.05 Crores) for delay of each day until such Milestone is achieved . However, in the event project completion date is achieved on or before the scheduled two Laning date, the damages paid shall be refunded by the authority to the Concessionaire, but without any interest thereon.

2.7 Bonus for Early Completion (Article 15 & 14.3.2)

Provisional certificate, upon request of the concessionaire for operating part of the Project Highway be issued if at least 75% of the total length of the Project Highway has been completed.

3.0 Physical Progress of the Work

3.1 Highway Work

The progress of Highway Work up to Feb – 2019 (Upto PCOD) is as under:

Sl. No.	Description	Units	Total length	Progress Up to Feb. -2019	Progress Up to Feb.2019	Balance length	% Achieved w.r.t. Total Length
1	C&G	Km	172.384	172.000	172.000	0.384	99.78
2	Embankment/Excavation	Km	172.384	170.610	170.610	1.774	98.97
3	GSB	Km	172.384	167.300	167.300	5.080	97.05
4	WMM 1st Layer	Km	168.980	165.530	165.530	3.450	97.96
5	WMM Top Layer	Km	168.980	164.460	164.460	4.520	97.33
6	Prime Coat	Km	168.980	163.580	163.580	5.400	96.80
7	BM	Km	132.000	132.000	132.000	0.000	100.00
8	DBM 1st layer	Km	168.980	164.580	165.08	3.90	97.69
9	DBM top layer	Km	168.980	164.515	165.015	3.965	97.65
10	BC	Km	168.980	157.230	157.230	11.750	93.05
11	DLC & PQC	Km	3.250	3.130	3.230	0.020	99.38

3.2.1 Progress Chart of Project Highway (Upto PCOD)

	Item	Unit	Total Length in KM	Cumulative Achievement upto Feb 2019	Balance	% Achieved w.r.t Total length
1	Design, Engineering, Drawing, Conducting	LS	1	1	0	100.00
2	C&G	Km	172.38	172	0.38	99.78
3	Embankment	Km	172.38	170.61	1.77	98.97
4	GSB Top	Km	172.38	167.3	5.08	97.05
5	WMM 1st layer	Km	168.98	165.53	3.45	97.96
6	WMM top layer	Km	168.98	164.46	4.52	97.33
7	Primer coat	Km	168.98	163.58	5.4	96.80
8	BM	Km	132	132	0	100.00
9	DBM 1st layer	Km	168.98	165.08	3.9	97.69
	DBM Top	Km	168.98	165.015	3.965	97.65
10	BC	Km	168.98	157.23	11.75	93.05
11	DLC & PQC	Km	3.25	3.23	0.02	99.38
12	New Pipe culvert	Nos.	18	18	0	100.00
13	CUP	Nos.	2	1.8	0.2	90.00
14	Major Bridge /minor Bridge as new construction (163+101)(Ghaggar)	Nos.	1	0.5	0.5	50.00
15	Major Bridge at 157/631 on(IG Canal)	Nos.	1	1	0	100.00
16	i) Minor Bridges - Repair/Strengthening of RCC deck slabs	Nos.	5	5	0	100.00
17	ii) Minor Bridges - Repair/Strengthening of railings/parapet wall	Nos.	5	5	0	100.00

LIE-Report of Bikaner –Suratgarh Road Project- NH-62 (Upto – July -2022)

18	Construction of New ROB at existing Level Crossing at Ch. 45/957 along with approach road with R.E Walls construction as per Technical Specification & schedule	L.S	1	0.04	0.96	4.00
19	Providing Footpath and lined drain in towns/built up area as per technical Specification.	Km	4	4	0	100.00
20	Providing Traffic Signs, Road Markings (Thermo Plastic Road Marking Paints), Road Appurtenances, Stone ,Metal Beam Crash Barrier "W" profile etc. for development of road	Km	172.38	163.19	9.19	94.67
21	Providing project facilities such as Bus Bays, Trucks Bays, Toilet Blocks, Traffic aid Posts/Medical Aid posts etc. as per specifications	Km	172.38	119.473	52.907	69.31
22	Providing toll plazas along with road works, Toll Booth with automatic/Semi-Automatic/ Manual Toll collection system, Computers/Printers etc.	Nos.	3	2.74	0.26	91.33

3.2.2 Physical Progress of Balance work of PCOD and Full COD.

Punch List Items (To Be Completed Within 90 Days of PCOD i.e., 16.05.2019, PCOD Was Achieved on 15.02.2019).								
BOQ. No.	Item	Unit	Total Length in KM for Achieving PCOD / COD	Achievement Upto June -2022	Achievement July -2022	Cumulative Upto July 2022	Balance Qty.	% Achieved w.r.t Total length
1	Balance Work for 2 Nos. Major Junctions	Nos.	2	2		2	0	100.00
2	Balance Work for 52 Minor Junctions	Nos.	52.00	52		52	0	100.00
3	Road Studs / Delineators	Nos.	11000	11000		11000	0	100.00
4	Balance Informatory Sign Boards	Nos.	355	355		355	0	100.00
5	Balance Metal Beam Crash Barrier/Earthwork in Embankment	RM	3000	3000		3000	0	100.00
6	Toll Plaza Admin Building, Traffic Aid / Medical Aid Post, Rest Areas	Nos.	3	3		3	0	100.00
7	Slope Protections for High Embankments	Nos.	5300	5300		5300	0	100.00
8	Truck Lay byes (1.5 Nos.)	Nos.	1.5	1.475	0.025	1.5	0	100.00
9	Bus Bay / Bus Shelters New (2Nos.)	Nos.	3	3		3	0	100.00
10	Bus Bay / Bus Shelters Balance Works (20 Nos.)	Nos.	20	20		20	0	100.00
11	Avenue Plantation	Nos.	4320	4320		4320	0	100.00
Total Physical Percentage								100.00%

LIE-Report of Bikaner -Suratgarh Road Project- NH-62 (Upto - July -2022)

Balance Works For Completion of Project (Full COD) (To Be Completed By 31/07/2022)								
1	ROB Works @ Km 45+981	Nos.	1	0.9742	0.0090	0.9832	0.0168	98.32
2	MNBR @ 107+328	Nos.	1	0.90	0.0253	0.9253	0.0747	92.53
3	CUP-II @ Km 143+657 (Approach RE Wall Work Only Pending)	Nos.	0.2	0.2		0.2	0.00	100.00
4	Ghaggar Bridge @ km 163+286							
(A)	Shifting of Electrical Transmission Line (132 KVA)	Nos.	1.00	1		1	0	100.00
(B)	Superstructure of Ghaggar Bridge (Substructure / Foundation Already Completed)	Nos.	0.40	0.3898	0.0042	0.3940	0.006	98.50
5	Balance Construction of Pipe / Slab Culverts (3 Nos.)	Nos.	3.00	3		3	0	100.00
6	DBM FOR 2 LANE (Km 165.8 to 171.02 @ 10m plus Gap Portion) (5.22 kms + 3.18 kms = 8.40 kms)	Km	8.40	5.43		5.43	2.97	64.64
7	BC for 2 Lane (km 165.00 to 171.02 @ 10m plus Gap Portion) (6.02+3.18 = 9.20 kms)	Km	9.20	5.88		5.88	3.32	63.91
8	GSB for 4 Lane Suratgarh Town Portion (1.98 kms)	Km	1.98	1.41		1.41	0.57	71.21
9	WMM for 4 Lane Suratgarh Town Portion (1.98 kms)	Km	1.98	1.39		1.39	0.59	70.20
10	DBM for 4 Lane Suratgarh Town Portion (1.98 kms)	Km	1.98	1.37		1.37	0.61	69.19

LIE-Report of Bikaner -Suratgarh Road Project- NH-62 (Upto - July -2022)

11	BC for 4 Lane Suratgarh Town Portion (1.98 kms)	Km	1.98	0.56		0.56	1.42	28.28
12	GSB for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Km	7.96	7.21	0.300	7.51	0.45	94.34
13	WMM for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Km	7.96	7.21	0.300	7.51	0.45	94.34
14	DBM for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Km	7.96	6.13		6.13	1.83	77.01
15	BC for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Km	7.96	5.53		5.53	2.43	69.47
16	Lined Drain for Suratgarh Town Portion (3.96 KMS)	Km	3.96	3.61	0.150	3.76	0.20	94.95
17	Granular Shoulder (10.27 kms)	Km	10.27	9.27		9.27	1.000	90.26
18	Road Furniture Items (Including Lane Marking / Km Stone / Hectometer Stone etc.)	Nos.	1.00	0.510		0.510	0.490	51.00
Total Physical Percentage								80.43 %

CHANGE OF SCOPE WORKS FOR COMPLETION OF PROJECT (FULL COD) (TO BE COMPLETED BY 31.12.2021)

BOQ. No.	Item	Unit	Total Length in KM for Achieving PCOD / COD	Achievement Upto June 2022	Achievement Upto July -2022	Cumulative Upto July 2022	Balance Qty.	% Achieved w.r.t Total length
1	IGNP Canal Bridge @ Km 157+838 (COS APPROVED DATED 26.11.2018)	No.	1	-	0.0214	0.0214	0.9786	2.14*
2	VUP at Suratgarh @ Km 172+100 Including Bus Shelter at Km 53+900	No.	1	0.52		0.52	0.48	52
3	Hybrid ETC System at 3 Toll Plazas	Nos.	3	3.0		3	-	100
4	Medium Speed Weigh In Motion Bridges	Nos.	18	18.0		18	-	100
5	Static Weigh Bridges	Nos.	6	6.0		6	-	100
Total Physical Percentage								70.83%

*The concessionaire claimed design charges for COS work of IGNP Canal Bridge which has been witnessed by the Independent Engineer. The report of the same has been submitted to IE / Authority vide letter no SBTRCPL/2022/570 Dated 25/03/2022. The same is submitted for your kind consideration. However the construction of IGNP Canal Bridge is yet to start.

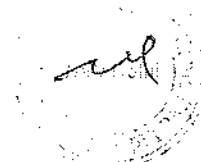


3.3 Details of Land Acquisition

S. No.	Description	Chainage (Km)		Remark
		From	To	
A	Right of Way	0.000	173.000	
B	Additional Land (To be Acquired)			
1	Toll Plaza-1	24.439	25.039	Land is Available at All Toll Plazas Except for Part Land for Toll Plaza-1 which is still under dispute on RHS. But administrative building etc. has constructed in LHS.
2	Toll Plaza-2	83.725	84.325	
3	Toll Plaza-3	144.1	144.7	
4	Rest Areas	64.810	65.035	To be acquired by PWD

4.0 Financial Progress.

EPC Expenditure up to 30.06.2022	= Rs. 551.80 Cr.
EPC Expenditure by M/s MBL Infrastructure Ltd.	= Rs. 0.87 Cr. (From the month of July -2022).
Total EPC Expenditure Upto 31.07.2022	= Rs. 552.67 Cr.
Cost Overrun Cost (Cost Overrun due to delays as per Independent Engineer letter no. ICT :687 : TPV: 4128 dated 31.05.2019).	= Rs. 62.61 Cr.
Total Expenditure (Upto 31.07.2022)	= Rs. 615.28Cr.
Non-EPC Expenditure up 31.07.2022	= Rs. 448.15Cr. (As provided by Concessionaire upto 31.07.2022)
Total Expenditure Upto 31.07.2022	= Rs. 1063.43 Cr.
(O&M) Expenditure Upto June- 2022	= Rs. 20.96 Cr.
(O&M) Expenditure of July- 2022)	= Rs. 0.60.Cr.
Total (O& M Expenditure Upto July-2022)	= Rs. 21.56 Cr.



5.0 Status of Plants and Machinery

Plants and Machinery are adequately mobilized at site.

5.1 Manpower

Needs to Increase Manpower to finish remaining works in structure .

6.0 Suratgarh –Bikaner Toll Road Company Pvt. Ltd. (SBTRCPL)

The main objective of the SPV i.e., SBTRCPL is to carry on the business of Design, Engineering, Finance, Procurement, Construction, Operation and Maintenance of Suratgarh –Bikaner section of NH-15 (from Km. 553.869 of NH-11 to Km. 173.000 of NH-62) via Km 10.630 of NH-15 in the state of Rajasthan on DBFOT (Toll) Basis for Rajasthan PWD.

Board of Directors

As The Board of SBTRCPL currently comprises of the following directors:

Name	Position	Experience
Mr. Anjaneer Kumar Lakhota	Director	He is a commerce graduate from St. Xavier's College, Kolkata and is a fellow member of the Institute of Chartered Accountants of India. He has over two decades experience in the infrastructure industry.
Ms. Sunita Palita	Director	She is a postgraduate in anthropology from Miranda House, Delhi University with a post-graduate diploma in journalism from Indian Institute of Mass Communication, New Delhi. She has held academic positions with the World Food Programme and UNICEF on Child Rights Issues as part of Integrated Child Development Services of the Government of India.
Mr. Ashwini Kumar Singh	Independent Director	He was associated with SAIL as a part of their senior management for more than 20 years and with Essar Steel Ltd. as resident Directors of their Jharkhand unit. He was also associated with Rourkela Steel Plant.



7.0 Execution of Works

7.1 Status of Execution of Work

The Concessionaire had appointed M/s MBL Infrastructure Projects Ltd. as the EPC Contractor for the project and EPC Agreement entered in on 09th May 2012.

The EPC Agreement was entered to execute the development works in respect of Project Road for the required scope of work as per Concession Agreement on fixed lump sum price basis (for Rs.510.00 Crores) as per attached Bill of Quantity and also carry out operation and maintenance (O & M) of the Project Road along with the Project Facilities during Defect Liability Period of one year from COD until Transfer Date on fixed percentage (2%) of Toll Revenue.

The above EPC Agreement was further amended twice vide amendment Agreement dated 05.02.2016 and 21.04.2016. After amended agreements the project cost has been increased by Rs. 62.61 because of cost overrun (details already given in cost breakup mentioned in our MPR of June – 2019).

The Work of Project Road was to be completed within 730 days from the appointed date of 16.09.2013, i.e., upto 15.09.2015. But it could not be completed due to various reasons. Under this Agreement the total value of work was executed by M/S MBL Infrastructure for an amount of Rs 458.42 Cr. and verified by us.

Subsequently the Concessionaire has issued a Letter of Award to M/S Vibrant Construction Pvt. Ltd vide ref. no. SBTRCPL/2018/0358 dated 05/07/2018 followed by an Agreement between the parties and awarded the EPC Contract for Rs.21.20 Crores to execute the balance development works for achieving PCOD (Upto 90%). The total value of work executed by M/S Vibrant Construction Pvt. Ltd for an amount of Rs. 20,86,23,766 Cr. and verified by us under this Agreement.

Further again the Concessionaire has issued a Letter of Award to M/S MBL Infrastructure Ltd vide ref. no. SBTRCPL/2018/1031 dated 26/12/2018 followed by an Agreement between the parties and awarded the EPC Contract for Rs.95.93 Crores to execute the balance development works for achieving the Completion (upto 100%) by 30/06/2020 further now granted Extension of Time by the Authority upto 30.06.2021.

For the timely execution of balance COD works of the project the concessionaire has established main base camp for completing balance COD works of the project highway in 2 independent sections with independent staff, machinery etc. the status of base camp are as under.

1. Main Base Camps

Site office, Laboratory, Store, Workshop, and other facilities have been constructed at Km. 65/000 near Loonkaransar. Hot Mix Plant (100-120 TPH Capacity), Wet Mix Plan (200 TPH Capacity), & Weigh Bridge (100 MT Capacity) installed.



2. 2nd Camp near Arjunsar (Km 129) -WMM plant and HMP has been commissioned and in operation and collection of stone aggregate and other material.

7.2 Manpower Deployment

The Organization chart of Concessionaire and EPC Contractor along with manpower deployment of EPC Contractor.

7.3 Status of Mobilization of Plants &Machineries:-

The EPC Contractor is having sufficient plants and machinery working on the Project.

7.4 Status of Establishment of Materials Testing Laboratories:-

1. Laboratory, Testing & Sampling

A fully functional Laboratory has been set up at the Main Base Camp with all the required laboratory equipment's/wares/instruments. Regular Testing of Soil, GSB, Aggregates, Bituminous material, Cement Concrete etc. is being carried out. A Mobile Van with necessary laboratory instruments has been put in place for in-situ checking/testing of various components of the works being carried out to ensure adherence to prescribed technical specifications and quality parameters.

7.5 Design of Project Highway

The Concessionaire had already appointed STI Infrastructure Ltd. Association with Gifford India Pvt. Ltd as a designed consultant. The Independent Engineer ICT Pvt. Ltd 8-A, Green Park, New Delhi-16 appointed by the Rajasthan PWD is working since of May 2012 and is received the designs & drawings of the project submitted by the design Consultants.

8.0 Financing &Project Cost

Original Project cost is Rs. 620.07 Crores.

Original EPC cost is Rs. 510.00 Crores.

Revised Total EPC cost is Rs. 637.82 Cores.

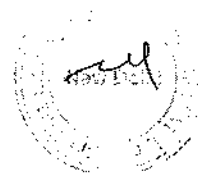
Revised Total Project cost is Rs. 906.21 Cores.



9.0 Change of Scope

In addition to the Revised EPC cost as above, there are 4 nos. Change of Scope Proposals for which the amount shall be paid directly by Ministry of Road Transport & Highways. Details of these Change of Scope Proposals (as informed by the concessionaire) is as given below :-

- (i) **Change of Scope for Construction of Vehicular Underpass in Suratgarh Town Portion and Construction of Bus Bays at Dhirera Village**
 - Administrative approval conveyed by MoRTH vide letter no. RW/NH-37010/11/2010-NHDP-IVA dated 11.08.2017.
 - Change of Scope Order issued by Independent Engineer vide their letter no. ICT:687:BIK-SOG:TL-CON:561 dated 17.08.2017.
- (ii) **Change of Scope for Construction of Major Bridge Across IGNP Main Canal @ 157+838**
 - Administrative approval conveyed by MoRTH vide letter no. RW/NH-37010/11/2010-NHDP-IVA dated 26.11.2018.
 - Change of Scope Order issued by Independent Engineer vide their letter no. ICT:687:BIK-SOG:TL-CON:621 dated 12.12.2018.
- (iii) **Change of Scope for Installation of Hybrid ETC System at all 3 Toll Plazas**
 - Independent Engineer vide their letter no. ICT:6876:TPV:3090 dated 26.04.2019 recommended the Change of Scope Proposal for installation of Hybrid ETC System at all 3 Toll Plazas.
 - Change of Scope Proposal is under review with Authority.
- (iv) **Change of Scope for Installation of Medium Speed Weigh In Motion Bridges (MSWIM) and Static Weigh Bridges (SWB) at all 3 Toll Plazas**
 - Independent Engineer vide their letter no. ICT:6876:TPV:3090 dated 26.04.2019 recommended the Change of Scope Proposal for installation of Medium Speed Weigh In Motion Bridges (MSWIM).
 - Change of Scope Proposal is under review with Authority.
- (v) **Change of Scope for Construction of PUP Underpass in ROB Approach Portion**
 - Change of Scope Order issued by Independent Engineer vide their letter no. ICT:687:BIK-SOG:TL-PD:857 dated 4th April 2022.



10 .APPLICABLE PERMITS

As per schedule-"E" of the Concession Agreement, the concessionaire obtained applicable permits & licenses on or before appointed date enclosed as Annexure 9.0

Status of applicable permits

S. No	Item	Clause Reference	Status	Remark
1	Permission of the state government for extraction of boulders form quarry	Schedule-E 1.1(a)	Available	Since The State Govt. has not grant us any Mining lease the stone Aggregate for GSB,WMM& other works are outsourced to varies parties.
2	Permission of village Panchayat and pollution Control Board for installation of crushers	Schedule-E 1.1(b)	Available	Same as above.
3	License for use of Explosives	Schedule-E 1.1(c)	NA	Not required, as EPC Contractor is not undertaking any quarry operations.
4	Permission of the State Govt. for drawing water from river/ reservoir	Schedule-E 1.1(d)	NA	Water is being procured through private tube wall owners along the project
5	License form inspector of factories or other competent authority for setting up batching plant	Schedule-E 1.1(e)		Applied for extension (as informed by the Concessionaire)
6	Clearance of pollution control Board for setting up batching plant	Schedule-E 1.1(f)	NOC of Village Panchayat Available	• Using mobile batching plant
7	Clearance of village panchayat and pollution control board for Asphalt plant	Schedule-E 1.1(g)	Available	Concessionaire has been requested for renewal of the same.
8	Permission of village panchayat and state Govt. for borrow earth	Schedule-E 1.1(h)	Available	NOC of village panchayat.
9	Permission of State Govt. for Cutting of tree	Schedule-E 1.1(i)	To be Arranged by PWD	
10	Any other permits or clearance required under Applicable Laws	Schedule-E 1.1(j)		
11	Labour License		-	Applied (As informed by the concessionaire)
12	CAR policy / Standard Fire & Special Perils Policy, Policy Schedule for Burglary (Single Location) Insurance		-	Available upto 03.10.2022

11.0 Weather Report

Not provided by concessionaire.

12.0 Conclusion

Our technical representative has visited the project site along with concessionaire representative on 09/08/2022 for verification of the bill RA-25th and to evaluate the status of resources deployed.

The concessionaire received the railway shutdown confirmation by the railway department. The shutdown date is 12/08/2022, 13/08/2022 and 14/08/2022. The launching cranes have reached at site. The timing of railway Traffic closure may vary. every day 2-3 hours block may be provided for launching. The copy of Letter Annexed as per **Annexure -I**.

The concessionaire claimed design charges for COS work of IGNP Canal Bridge which has been witnessed by the Independent Engineer. The report of the same has been submitted to IE / Authority vide letter no SBTRCPL/2022/570 Dated 25/03/2022. The same is submitted for your kind consideration. However the construction of IGNP Canal Bridge is yet to start. Copy of report is enclosed as **Annexure - II**

During the site visit the concessionaire has been requested to mobilize adequate manpower, machinery and resources to complete the balance work within stipulated time frame. The EOT is yet to be approved by the IE / Authority. The concessionaire has assured us to complete the work by the end of September-22. Hence, we have requested to concessionaire submit the work programme day wise / activity wise. The copy of Letter Annexed as per **Annexure -III**.

The details of physical progress have been mentioned at page no. 13 to 16 which works out to be 100% of punch list items, 80.43% of balance works and 70.83 % of COS works for Completion of Project.

During the site visit the actual status of the Hindrances of the project were collected from the concessionaire and discussed in detail and enclosed as **Annexure -IV**.

The concessionaire M/s Suratgarh - Bikaner Toll Road Company Pvt. Ltd. has submitted R.A bill no 25th for EPC works through email dated 05/08/2022 for an amount of Rs.1,43,53,262/-, which has been verified during the site visit on 09/08/2022 for an amount of Rs. 87,40,048/- as per **Annexure V**.

Further, the Concessionaire has also submitted O&M bill no. 32nd for the months of July-2022 through email dated 05/08/2022 for an amount of Rs. 60,12,942 for the works of O& M of the project road, which has been verified at site for an amount of Rs. 60,12,942/- during the same visit and details enclosed as per **Annexure -VI**.

The total EPC R.A. Bills (1-to 25th) from start of toll operation till July 31st, 2022, duly certified by us for an amount of Rs. 73.39 Cr. out of Rs.95.93 Cr. (Consisting of Rs. 60.40Cr. of original EPC against 69.94 Cr. and Rs.12.98 Cr. of COS against 25.98 Cr.) and total O&M bills certified by us for an amount of Rs. 21.57 Cr. as per **Annexure -VII**.

The total toll collection of all 3 toll plazas for the month of July-2022 is 7,23,44,865/- as provided by the Concessionaire. (Copy enclosed as **Annexure -VIII**).

Major observations of the site visit are mentioned below:

- The assembling of Railway span girder is completed and ready for launching

LIE-Report of Bikaner –Suratgarh Road Project- NH-62 (Upto – July -2022)

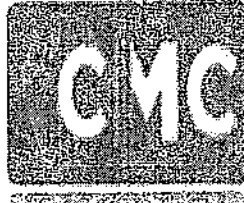
- Approach slab work is completed at ROB at 49+900 and back filling work is also completed, GSB and WMM laying work is in progress.
- Slab casting work is completed on Major Bridge except approach slab 163+300.
- Backfilling work is in progress at MNB 107+300 both sides.
- Service road work is in progress at suratgarh Town.

Thanking you and assure for our best professional service all the time.

For Credible Management & Consultants Pvt. Ltd



Authorized Signatory



ANNEXURE -I-

LETTER FOR LAUNCHING DATE

DRAFT T.W.O.

01	Name of work with complete detail	Launching of the composite steel girders for construction of 02 lane ROB in lieu of level crossing No. 152 A at Km 274.100 on Bikaner-Surigarh section as per specification, Drawing & Design Maintaining all Quality control standards complete on Development and Operation of Bikaner-Surigarh Section of NH-15 (Km 553.869 of NH-11 to Km 173 of NH-15) via Km 40.630 of NH-15 by Two Lanning with paved shoulder in the State of Rajasthan through PPP on "DBFOT" basis ("Project Highway/Project") and as per approved plan no. CBE-1299/BKN/ROB/2022.
02	Location (indicating station/block station and Section & KM)	132 A at Km 274.100 on Bikaner-Surigarh section
03	Date of launching of steel girder for ROB	13.12.22 to 14.12.22
04A	Whether within station limit	No
04B	Outside station limit	Yes
05	Detail of work to be done with and without SR and Blocks	As per attached daily work activity chart
06	If the work to be done with in station limits, Whether it will involve interference with signalling, interlocking gear etc. If so the consent of S&T officer should also be obtained	No
07	Whether signalling work is involved. Specifically mention as to which of the signals, Points, block circuits, Block instruments, Panel etc. Shall be made inoperative and period here of the detail of work carried out each day in Engineering and signalling day mentioned in repercussion to passage of traffic has to be given so that special instruction for passage of traffic	No
08	Whether TRD work is involved & Required TRD, Block UP and DN	TRD work is not involved
09	Designation of engineering/ S&T/TRD official who will supervise the work during T.W.O. should be given	1. Sh. Arjun Agarwal (09001197207) AEN/Line/BKN 2. PWJ 3. IOW
10	Designation of official authorized to give 48-hrs notice should be given	1. Sh. Mustafa Ansari (9803195673) SSE/P/WAY/C/BKN 2. PWJ 3. IOW
11	Number and duration of Block if required	03 nos full Engg. Blocks for 2 hr each in one day with power block
12	Engineering work are to be done then specify the length of works covered each day	Launching of Steel Girders @ Nos. by crane
13	Total no of machine like cranes if any to be used during block period	2 Nos cranes (1-1 stand by)
14	MOD of communication between official in charge at work site and station master of the site, station/section controller is required	Cellular phone
15	Protection of long duration work when work is carried out in (A) station limits (B) outside station limits Rm 15.09/2)	As per G & SR
16	A certificate for officer demanding T.W.O stating that the time consuming in SR will strictly as per EA	Sr. DEN West BKN



सहायक सेंट्रल इंजीनियर
उत्तर पश्चिम रेलवे, सुरीगढ़

(Signature)
XEN PWD
सहायक प्रमुख
श्री. सि. वि. बाजपा
सुरीगढ़-बीकानेर

NAME OF WORK:- Launching of the composite steel girders for construction of 02 lane ROB in lieu of level crossing No. 132 A at Km 274.100 on Bikaner-Suratgarh section as per specification Drawing & Design Maintaining all Quality control standards complete on Development and Operation of Bikaner-Suratgarh Section of NH-15 (Km 653.869 of NH-15) to Km 373 of NH-15) via Km 10.630 of NH-15 by Two Lanning with paved shoulder in the State of Rajasthan through PPP on DBFOT basis ("Project Highway/Project") and as per approved plan no. CBE-1299/BKN/ROB/2022.

Date of Full Engineering Block Required:- 12th, 13th and 14th August 2022

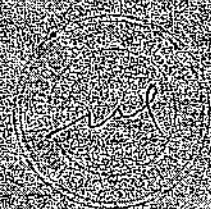
S	Day	Activity
1	D-1	Inspection of site for readiness
2	D	1. Imposition of SR-30 KMPH, before 4:00 hrs starting of engineering blocks 2. 03 nos Engineering block of 2 hr each with power block for launching of 06 Nos. Steel girders. Fixing and securing the girders as per approved drawing no. CBE-1299/BKN/ROB/2022
3	D+1	Fixing of Cross Bracings
4	D+2 to D+10	Fixing of Cross Bracings and Shuttering over Railway track
6	D+11	Relaxation of SR to Normal Speed
6	D+30 to D+32 (tentative)	Imposition of SR-30 KMPH for 3 days for casting of deck slab

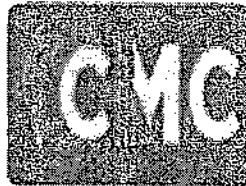


सहायक संपन्न इन्जीनियर
उत्तर पश्चिम रेल्वे, सुरतगढ़

XEN-PWD

सहायक संपन्न इन्जीनियर
उत्तर पश्चिम रेल्वे, सुरतगढ़





ANNEXURE -II-

REPORT FOR DESIGN FOR IGNP CANAL

Ref: SBTRCPL/2022/570

Date: 25/03/2022

To,
The Sh. A.K. Pandey,
Team Leader, ICT Pvt. Ltd.,
B-128, Kanta Khaturia Colony,
Bikaner - 334 001, Rajasthan

Subject: Development and Operation of Bikaner-Suratgarh Section of NH-15 (from Km 553.869 of NH-11 to Km 173.000 of NH-15) via Km 10.630 of NH-15 by Two Lanning with paved shoulder in the state of Rajasthan through PPP on DBFOT basis ("Project Highway"/"Project") - Submission of Test Report of Initial Vertical & Lateral Pile Load Test for IGNP 157+838@IGNP Canal Bridge.

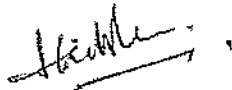
Dear Sir,

With reference to the above cited subject, we are submitting "TEST REPORT OF INITIAL VERTICAL & LATERAL PILE LOAD TEST" for IGNP 157+838 @IGNP Canal Bridge, for your Kind review please.

Thanking you and assuring you of our best services at all times.

Yours faithfully,

For MBL Infrastructure Ltd



(Sheel Ratan)

Project Manager

Enl.: As above.

CC :

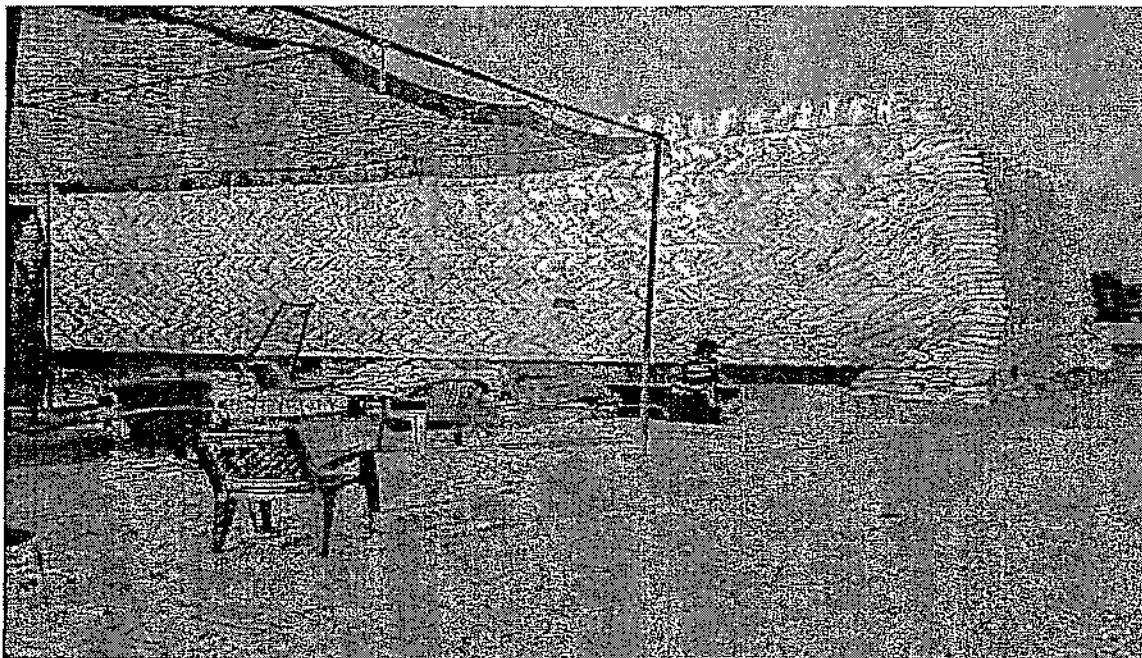
- 1) The Project Director (PD) cum Superintending Engineer, Public Works Department (PWD), NH Circle Road, Bikaner - 334 001, Rajasthan
- 2) The Bridge Engineer (BE), Intercontinental Consultants and Technocrats Pvt Ltd. (ICT), Suratgarh - 335 805, Rajasthan

MBL Infrastructures Ltd.

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TITLE:	INITIAL VERTICAL LOAD TEST REPORT
NAME OF PROJECT:	IGNP CANAL CH-157-800
CLIENT:	PWD (GOVT OF RAJASTHAN)
AUTHORITY ENGINEER:	Intercontinental Consultants and Technocrats Pvt Ltd
EPC CONTRACTOR:	MBL



CONDUCTED BY:-



STELLAR GEOTECH
1ST FLOOR, LEELA MANSION BUILDING, NK ROAD, HAZRATGANJ, LUCKNOW,
Uttar Pradesh, 226001, 8934009991, stellargeotech@gmail.com,
GSTIN : 09AHTPR5845C1Z5
PAN No: AHTPR5845C





STELLAR GEOTECH

A Geotechnical Testing House

GST NO- 09AHTPR5845C125

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Clump test

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1. METHODOLOGY

1.1: GENERAL

SR.	Designed Load (DL)	Test Load (TL)	Incremental Load (IL)
1.	As Provided in the Drawing	$=2.5 \times DL$	$.20 \times DL$
	323 MT	$2.5 \times 323 = 807.5 \text{ MT}$	$.20 \times 323 = 64.6 \text{ MT}$

1.2: PILE HEAD PREPARATION

The pile head will be chipped off carefully till sound concrete is met. The projecting steel bars will be cut off and the top finished smooth and level with plaster of Paris so as to obtain a horizontal surface. On this prepared pile head a bearing plate of 25 mm thickness will be placed to receive jack base.

1.3: TESTING EQUIPMENTS (LOADING)

The test was conducted by kentledge method of loading. The kentledge load in the form of sand bag suitably placed was rested on well prepared platform. The test was started by the application of vertical compression loads on the pile top by means of a hydraulic jack reacting against a platform supporting the kentledge. The least count of Pressure gauge was 5 kg/sq.cm with a range of 0-700 kg/sq.cm. The total effective area of jack was 2868.3 sq.cm.

Sr.	Make	Rated Capacity	No. of Jack	Eff. Area	Total E.A.
1-	ODPS 300-150	300 TON	4	452.4 sq.cm.	1809.6 sq.cm

1.4: TESTING EQUIPMENTS (MEASUREMENT OF SETTLEMENT)

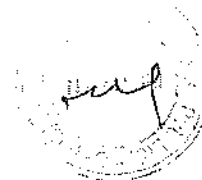
The settlement was measured by four number of LVDTs with range 0-100 mm and accuracy 0.01 mm placed diametrically opposite to each other fixed to datum bar embedded well into the ground.

1.5: TESTING PROCEEDURE

After the verification of testing requirements first incremental load was applied according the table given below and settlement reading were recorded accordingly.

Each stage of loading was maintained until the rate of the movement of pile head is not less than .2 mm/hr. subject to maximum 2 hr. And subsequently released the unloading will be maintained for 15 minutes and all the reading will be recorded in proper format.

1.6: ASSESSMENT OF SAFE LOAD





For Piles of more than 600 mm dia.

A-the safe load on a Test pile in the load test shall be least of the two criteria.

I-Two- thirds of the final load at which the total displacement attains a value of 18 mm or maximum of 2% of pile diameter whichever is less unless otherwise required in a given case on the basis of nature and type of structure in which case, the safe load should be corresponding to the stated total displacement permissible.

II-50% of final load at which the total displacement equals to 10 percent of the pile diameter in case of uniform diameter piles and 7.5 percent of bulb diameter in case under-reamed pile.

1.7: CYCLIC LOAD TEST

The method is used in case of initial test to find out separately skin friction and point bearing load of single pile of uniform diameter. Alternate loading and unloading shall be carried out at each stage as vertical load test and each loading stage shall be maintained as per Vertical Load Test and each unloading stage shall be maintained for at least 15 min and the subsequent elastic rebound in the pile should be measured accurately by dial gauges or LVDT.

ANALYSIS OF RESULTS FOR FRICTIONAL RESISTANCE:

a-: Graphical Method- As per IS:2911-P4 2013 Clause No- A-2.1

b-: Analytical Method-As per IS:2911-P4 2013 Clause No-A-2.2

2.0: CALCULATION OF APPLIED LOAD

Designed Load – Incremental Load – 323 x .20 Max Test Load- 323 x 2.5	323 Ton 64.6 Ton 807.5 Ton
Required Pressure = Load/Effective Area	= 64600 kg/ 1809.6 sq.cm. = 35.69 kg/sq.cm. (Least Count PG 5 kg/sq.cm)
Actual Incremental Load Actual Max. Test Load	= 35 kg/sq.cm x 1809.6 sq.cm. = 63.336 Ton = 450 kg/sq.cm x 1809.6 sq.cm = 814.320 Ton

3.0: FINAL SETTLEMENT STATUS

Total Settlement	Net Settlement
12.77 mm	12.77 mm





4.0: CONCLUSION

Reference Code- IS 2911 (Part 4): 2013 (Second Revision) Clause 7.1.5.	<p>➤ 12.77 mm settlement observed at 807.5 MT test load against settlement criteria-I, hence tested pile is safe to withstand designed vertical load. Designed Vertical load 323 ton is considered safe.</p> <p>➤ However, from Load vs Elastic Recovery curves and subsequent interpolation, skin friction and end bearing has been calculated separately as:</p> <p>807.5 ton considered as Ultimate Load Capacity Safe Load Capacity is = $1875 \times 2/3$ (S.F.) = 538.33 ton</p>
Remarks	<p>➤ the Designed Load 323 ton is permitted for the guarantee of the safe functioning of the recommended design load.</p>



FOR STELLAR GEOTECH

**5.0: DATA-SHEET**

Title	Initial Vertical Pile Load Test
Designed Safe Load	323 Ton
Test Load	807.5 Ton
Date of Casting	27-12-2021
Date of Testing	23-03-2022
Dia. Of Pile	1200 mm
Depth of Pile	27.850 meter
Location of Pile	Near A-1, Bikaner Side
No. of Test Pile	TP-01
Pile Type	BCIS
Method of Test	Cyclic
Concrete& Steel	Concrete mix M-35.
Type of Load Test	Kentledge method.
Method of taking observation	LVDT of sensitivity .01 mm-4 nos.
Name of Client	PWD Rajasthan
Name of Authority Engineer	Intercontinental Consultants and Technocrats Pvt Ltd
Name of EPC Contractor	MBL
Report ID	ILT/93/21-22





6.0: FIELD DATA TABLE

6.1: LOADING

PRESSURE (kg/sq cm)	LOAD In MT	SETTLEMENT IN MM				AVG SETTLEMENT
		CH1	CH2	CH3	CH4	
0	0	0.00	0.00	0.00	0.00	0.000
7	63	1.30	0.84	0.96	1.89	1.225
7	63	1.30	0.89	0.95	1.89	1.257
0	0	1.29	0.54	0.9	1.15	0.970
7	63	1.35	0.89	0.91	1.88	1.257
14	126	1.4	1.12	1.41	2.03	1.490
14	126	1.39	1.13	1.4	2.02	1.485
7	63	1.39	1.13	1.43	2.03	1.495
0	0	1.3	0.6	0.97	1.18	1.012
7	63	1.37	1.02	1.05	1.89	1.332
14	127	1.4	1.13	1.07	2.03	1.407
21	189	1.43	1.37	1.47	2.13	1.600
21	189	1.41	1.37	1.46	2.11	1.587
14	127	1.41	1.37	1.54	2.14	1.615
7	63	1.41	1.20	1.55	1.85	1.500
0	0	1.31	0.68	1.01	1.19	1.047
7	63	1.35	1.05	1.18	1.88	1.365
14	126	1.4	1.21	1.26	2.04	1.477
21	189	1.41	1.34	1.6	2.11	1.615
28	252	1.48	1.5	1.65	2.12	1.687
28	252	1.47	1.52	1.63	2.09	1.677
21	189	1.47	1.52	1.63	2.12	1.685
14	126	1.47	1.52	1.68	2.12	1.695
7	63	1.47	1.51	1.68	2.11	1.692
0	0	1.21	1.62	0.91	1.07	1.202
7	63	1.34	1.06	1.21	1.89	1.375
14	126	1.35	1.24	1.24	2.01	1.452
21	189	1.37	1.35	1.57	2.1	1.597
28	252	1.46	1.52	1.66	2.1	1.685
35	315	1.73	1.92	1.65	2.22	1.880
35	315	1.7	1.91	1.62	2.18	1.852
28	252	1.7	1.9	1.62	2.18	1.850
21	189	1.7	1.9	1.62	2.18	1.850
14	126	1.7	1.9	1.62	2.18	1.850
7	63	1.7	1.8	1.07	2.18	1.825
0	0	1.44	0.98	1.07	1.23	1.800
7	63	1.46	1.23	1.27	1.94	1.475



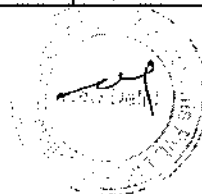
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GST NO- 09/AHTPR5845C125

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Champ test

14	126	1.46	1.43	1.43	2.05	1.592
21	189	1.49	1.6	1.69	2.13	1.727
28	252	1.55	1.67	1.71	2.14	1.767
35	315	1.61	1.77	1.7	2.19	1.817
42	378	1.72	1.89	1.69	2.17	1.867
42	378	1.68	1.86	1.67	2.15	1.845
35	315	1.68	1.86	1.68	2.15	1.845
28	252	1.69	1.86	1.68	2.15	1.845
21	189	1.69	1.86	1.68	2.15	1.845
14	126	1.69	1.82	1.68	2.15	1.845
7	63	1.69	1.01	1.09	2.15	1.835
0	0	1.45	1.16	1.18	1.15	1.175
7	63	1.42	1.39	1.4	1.9	1.415
14	126	1.42	1.56	1.67	2.01	1.555
21	189	1.46	1.64	1.68	2.11	1.700
28	252	1.52	1.64	1.68	2.12	1.740
35	315	1.59	1.74	1.69	2.15	1.792
42	378	1.7	1.85	1.68	2.15	1.845
49	441	1.87	2.07	1.68	2.15	1.942
49	441	1.98	2.17	1.68	2.14	1.992
42	378	1.98	2.18	1.68	2.15	1.997
35	315	1.98	2.18	1.68	2.15	1.997
28	252	1.98	2.18	1.68	2.15	1.997
21	189	1.98	2.18	1.68	2.15	1.997
14	126	1.98	2.18	1.69	2.15	2.000
7	63	1.98	2.08	1.7	2.15	1.977
0	0	1.7	1.35	1.26	1.29	1.400
7	63	1.63	1.4	1.35	1.94	1.580
14	126	1.64	1.61	1.55	2.05	1.712
21	189	1.68	1.79	1.77	2.1	1.835
28	252	1.75	1.84	1.76	2.17	1.880
35	315	1.82	1.94	1.77	2.17	1.922
42	378	1.96	2.11	1.77	2.17	2.002
49	441	2.06	2.23	1.77	2.17	2.057
56	504	2.48	2.64	1.97	2.17	2.315
56	504	2.81	3.02	2.22	2.26	2.577
49	441	2.86	3.07	2.22	2.26	2.602
42	378	2.86	3.07	2.22	2.26	2.602
35	315	2.86	3.08	2.22	2.26	2.602
28	252	2.86	3.08	2.22	2.26	2.602
21	189	2.86	3.08	2.23	2.26	2.602
14	126	2.86	3.08	2.24	2.26	2.610
7	63	2.86	2.96	2.24	2.26	2.580





STELLAR GEOTECH

A Geotechnical Testing House

GST NO- 09AHTPR5845C125

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Churn test

0	0	2.58	2.37	1.83	1.23	2.002
7	63	2.42	2.2	1.99	2.02	2.157
14	126	2.44	2.37	2.18	2.11	2.275
21	189	2.47	2.54	2.3	2.19	2.375
28	252	2.53	2.64	2.3	2.21	2.420
35	315	2.63	2.72	2.3	2.26	2.477
42	378	2.72	2.83	2.65	2.3	2.625
49	441	2.8	2.95	2.65	2.31	2.677
56	504	2.8	2.96	2.65	2.3	2.677
63	567	4.69	4.97	3.05	2.16	3.717
63	567	6.78	7.23	3.2	1.71	4.730
56	504	6.82	7.27	3.2	1.71	4.740
49	441	6.82	7.32	3.2	1.71	4.762
42	378	6.86	7.32	3.2	1.71	4.772
35	315	6.86	7.32	3.2	1.71	4.772
28	252	6.86	7.32	3.2	1.71	4.772
21	189	6.86	7.32	3.2	1.71	4.772
14	126	6.79	7.31	3.2	1.71	4.752
7	63	6.73	7.12	3.19	1.55	4.647
0	0	6.34	6.42	2.77	0.96	4.122
7	63	6.22	6.22	2.43	1.23	4.025
14	126	6.22	6.35	2.61	1.36	4.135
21	189	6.25	6.55	2.78	1.47	4.262
28	252	6.32	6.64	2.89	1.47	4.330
35	315	6.41	6.73	3.02	1.57	4.432
42	378	6.52	6.89	3.13	1.57	4.527
49	441	6.59	6.99	3.13	1.57	4.570
56	504	6.79	7.21	3.33	1.57	4.725
63	567	7.28	7.85	3.52	1.57	5.055
70	630	9.43	10.05	4.06	1.24	6.195
70	630	12.09	12.97	4.77	0.79	7.655
63	567	12.11	13.05	4.77	0.69	7.655
56	504	12.13	13.07	4.77	0.69	7.665
49	441	12.13	13.07	4.77	0.69	7.665
42	378	12.13	13.07	4.77	0.69	7.665
35	315	12.13	13.07	4.77	0.69	7.665
28	252	12.1	13.07	4.77	0.69	7.655
21	189	12.07	13.07	4.77	0.69	7.650
14	126	11.96	12.88	4.77	0.7	7.577
7	63	11.87	12.63	4.77	0.7	7.492
0	0	11.4	11.76	4.45	0.4	7.002
7	63	11.17	11.64	4.74	0.39	7.082
14	126	11.18	11.85	4.8	0.51	7.085



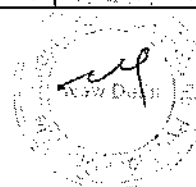
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A Geotechnical Testing House

GST NO- 09AHTPR5845C125

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Flats Load Test, Pile Integrity Test, Ultrasonic Churn test

21	189	11.25	12.05	5.06	0.6	7.295
28	252	11.33	12.18	5.15	0.68	7.335
35	315	11.41	12.27	5.28	0.72	8.770
42	378	11.52	12.38	5.31	0.72	7.482
49	441	11.61	12.53	5.44	0.72	7.575
56	504	11.72	12.65	5.5	0.72	7.647
63	567	11.87	12.83	5.54	0.72	7.774
70	630	13.43	14.45	5.91	0.72	8.627
77	693	15.45	16.55	6.35	0.44	9.697
77	693	16.48	17.69	6.48	0.45	10.275
70	630	16.51	17.5	6.5	0.45	10.240
63	567	16.52	17.7	6.5	0.45	10.295
56	504	16.52	17.75	6.52	0.45	10.310
49	441	16.52	17.75	6.51	0.45	10.310
42	378	16.5	17.17	6.51	0.45	10.157
35	315	16.46	17.76	6.51	0.45	10.295
28	252	16.43	17.7	6.51	0.45	10.272
21	189	16.37	17.64	6.51	0.45	10.242
14	126	16.16	17.37	6.51	0.45	10.122
7	63	16.04	17.13	6.49	0.3	9.990
0	0	15.49	16.06	5.83	-0.26	9.280
7	63	15.04	15.89	5.34	-0.12	9.037
14	126	15.06	16.17	5.62	0.05	9.225
21	189	15.06	16.26	5.78	0.1	9.550
28	252	15.2	16.51	5.89	0.1	9.425
35	315	15.24	16.54	5.93	0.1	9.452
42	378	15.34	16.68	6.02	0.19	9.597
49	441	15.44	16.8	6.06	0.19	9.622
56	504	15.55	16.92	6.14	0.19	9.700
63	567	15.67	17.11	6.19	0.19	9.790
70	630	15.94	17.36	6.28	0.19	9.942
77	693	16.22	17.68	6.4	0.19	10.122
84	756	17.11	18.65	6.68	0.18	10.655
84	756	17.99	19.59	6.85	0.02	11.112
77	693	17.99	19.59	6.85	0.02	11.112
70	630	17.99	19.59	6.85	0.02	11.112
63	567	17.99	19.59	6.85	0.02	11.112
56	504	18.02	19.61	6.86	0.02	11.120
49	441	18.01	19.61	6.86	0.02	11.127
42	378	17.79	19.61	6.86	0.02	11.107
35	315	17.94	19.61	6.86	0.02	11.107
28	252	17.9	19.61	6.86	0.06	11.107
21	189	17.79	19.61	6.86	0.06	11.080





STELLAR GEOTECH

A Geotechnical Testing House

GST NO- 09AHTPR5845C129

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Churn test

14	126	17.58	19.77	6.86	-0.13	11.020
7	63	17.41	18.84	6.86	-0.25	10.715
0	0	16.79	17.85	6.06	-1.16	10.171
7	63	16.61	17.78	5.97	-0.77	9.920
14	126	16.72	18.16	6.09	-0.54	10.857
21	189	16.83	18.36	6.22	-0.54	10.967
28	252	16.94	18.49	6.34	-0.42	10.337
35	315	17.03	18.61	6.49	-0.41	10.317
42	378	17.11	18.74	6.63	-0.31	10.070
49	441	17.2	18.81	6.46	-0.31	10.540
56	504	17.28	18.95	6.69	-0.3	10.655
63	567	17.41	19.07	6.81	-0.31	10.745
70	630	17.6	19.29	6.88	-0.3	10.867
77	693	17.75	19.47	6.93	-0.3	10.962
84	756	18.19	19.91	7.03	-0.3	11.207
90	810	19.41	21.2	7.35	-0.3	11.915
90	810	20.05	21.83	7.43	-0.33	12.245

HOLDING

PRESSURE (kg/sq cm)	LOAD In MT	SETTLEMENT IN MM				AVG SETTLEMENT
		CH1	CH2	CH3	CH4	
90	810	20.34	22.1	7.51	-0.31	12.41
90	810	20.36	22.22	7.51	-0.31	12.45
90	810	20.4	22.3	7.51	-0.31	12.48
90	810	20.45	22.4	7.51	-0.31	12.51
90	810	20.49	22.44	7.52	-0.31	12.54
90	810	20.53	22.44	7.53	-0.31	12.55
90	810	20.54	22.44	7.54	-0.31	12.55
90	810	20.81	22.73	7.63	-0.31	12.72
90	810	20.88	22.76	7.64	-0.31	12.74
90	810	20.89	22.77	7.61	-0.32	12.74
90	810	20.9	22.79	7.59	-0.32	12.74
90	810	20.96	22.89	7.61	-0.34	12.78



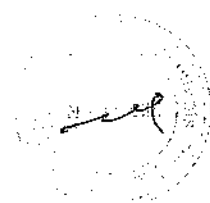
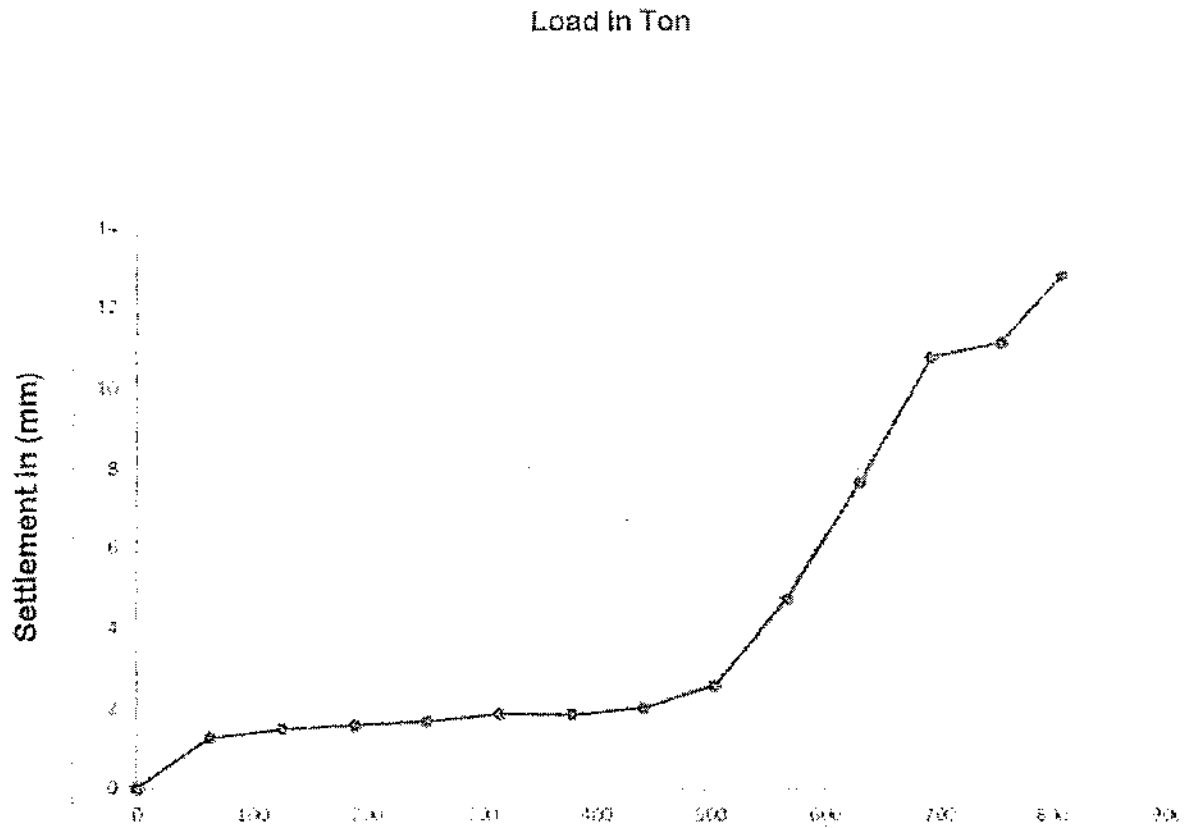


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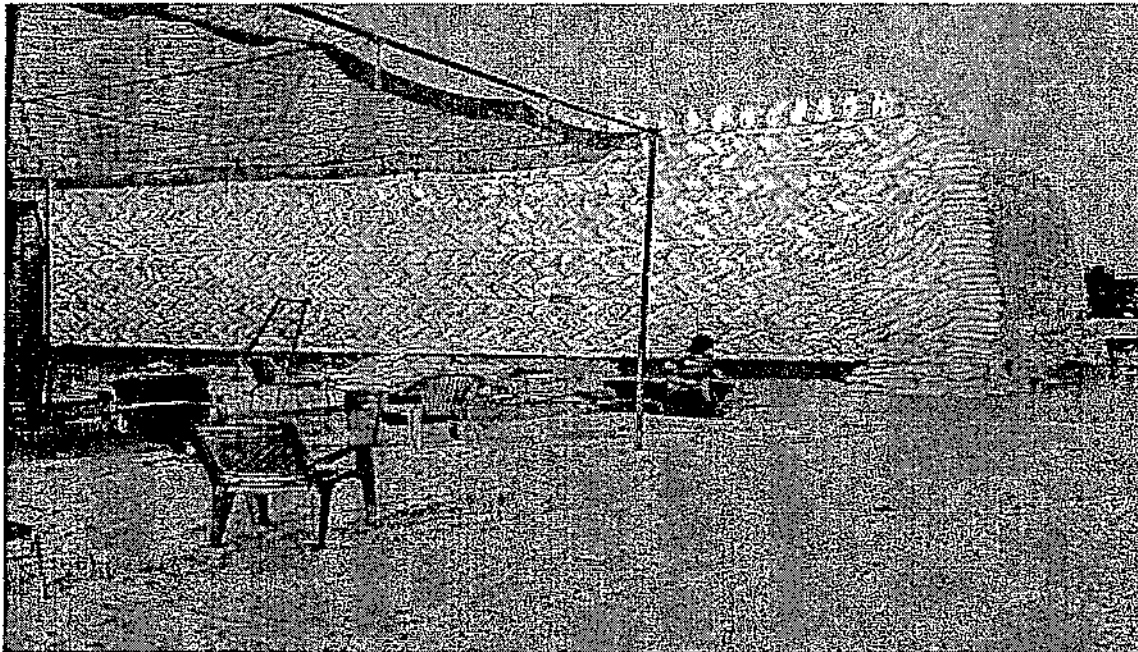
A Geotechnical Testing House

GST NO- 09AHTPR58A5C125

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Churn test



TITLE:	INITIAL LATERAL LOAD TEST REPORT
NAME OF PROJECT:	IGNP CANAL CH-157-800
CLIENT:	PWD (GOVT OF RAJASTHAN)
AUTHORITY ENGINEER:	Intercontinental Consultants and Technocrats Pvt Ltd
EPC CONTRACTOR:	MBL



CONDUCTED BY:-



STELLAR GEOTECH
1ST FLOOR, LEEA MANSION BUILDING, NK ROAD, HAZRATGANJ, LUCKNOW,
Uttar Pradesh, 226001, 8934089991, stellargeotech@gmail.com,
GSTIN : 09AHTPR5845C1Z5
PAN No: AHTPR5845C



1. METHODOLOGY

1.1: GENERAL

SR.	Designed Load (DL)	Test Load (TL)	Incremental Load (IL)
1.	As Provided in the Drawing	$=2.5 \times DL$	$.20 \times DL$
	54 MT	$2.5 \times 54 = 135 \text{ MT}$	$.20 \times = 10.8 \text{ MT}$

1.2: PILE HEAD PREPARATION

The pile head will be chipped off carefully till sound concrete is met. The projecting steel bars will be cut off and the top finished smooth and level with plaster of Paris so as to obtain a horizontal surface.

: TESTING EQUIPMENTS (LOADING)

The test may be carried out by introducing a hydraulic jack with gauge between two piles or pile groups under test on the reaction may be suitably obtained otherwise. If it is conducted by jack located between two piles or groups, the full load imposed by the jack shall be taken as the lateral resistance of each pile or group.

Sr.	Make	Rated Capacity	No. of Jack	Eff. Area	Total E.A.
1-	ODPS 300-150	300 TON	1	452.4 sq.cm.	452.4 sq.cm

1.4: TESTING EQUIPMENTS (MEASUREMENT OF SETTLEMENT)

The settlement was measured by four number of LVDTs with range 0-100 mm and accuracy 0.01 mm placed diametrically opposite to each other fixed to datum bar embedded well into the ground.

1.5: TESTING PROCEEDURE

The loading should be applied in increments of about 20 percent of the estimated safe load. The next increment should be applied after the rate of displacement is nearer to 0.1 mm per 30 minutes.

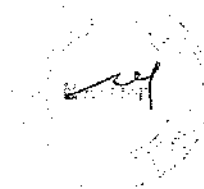


DATA-SHEET

- ❖ Title-pile test report (INITIAL LATERAL TEST)
- ❖ Designed Load- 54 Ton
- ❖ Test Load- 135 Ton
- ❖ Date of casting- 27-12-2021
- ❖ Date of start of testing- 24-03-2022
- ❖ Location of Pile- IGNP CANAL 157+800 NEAR A1 BIKANER SIDE

- ❖ Pile type – BCIS Pile **1200 mm** dia.
- ❖ Depth of Pile- 27.850 mtr
- ❖ Concrete& Steel – Concrete mix **M-35**.
- ❖ Steel: HYSD bars of grade Fe500 as per design bored cast in situ pile.
- ❖ Type of testing – Kentledge method.
- ❖ Method of taking observation using LVDT of sensitivity .01 mm-4 nos.

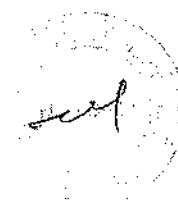
- ❖ Name of the firm conducted the test-**Stellar Geotech**





PILE TEST REPORT

Type of pile	Test Load	Safe load	settlement
1200 mm dia. 25 mtr long below cut off level	135 ton	135 ton	Avg- 1.38 mm



**SETTLEMENT CHART****LOADING**

PRESSURE (kg/sq cm)	LOAD In MT	SETTLEMENT IN MM				AVG SETTLEMENT
		CH1	CH2	CH3	CH4	
0	0.0	0	0	-	-	0.10
4	9	0.10	0.04	-	-	0.07
4	9	0.10	0.04	-	-	0.07
8	18	0.21	0.17	-	-	0.19
8	18	0.21	0.17	-	-	0.19
12	27	0.43	0.42	-	-	0.425
12	27	0.43	0.42	-	-	0.425
16	36	0.61	0.61	-	-	0.610
16	36	0.61	0.61	-	-	0.610
20	45	0.73	0.72	-	-	0.725
20	45	0.73	0.72	-	-	0.725
24	54	0.76	0.75	-	-	0.755
24	54	0.76	0.75	-	-	0.755
28	63	0.82	0.81	-	-	0.815
28	63	0.82	0.81	-	-	0.815
32	72	0.85	0.84	-	-	0.845
32	72	0.85	0.84	-	-	0.845
36	81	0.87	0.87	-	-	0.870
36	81	0.87	0.87	-	-	0.870
40	90	0.9	0.89	-	-	0.895
40	90	0.9	0.89	-	-	0.895
44	99	0.94	0.93	-	-	0.935
44	99	0.94	0.93	-	-	0.935
48	108	0.98	0.97	-	-	0.975
48	108	0.98	0.97	-	-	0.975
52	117	1.04	1.03	-	-	1.035
52	117	1.04	1.03	-	-	1.035
56	126	1.09	1.08	-	-	1.085
56	126	1.09	1.08	-	-	1.085
60	135	1.18	1.17	-	-	1.175
60	135	1.18	1.17	-	-	1.175
64	144	1.25	1.24	-	-	1.245
64	144	1.25	1.24	-	-	1.245
68	153	1.39	1.38	-	-	1.385
68	153	1.39	1.38	-	-	1.385



CONCLUSION:

According the test result of 1200 mm dia. 27.850 mtr long from Cut off safe load of pile is given below:-

- 1st criteria = 100% of test load (up to 5 mm settlement) as per I S Code 2911 (part IV) 2013second revision
= 100% x 50
= 135 TON
- Safe functioning load is 135TON

RESULT

With the above remarks for the Designed Load 54 ton is permitted for the guarantee of the safe functioning of the recommended design load.



For Stellar Geotech



1.6: ASSESSMENT OF SAFE LOAD

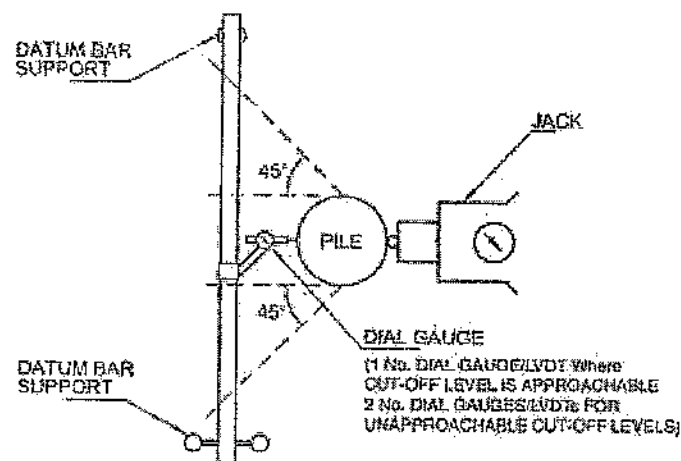
For Piles of more than 600 mm dia.

A- the safe load on a Test pile in the load test shall be least of the two criteria.

I- Two- thirds of the final load at which the total displacement attains a value of 12 mm or maximum of 2% of pile diameter whichever is less unless otherwise required in a given case on the basis of nature and type of structure in which case, the safe load should be corresponding to the stated total displacement permissible.

II- 100% of final load at which the total displacement equals to 5 mm

PLACEMENT OF DATUM BAR SUPPORTS



NAME OF SITE TARP CAMP

LOCATION OF FIRE Room 17

DATE LOANED: 2/2/81

DATE OF CASE: 11/20/07

1997年12月15日

[illegible]

100-20000

Figure 1





STELLAR GEOTECH

A Geotechnical Testing House

GST NO-09AHTPR8845C1Z6

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Clump Test

Date 23-03-20

NAME OF SITE IGMP CANAL CH 157.300

LOCATION OF PILE B - Bikaner Side

PILE GROUP NAME Initial Pile Load Test

SAFE LOAD 323

RAIL AREA 432.4 x 4

INCREMENTAL LOAD 68.70

TYPE OF TESTING Cyclic Load Test

DATE OF CASTING OF PILE 27-12-2021

DIA OF PILE 1200 mm

DEPTH OF PILE 27.850

SETTLEMENT CHART

TIME	PRESSURE (kg/cm ²)	LOAD (kN)	SETTLEMENT IN MM				AVERAGE SETTLEMENT	SIGNATURE
			CH1	CH2	CH3	CH4		
2.25	28	252	1.52	1.64	1.67	2.12	1.740	
4.30	33	315	1.59	1.74	1.89	2.15	1.792	
4.55	42	378	1.70	1.85	1.68	2.15	1.843	
4.40	49	441	1.87	2.07	1.68	2.15	1.942	
5.10	40	441	1.98	2.17	1.66	2.14	1.932	
5.15	42	378	1.96	2.18	1.65	2.15	1.991	
5.20	35	315	1.98	2.18	1.68	2.15	1.997	
5.25	28	252	1.98	2.18	1.68	2.15	1.997	
5.30	21	189	1.98	2.18	1.68	2.15	1.997	
5.35	14	126	1.98	2.15	1.69	2.15	2.000	
5.40	7	63	1.98	2.08	1.70	2.15	1.997	
5.45	00	00	1.70	1.35	1.26	1.29	1.4000	
5.50	7	63	1.63	1.40	1.35	1.34	1.580	
5.55	14	126	1.64	1.71	1.55	2.05	1.712	
6.00	21	189	1.68	1.73	1.72	2.10	1.835	
6.05	28	252	1.75	1.84	1.76	2.17	1.880	
6.10	35	315	1.82	1.94	1.79	2.17	1.922	
6.15	42	378	1.96	2.15	1.94	2.17	2.002	
6.20	49	441	2.06	2.23	1.94	2.17	2.057	
6.25	56	504	2.48	2.64	1.97	2.17	2.315	
6.55	56	504	2.61	3.02	2.22	2.26	2.877	
7.00	49	441	2.86	3.07	2.22	2.26	2.692	
7.05	42	378	2.86	3.07	2.22	2.26	2.652	
7.10	35	315	2.84	3.08	2.22	2.26	2.552	
7.15	28	252	2.86	3.08	2.23	2.26	2.552	
7.20	21	189	2.86	3.08	2.23	2.26	2.552	

SG

K. Singh

ATRC PL

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R. Bhatnagar

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R. Bhatnagar

TCT

SG

S. K. Singh

BSF ICT

NAME OF SITE IGMP CANAL CH-157-800LOCATION OF PILE A-1 Birkhet SideSAFE LOAD 323RAM AREA 452.484PILE GROUP NAME Line Pile 27DATE OF CASTING OF PILE 27-02-2021INCREMENTAL LOAD 63 TonsDIA OF PILE 1200 mmTYPE OF TEST StaticDEPTH OF PILE 24.250

SETTLEMENT CHART

TIME (h)	PRESSURE (kg/cm ²)	LOAD (T)	SETTLEMENT (mm)				AVG SETTLEMENT	SIGNATURE
			CH1	CH2	CH3	CH4		
7:25	14	326	2.36	3.08	2.24	2.26	2.61	
7:30	7	63	2.36	2.96	2.24	2.26	2.61	
7:35	06	00	2.58	2.39	1.83	3.23	2.56	
7:40	7	63	2.42	2.20	1.33	2.02	2.57	
7:45	14	126	2.44	2.31	2.18	2.11	2.37	
7:50	21	189	2.47	2.54	2.30	2.13	2.37	
7:55	28	252	2.58	2.64	2.30	2.21	2.44	
8:00	35	315	2.63	2.72	2.30	2.26	2.47	
8:05	42	378	2.72	2.83	2.15	2.30	2.63	
8:10	49	441	2.80	2.95	2.65	2.31	2.67	
8:15	56	504	2.80	2.96	2.65	2.30	2.67	
8:20	63	567	4.69	4.94	3.05	2.16	3.47	
8:25	63	567	6.48	7.23	3.20	1.91	3.82	
8:30	56	504	6.82	7.27	3.20	1.94	4.37	
8:35	49	441	6.82	7.32	3.20	1.94	4.37	
8:40	42	378	6.86	7.42	3.20	1.94	4.37	
8:45	35	315	6.86	7.32	3.20	1.94	4.37	
8:50	28	252	6.86	7.32	3.20	1.94	4.37	
8:55	21	189	6.86	7.32	3.20	1.94	4.37	
9:00	14	126	6.79	7.51	3.20	1.70	4.37	
9:05	7	63	6.73	7.12	3.19	1.56	4.54	
9:10	00	00	6.34	6.42	2.47	0.96	4.12	
9:15	7	63	6.22	6.22	2.43	1.23	4.05	
9:20	14	126	6.22	6.35	2.61	1.31	4.12	
9:25	21	189	6.25	6.35	2.73	1.47	4.26	
9:30	28	252	6.32	6.64	2.81	1.41	4.35	



STELLAR GEOTECH

A Geotechnical Testing House

UNITED DOMINION SQUARES

UNITED DOMINION SQUARES, 1000 SHEPPARD AVENUE EAST, SUITE 100, SCARBOROUGH, ONTARIO M1S 1T5, CANADA

Date: 23-03-2

NAME OF CLIENT: THOMPSON & SONS LTD. 1574-800
LOCATION OF SITE: 12th Avenue, York
PROJECT NAME: Drilled Pile Load Test
SHEET NO.: 1
TEST AREA: 40264 sq. ft.
INSTRUMENTAL LOAD: 100 kN
TYPE OF TEST: Controlled Test
DATE OF TESTING: 17-03-04
DEPTH OF PILE: 1.850

SETTLEMENT CHART

TIME (H:M)	PILLOW (mm)	LOAD (kN)	SETTLEMENT (mm)				AVG. SETTLEMENT (mm)	SIGNATURE
			CH1	CH2	CH3	CH4		
10:00	8	315	6.11	6.13	6.12	6.14	6.13	
10:05	4	361	6.32	6.33	6.33	6.34	6.33	
10:10	29	441	6.51	6.53	6.54	6.54	6.53	
10:15	56	504	6.75	6.77	6.76	6.77	6.76	
10:20	63	561	7.23	7.35	7.32	7.34	7.33	
10:25	70	630	9.43	10.06	9.66	9.74	9.78	
10:55	70	630	12.05	12.37	12.71	12.41	12.55	
11:10	63	561	12.3	13.03	12.77	12.68	12.68	
11:05	56	504	12.18	13.04	12.77	12.69	12.68	
11:10	49	441	12.13	13.03	12.77	12.69	12.68	
11:15	42	361	12.13	13.04	12.77	12.69	12.68	
11:20	35	315	12.13	13.04	12.77	12.69	12.68	
11:25	28	262	12.10	13.04	12.77	12.69	12.68	
11:30	21	189	12.04	13.02	12.77	12.69	12.68	
11:35	14	126	11.36	12.88	12.77	12.70	12.69	
11:40	7	63	11.39	12.66	12.77	12.70	12.69	
11:45	0	0	11.40	11.76	12.77	12.70	12.69	
11:50	3	63	11.17	11.64	12.77	12.70	12.69	
11:55	14	126	11.18	11.65	12.77	12.70	12.69	
12:00	21	189	11.25	12.05	12.77	12.70	12.69	
12:05	28	262	11.33	12.18	12.77	12.70	12.69	
12:10	35	315	11.41	12.27	12.77	12.70	12.69	
12:15	42	361	11.52	12.33	12.77	12.70	12.69	
12:20	49	441	11.61	12.53	12.77	12.70	12.69	
12:25	56	504	11.72	12.65	12.77	12.70	12.69	
12:30	63	561	11.81	12.83	12.77	12.70	12.69	

R. B. Brown

R. B. Brown

10/1



STELLAR GEOTECH

A Geotechnical Testing House

03710-034175-034176

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Plate Load Test, Pile Integrity Test, Ultrasonic Pulse Echo

Date: 23/03/2021

NAME OF SITE: JOINT CANAL CH-157-300

LOCATION OF PILE: A, Bikaner Side

PILE GROUP NAME: Initial Pile Load Test

SAFE LOAD: 323

RAM AREA: 4.52.4 x 4

INCREMENTAL LOAD: 63.50kN

TYPE OF TEST: Cyclic

DATE OF CASTING OF PILE: 27-12-2020

DIA OF PILE: 1200mm

DEPTH OF PILE: 27.55m

SETTLEMENT CHART

TIME	PRESSURE (kg/sq cm)	LOAD in MT	SETTLEMENT IN MM				AVG SETTLEMENT	SIGNATURE
			CH1	CH2	CH3	CH4		
12:35	70	680	13.43	14.45	5.81	0.72	13.60	
12:40	74	693	15.45	16.55	6.35	0.44	15.69	
01:16	77	698	16.45	17.63	6.48	0.45	16.27	
01:15	70	690	16.51	17.50	6.50	0.45	16.24	
01:27	63	561	16.52	17.40	6.50	0.45	16.21	
12:25	56	504	16.52	17.45	6.52	0.45	16.21	
1:30	49	441	16.52	17.45	6.51	0.45	16.21	
1:35	40	378	16.51	17.47	6.51	0.45	16.15	
1:40	35	315	16.46	17.46	6.51	0.45	16.23	
1:45	28	252	16.45	17.40	6.51	0.45	16.23	
1:50	21	163	16.39	17.44	6.51	0.45	16.24	
1:55	14	126	16.11	17.57	6.51	0.45	16.12	
2:00	7	63	16.04	17.13	6.49	0.30	16.13	
2:05	0.0	0.0	15.49	16.16	5.83	0.21	15.98	
2:10	7	63	15.04	15.83	5.34	0.12	15.03	
2:15	14	126	15.06	16.13	5.62	0.05	15.25	
2:20	21	163	15.06	16.26	5.93	0.10	15.50	
2:25	28	252	15.20	16.51	5.89	0.10	15.42	
2:30	35	315	15.24	16.54	5.93	0.10	15.45	
2:35	42	378	15.34	16.68	6.02	0.13	15.53	
2:40	49	441	15.44	16.80	6.06	0.13	15.62	
2:45	56	504	15.55	16.92	6.14	0.13	15.70	
2:50	63	561	15.67	17.11	6.19	0.13	15.71	
2:55	70	630	15.74	17.06	6.26	0.13	15.84	
3:00	77	693	16.22	17.18	6.40	0.13	16.12	
3:05	84	756	17.11	18.65	6.68	0.13	16.65	

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STELLAR GEOTECH

A Geotechnical Testing House

GST NO: 09AHTPR50A5C125

With all load tests lateral load test, Opposite load test, Pile Load test, Pile Integrity Test, Ultrasonic Churn test

(7)

Date: 23-03

NAME OF PILE: 1.6ND CONCRETE CH-157-300

LOCATION OF PILE: On - Railway Side

PILE GROUP NAME: Initial Pile load Test

SAFE LOAD: 92.8

RAM AREA: 452.4 x 4

INCREMENTAL LOAD: 6.8 Ton

TYPE OF TESTING: Cyclic load Test

DATE OF CASTING OF PILE: 27-12-2021

DIA OF PILE: 1200mm

DEPTH OF PILE: 24.850

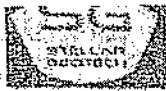
SETTLEMENT CHART

Pile No.	Cyclic Load No.	LOAD (KMP)	SETTLEMENT IN MM				AVE SETTLEMENT	SIGNATURE
			CH1	CH2	CH3	CH4		
1	1	3.56	17.99	19.59	6.85	0.02	11.112	
1	2	6.85	17.99	19.59	6.85	0.02	11.112	
1	3	10.14	17.99	19.59	6.85	0.02	11.112	
1	4	13.43	17.99	19.59	6.85	0.02	11.112	
1	5	16.72	18.02	19.61	6.86	0.02	11.120	
1	6	20.01	18.01	19.61	6.86	0.02	11.127	
1	7	23.30	17.99	19.61	6.86	0.02	11.107	
1	8	26.59	17.94	19.61	6.86	0.02	11.157	
1	9	29.88	17.90	19.61	6.86	0.02	11.107	
1	10	33.17	17.99	19.61	6.86	0.06	11.080	
1	11	36.46	17.63	19.74	6.86	0.13	11.020	
1	12	39.75	17.41	19.84	6.86	0.25	10.915	
1	13	43.04	16.79	19.85	6.06	0.16	10.971	
1	14	46.33	16.61	19.78	5.97	0.77	9.872	
1	15	49.62	16.72	18.16	6.09	0.54	10.857	
1	16	52.91	16.73	18.36	6.22	0.54	10.967	
1	17	56.20	16.94	18.49	6.34	0.42	10.837	
1	18	59.49	17.03	18.61	6.49	0.41	10.817	
1	19	62.78	17.11	18.74	6.63	0.31	10.857	
1	20	66.07	17.20	18.81	6.46	0.31	10.840	
1	21	69.36	17.22	18.93	6.19	0.30	10.653	
1	22	72.65	17.41	19.07	6.71	0.31	10.745	
1	23	75.94	17.60	19.29	6.83	0.30	10.857	
1	24	79.23	17.75	19.17	6.93	0.10	10.962	
1	25	82.52	18.09	19.91	7.03	0.30	11.107	
1	26	85.81	19.21	21.20	7.85	0.00	11.915	

S. H. H. H.

R. B. B. B.

S. H. H. H.



A Geotechnical Testing House

Vertical Load Test, Lateral Load Test, Dynamic Load Test, Pile Load Test, Off-Balance Test, Ultrasonic Pulse Velocity Test

Date 13-03

NAME OF SITE JANP CANAL CH-157+800

LOCATION OF PILE P1 - Bikaner Side

PILE GROUP NAME Tested Pile Load Test

SAFE LOAD 323 RAM AREA 452.4 x 4 INCREMENTAL LOAD 63 TYPE OF TEST Static Load

DATE OF CASTING OF PILE 27-12-2021 DIA OF PILE 200mm DEPTH OF PILE 2.5m

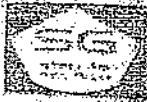
SETTLEMENT CHART

TIME	PRESSURE (kg/sq cm)	LOAD (t/MM)	SETTLEMENT IN MM				AVG SETTLEMENT
			CH1	CH2	CH3	CH4	
6-10	90	810	20.05	21.83	7.43	0.35	13.2
7-10	80	810	20.31	22.20	7.51	0.31	12.425
8-10	70	810	20.26	22.22	7.51	0.31	12.425
9-10	60	810	20.40	22.30	7.51	0.31	12.425
10-10	50	810	20.45	22.40	7.51	0.31	12.51
11-10	40	810	20.48	22.44	7.52	0.31	12.535
12-10	30	810	20.53	22.44	7.53	0.31	12.547
13-10	20	810	20.54	22.44	7.54	0.31	12.55
14-10	10	810	20.81	22.73	7.63	0.31	12.70
15-10	0	810	20.88	22.76	7.64	0.31	12.72
16-10	0	810	20.89	22.77	7.61	0.32	12.725
17-10	0	810	20.90	22.78	7.59	0.32	12.73
18-10	0	810	20.96	22.83	7.61	0.31	12.735
19-10	0	810					
20-10	0	810					
21-10	0	810					
22-10	0	810					
23-10	0	810					
24-10	0	810					
25-10	0	810					
26-10	0	810					
27-10	0	810					
28-10	0	810					
29-10	0	810					
30-10	0	810					
31-10	0	810					
32-10	0	810					
33-10	0	810					
34-10	0	810					
35-10	0	810					
36-10	0	810					
37-10	0	810					
38-10	0	810					
39-10	0	810					
40-10	0	810					
41-10	0	810					
42-10	0	810					
43-10	0	810					
44-10	0	810					
45-10	0	810					
46-10	0	810					
47-10	0	810					
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99-10	0	810					
100-10	0	810					

By [Signature]
S.G.

By [Signature]
S.G.

By [Signature]
R.B.S.G.
ICT



STELLAR GEOTECH

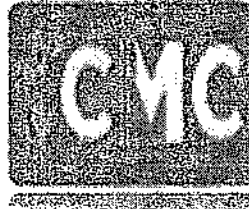
A Geotechnical Testing House

General and Specialized Soil Tests, Through Hole Tests, Plate Load Tests, Foundation Tests, etc. etc. etc.

NAME OF SITE: LANDFILL CH-157-18
LOCATION OF PILE: WATER SHED
SAFE LOAD: 145.4 kN PILE LENGTH: 1.5 m
DATE OF CASTING OF PILE: 22/12/2011 DIA OF PILE: 150 mm DEPTH OF PILE: 1.5 m

SETTLEMENT CHART

TIME (min)	PRESSURE (kN/m ²)	LOAD (kN)	SETTLEMENT IN MM				AVG SETTLEMENT (mm)
			CH1	CH2	CH3	CH4	
15	30	43.7	0.1	0.1	0.1	0.1	0.1
30	30	43.7	0.1	0.1	0.1	0.1	0.1
45	30	43.7	0.1	0.1	0.1	0.1	0.1
60	30	43.7	0.1	0.1	0.1	0.1	0.1
75	30	43.7	0.1	0.1	0.1	0.1	0.1
90	30	43.7	0.1	0.1	0.1	0.1	0.1
105	30	43.7	0.1	0.1	0.1	0.1	0.1
120	30	43.7	0.1	0.1	0.1	0.1	0.1
135	30	43.7	0.1	0.1	0.1	0.1	0.1
150	30	43.7	0.1	0.1	0.1	0.1	0.1
165	30	43.7	0.1	0.1	0.1	0.1	0.1
180	30	43.7	0.1	0.1	0.1	0.1	0.1
195	30	43.7	0.1	0.1	0.1	0.1	0.1
210	30	43.7	0.1	0.1	0.1	0.1	0.1
225	30	43.7	0.1	0.1	0.1	0.1	0.1
240	30	43.7	0.1	0.1	0.1	0.1	0.1
255	30	43.7	0.1	0.1	0.1	0.1	0.1
270	30	43.7	0.1	0.1	0.1	0.1	0.1
285	30	43.7	0.1	0.1	0.1	0.1	0.1
300	30	43.7	0.1	0.1	0.1	0.1	0.1
315	30	43.7	0.1	0.1	0.1	0.1	0.1
330	30	43.7	0.1	0.1	0.1	0.1	0.1
345	30	43.7	0.1	0.1	0.1	0.1	0.1
360	30	43.7	0.1	0.1	0.1	0.1	0.1
375	30	43.7	0.1	0.1	0.1	0.1	0.1
390	30	43.7	0.1	0.1	0.1	0.1	0.1
405	30	43.7	0.1	0.1	0.1	0.1	0.1
420	30	43.7	0.1	0.1	0.1	0.1	0.1
435	30	43.7	0.1	0.1	0.1	0.1	0.1
450	30	43.7	0.1	0.1	0.1	0.1	0.1
465	30	43.7	0.1	0.1	0.1	0.1	0.1
480	30	43.7	0.1	0.1	0.1	0.1	0.1
495	30	43.7	0.1	0.1	0.1	0.1	0.1
510	30	43.7	0.1	0.1	0.1	0.1	0.1
525	30	43.7	0.1	0.1	0.1	0.1	0.1
540	30	43.7	0.1	0.1	0.1	0.1	0.1
555	30	43.7	0.1	0.1	0.1	0.1	0.1
570	30	43.7	0.1	0.1	0.1	0.1	0.1
585	30	43.7	0.1	0.1	0.1	0.1	0.1
600	30	43.7	0.1	0.1	0.1	0.1	0.1
615	30	43.7	0.1	0.1	0.1	0.1	0.1
630	30	43.7	0.1	0.1	0.1	0.1	0.1
645	30	43.7	0.1	0.1	0.1	0.1	0.1
660	30	43.7	0.1	0.1	0.1	0.1	0.1
675	30	43.7	0.1	0.1	0.1	0.1	0.1
690	30	43.7	0.1	0.1	0.1	0.1	0.1
705	30	43.7	0.1	0.1	0.1	0.1	0.1
720	30	43.7	0.1	0.1	0.1	0.1	0.1
735	30	43.7	0.1	0.1	0.1	0.1	0.1
750	30	43.7	0.1	0.1	0.1	0.1	0.1
765	30	43.7	0.1	0.1	0.1	0.1	0.1
780	30	43.7	0.1	0.1	0.1	0.1	0.1
795	30	43.7	0.1	0.1	0.1	0.1	0.1
810	30	43.7	0.1	0.1	0.1	0.1	0.1
825	30	43.7	0.1	0.1	0.1	0.1	0.1
840	30	43.7	0.1	0.1	0.1	0.1	0.1
855	30	43.7	0.1	0.1	0.1	0.1	0.1
870	30	43.7	0.1	0.1	0.1	0.1	0.1
885	30	43.7	0.1	0.1	0.1	0.1	0.1
900	30	43.7	0.1	0.1	0.1	0.1	0.1
915	30	43.7	0.1	0.1	0.1	0.1	0.1
930	30	43.7	0.1	0.1	0.1	0.1	0.1
945	30	43.7	0.1	0.1	0.1	0.1	0.1
960	30	43.7	0.1	0.1	0.1	0.1	0.1
975	30	43.7	0.1	0.1	0.1	0.1	0.1
990	30	43.7	0.1	0.1	0.1	0.1	0.1
1005	30	43.7	0.1	0.1	0.1	0.1	0.1
1020	30	43.7	0.1	0.1	0.1	0.1	0.1
1035	30	43.7	0.1	0.1	0.1	0.1	0.1
1050	30	43.7	0.1	0.1	0.1	0.1	0.1
1065	30	43.7	0.1	0.1	0.1	0.1	0.1
1080	30	43.7	0.1	0.1	0.1	0.1	0.1
1095	30	43.7	0.1	0.1	0.1	0.1	0.1
1110	30	43.7	0.1	0.1	0.1	0.1	0.1
1125	30	43.7	0.1	0.1	0.1	0.1	0.1
1140	30	43.7	0.1	0.1	0.1	0.1	0.1
1155	30	43.7	0.1	0.1	0.1	0.1	0.1
1170	30	43.7	0.1	0.1	0.1	0.1	0.1
1185	30	43.7	0.1	0.1	0.1	0.1	0.1
1200	30	43.7	0.1	0.1	0.1	0.1	0.1
1215	30	43.7	0.1	0.1	0.1	0.1	0.1
1230	30	43.7	0.1	0.1	0.1	0.1	0.1
1245	30	43.7	0.1	0.1	0.1	0.1	0.1
1260	30	43.7	0.1	0.1	0.1	0.1	0.1
1275	30	43.7	0.1	0.1	0.1	0.1	0.1
1290	30	43.7	0.1	0.1	0.1	0.1	0.1
1305	30	43.7	0.1	0.1	0.1	0.1	0.1
1320	30	43.7	0.1	0.1	0.1	0.1	0.1
1335	30	43.7	0.1	0.1	0.1	0.1	0.1
1350	30	43.7	0.1	0.1	0.1	0.1	0.1
1365	30	43.7	0.1	0.1	0.1	0.1	0.1
1380	30	43.7	0.1	0.1	0.1	0.1	0.1
1395	30	43.7	0.1	0.1	0.1	0.1	0.1
1410	30	43.7	0.1	0.1	0.1	0.1	0.1
1425	30	43.7	0.1	0.1	0.1	0.1	0.1
1440	30	43.7	0.1	0.1	0.1	0.1	0.1
1455	30	43.7	0.1	0.1	0.1	0.1	0.1
1470	30	43.7	0.1	0.1	0.1	0.1	0.1
1485	30	43.7	0.1	0.1	0.1	0.1	0.1
1500	30	43.7	0.1	0.1	0.1	0.1	0.1
1515	30	43.7	0.1	0.1	0.1	0.1	0.1
1530	30	43.7	0.1	0.1	0.1	0.1	0.1
1545	30	43.7	0.1	0.1	0.1	0.1	0.1
1560	30	43.7	0.1	0.1	0.1	0.1	0.1
1575	30	43.7	0.1	0.1	0.1	0.1	0.1
1590	30	43.7	0.1	0.1	0.1	0.1	0.1
1605	30	43.7	0.1	0.1	0.1	0.1	0.1
1620	30	43.7	0.1	0.1	0.1	0.1	0.1
1635	30	43.7	0.1	0.1	0.1	0.1	0.1
1650	30	43.7	0.1	0.1	0.1	0.1	0.1
1665	30	43.7	0.1	0.1	0.1	0.1	0.1
1680	30	43.7	0.1	0.1	0.1	0.1	0.1
1695	30	43.7	0.1	0.1	0.1	0.1	0.1
1710	30	43.7	0.1	0.1	0.1	0.1	0.1
1725	30	43.7	0.1	0.1	0.1	0.1	0.1
1740	30	43.7	0.1	0.1	0.1	0.1	0.1
1755	30	43.7	0.1	0.1	0.1	0.1	0.1
1770	30	43.7	0.1	0.1	0.1	0.1	0.1
1785	30	43.7	0.1	0.1	0.1	0.1	0.1
1800	30	43.7	0.1	0.1	0.1	0.1	0.1
1815	30	43.7	0.1	0.1	0.1	0.1	0.1
1830	30	43.7	0.1	0.1	0.1	0.1	0.1
1845	30	43.7	0.1	0.1	0.1	0.1	0.1
1860	30	43.7	0.1	0.1	0.1	0.1	0.1
1875	30	43.7	0.1	0.1	0.1	0.1	0.1
1890	30	43.7	0.1	0.1	0.1	0.1	0.1
1905	30	43.7	0.1	0.1	0.1	0.1	0.1
1920	30	43.7	0.1	0.1	0.1	0.1	0.1
1935	30	43.7	0.1	0.1	0.1	0.1	0.1
1950	30	43.7	0.1	0.1	0.1	0.1	0.1
1965	30	43.7	0.1	0.1	0.1	0.1	0.1
1980	30	43.7	0.1	0.1	0.1	0.1	0.1
1995	30	43.7	0.1	0.1	0.1	0.1	0.1
2010	30	43.7	0.1	0.1	0.1	0.1	0.1
2025	30	43.7	0.1	0.1	0.1	0.1	0.1
2040	30	43.7	0.1	0.1	0.1	0.1	0.1
2055	30	43.7	0.1	0.1	0.1	0.1	0.1
2070	30	43.7	0.1	0.1	0.1	0.1	0.1
2085	30	43.7	0.1	0.1	0.1	0.1	0.1
2100	30	43.7	0.1	0.1	0.1	0.1	0.1
2115	30	43.7	0.1	0.1	0.1	0.1	0.1
2130	30	43.7	0.1	0.1	0.1	0.1	0.1
2145	30	43.7	0.1	0.1	0.1	0.1	0.1
2160	30	43.7	0.1	0.1	0.1	0.1	0.1
2175	30	43.7	0.1	0.1	0.1	0.1	0.1
2190	30	43.7	0.1	0.1	0.1	0.1	0.1
2205	30	43.7	0.1	0.1	0.1	0.1	0.1
2220	30	43.7	0.1	0.1	0.1	0.1	0.1
2235	30	43.7	0.1	0.1	0.1	0.1	0.1
2250	30	43.7	0.1	0.1	0.1	0.1	0.1
2265	30	43.7	0.1	0.1	0.1	0.1	0.1
2280	30	43.7	0.1	0.1	0.1	0.1	0.1
2295	30	43.7	0.1	0.1	0.1	0.1	0.1
2310	30	43.7	0.1	0.1	0.1	0.1	0.1
2325	30	43.7	0.1	0.1	0.1	0.1	0.1
2340	30	43.7	0.1	0.1	0.1	0.1	0.1
2355	30	43.7	0.1	0.1	0.1	0.1	0.1
2370	30	43.7	0.1	0.1	0.1	0.1	0.1
2385	30	43.7	0.1	0.1	0.1	0.1	0.1
2400	30	43.7	0.1	0.1	0.1	0.1	0.1
2415	30	43.7	0.1	0.1	0.1	0.1	0.1
2430	30	43.7	0.1	0.1	0.1	0.1	0.1
2445	30	43.7	0.1	0.1	0.1	0.1	0.1
2460	30	43.7	0.1	0.1	0.1	0.1	0.1
2475	30	43.7	0.1	0.1	0.1	0.1	0.1
2490	30	43.7	0.1	0.1	0.1	0.1	0.1
2505	30	43.7	0.1	0.1	0.1	0.1	0.1
2520	30	43.7	0.1	0.1	0.1	0.1	0.1
2535	30	43.7	0.1	0.1	0.1	0.1	0.1
2550	30	43.7	0.1	0.1	0.1	0.1	0.1
2565	30	43.7	0.1	0.1	0.1	0.1	0.1
2580	30	43.7	0.1	0.1	0.1	0.1	0.1
2595	30						



ANNEXURE -III-
EOT LETTER

Ref: SBTRCPL/2022/1131

Date: 02.07.2022

Shri T. P. Velayudhan
Independent Engineer
ICT Ltd., A-8, Green Park
New Delhi-110016

Subject: Development and Operation of Bikaner-Suratgarh section of NH-62 (earlier NH-15, from km 553.869 of NH-11 to km 173.000 via km 10.630) by Two-Laning with Paved Shoulder in the State of Rajasthan through Public-Private Partnership on Design, Build, Finance, Operate and Transfer (DBFOT) basis ("Project")- Regarding Extension of Time for Completion of Balance Works till 31.08.2022

Dear Sir

This letter is in relation to extension of time for completion of balance works till 31.08.2022 in terms of the provisions of the Concession Agreement.

It is pertinent to highlight that despite the financial and other unprecedented challenges on account of the Force Majeure Covid-19 pandemic plaguing the entire nation, the Concessionaire has successfully completed 96.54% of the total length of the Project Highway, i.e. 166.415 km of road length out of the total length of 172.384 km.

However, due to non-fulfillment/delay in fulfillment/partial non-fulfillment of some of the conditions precedent/obligations by the Authority, the Concessionaire is facing difficulties in completing the remaining 5.969 km of the project length. The Concessionaire has through various meetings and correspondences, several times, requested the Authority to undertake the pending obligations/issues at the earliest and even at various instances provided full support to the Authority in fulfillment of such pending obligations so that the balance works can be effectively completed in terms of the Concession Agreement.

Further, the Concessionaire faced several delays and challenges in undertaking the Project works due to occurrences of Force Majeure events in terms of the Concession Agreement, such as on-going Covid-19 pandemic and the protests against the farm laws (*Kisan Andolan*) at the Toll Plazas, which led to suspension of Toll Plazas and non-collection of Toll Fees for many days.

However, since such pending obligations/issues are yet to be addressed by the Authority, as required in terms of the Concession Agreement and the Concessionaire also faced considerable issues in completing the Project Highway due to above-mentioned Force Majeure events, the Concessionaire seeks further extension of time for completion of balance works till 31.08.2022.

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Suratgarh Bikaner Toll Road Company Private Limited

Corporate Office : Baani Corporate One, Suite no. 303, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 026
Tel. : +91-11-48593300 - 10. Email : delhi@mblinfra.com Website : www.mblinfra.com; CIN-U45400WB2012PTC174476
Registered Office : "Divine Bliss", 2/3, Judges Court Road, 1st Floor, Kolkata - 700 027. Tel. : +91-33-33411800. Website : www.mblinfra.com

In view of the above, the Concessionaire also seeks waiver of the liquidated damages for the delay being caused in completion of the balance works as such delay was not due to the reasons attributable to the Concessionaire and was beyond the reasonable control of the Concessionaire and extension of time due to the non-fulfillment/delay in fulfillment/partial non-fulfillment of some of the conditions precedent/obligations by the Authority, in relation to the Balance Work of 5.969 km of the Project length on the Project Highway.

The Concessionaire also humbly request the Authority to fulfil its pending obligation for the Balance Work of 5.969 km of the Project length on the Project Highway within the reasonable time to enable the Concessionaire to undertake and complete the Balance Work within the sought extension of time provided to it. Hence, subject to the Authority to fulfil its pending obligation for the Balance Work of 5.969 km of the Project length, the Concessionaire shall complete the balance works of the Project on or before 31.08.2022.

The Concessionaire humbly seeks to highlight the pending obligations/issues to be fulfilled or resolved by the Authority and the Force Majeure event posing unprecedented challenges in execution of the balance Project works and hence, seeking extension of time till 31.08.2022 for completion of the same, in terms of the Concession Agreement and the applicable laws:

1. Delay in Obtaining of Stage -2 Clearance for Tree Cutting Permission

- (i) **Stage -1** clearance in relation to diversion of 14.280 hectares of forest land in Bikaner and Sri Ganganagar District of the Project was given by MoEF vide letter no. 391 dated 14.06.2013 A copy of the MoEF letter dated 14.06.2013 is enclosed and marked as **Annexure-1**.

However, the **Stage-2** clearance for cutting of 1259 trees was pending due to non fulfilment of conditions stipulated under Point 2 (para i to iv) of the MoEF letter dated 14.06.2013, which included, *inter alia*, avenue plantation by the Forest Department.

- (ii) Despite several requests made by the Concessionaire and several meetings held with the Authority in regard to the tree cutting permission, Stage -2 clearance of forest is yet to be obtained by the Authority. Copies of some of the minutes of meetings regarding the tree cutting permission is enclosed and marked as **Annexure- 2**. The Authority is well aware that the Concessionaire cannot proceed with the cutting of trees and completion of balance Works without obtaining tree cutting permission from the Forest Department.
- (iii) Vide letter dated 11.05.2020, the office of Deputy Conservator of Forest, Sri Ganganagar informed the Project Director that without obtaining Stage-2 Clearance, trees cannot be allowed to be cut. Copy of letter dated 11.05.2020 is enclosed and marked as **Annexure-3**.

(iv) Further, vide letter dated 17.07.2020, the Project Director directed the joint visit of the Concessionaire and the Independent Engineer for verification of actual number of trees required to be cut for execution of the work. Copy of the letter dated 17.07.2020 is enclosed and marked as **Annexure-4**.

(v) Thereafter, the said matter regarding pending tree cutting permission was discussed at highest level in MoRTH and accordingly D.O. letter dated 05.11.2020 was issued by Secretary, MoRTH addressed to Secretary, MoEF&CC for review of the condition.

Thereafter, the Deputy Inspector General of Forest, MOEF vide its letter dated 23.11.2020 addressed to the Deputy Director General of Forests (Central), Lucknow, MOEF sought an undertaking from the user agency i.e. PWD, Rajasthan (**not Concessionaire**) for raising of strip plantation and its maintenance for 18 years as per earlier stipulation and placed. A copy of the D.O letter dated 05.11.2020 and letter of the Deputy Inspector, MOEF dated 23.11.2020 are enclosed and marked as **Annexure-5**.

(vi) In view of the above, the required undertaking for procuring tree cutting permission was sought from Concessionaire by PD-cum-SE, PWD vide its letter no. 1011 dated 21.12.2020. Although the avenue/strip plantation was not within the scope of the Concessionaire, but to assist the Authority in obtaining permission from Forest Department, the Concessionaire vide its letter no. SBTRCPL/2020/1679 dated 23.12.2020 to PD-cum-SE, PWD, once again, provided the desired undertaking stating that *the Concessionaire will plant trees as per the requirement of the Forest Department and MOEF for Stage-2 clearance for felling of trees on the Highway and maintain the same till the end of the Concession Period*. Copy of letters dated 21.12.2020 and 23.12.2020 are enclosed and marked as **Annexure-6 & 7** respectively.

(vii) The said Undertaking of the Concessionaire was subsequently submitted by PD-cum-SE, PWD to Chief Engineer (NH & PPP), PWD Rajasthan, Jaipur vide its letter no. 1024 dated 23.12.2020 as required by the Deputy Inspector General of Forest, MOEF. A copy of letter dated 23.12.2020 is enclosed and marked as **Annexure-8**. Thereafter, Chief Engineer cum Regional Officer, MoRTH, Jaipur vide its letter dated 06.01.2021 forwarded the said Undertaking to Deputy Director General of Forest (Central), Lucknow. Copy of letter dated 06.01.2021 is enclosed and marked as **Annexure-9**.

(viii) However, despite the submission of the requisite Undertaking regarding Avenue/Strip Plantation and all the efforts of the Concessionaire, the Stage-2 Clearance for Tree Cutting Permission is still awaited from the Authority, due to which the balance Project works could not be taken up by the Concessionaire, particularly for Suratgarh Town Portion including 4 lane carriageway / service road / lined drain / VUP approaches, IGNP Canal Bridge, Ghaggar Bridge, Minor Bridge etc.

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Suratgarh Bikaner Toll Road Company Private Limited

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- (ix) Since then, the Concessionaire has several times requested the Authority to obtain the required Tree Cutting Permission vide its letter nos. SBTRCPL/2021/0104 dated 27.01.2021 and SBTRCPL/2021/0171 dated 20.02.2021 addressed to PD-cum-SE, PWD. Copy of letters dated 27.01.2021 and 20.02.2021 are enclosed and marked as **Annexure-10 & 11** respectively.
- (x) As per MOM of MoEF dated 10.09.2021, Status of Avenue Plantation was to be verified by State Forest Department and Report for the same was to be submitted. Based on joint site visit conducted by officials of Forest Department, Joint Verification Reports were submitted for Bikaner, Birghwal and Suratgarh areas. As per the joint verification reports submitted, number of trees found alive at Bikaner, Birghwal and Suratgarh areas were certified as 14359, 7735 and 1045 trees respectively. Joint Verification Reports with above data were submitted by Bikaner, Birghwal and Suratgarh areas vide their letters dated 22.11.2021 / 02.11.2021, 13.10.2021 and 16.10.2021 respectively. Copy of reports dated 22.11.2021 / 02.11.2021, 13.10.2021 and 16.10.2021 are enclosed and marked as **Annexure-12, 13 & 14** respectively.
- (xi) Project Director cum Superintending Engineer vide their letter dated 12.11.2021 have forwarded these inspection reports to Divisional Chief Forest Conservator for procurement of early Stage-II Permission for Tree Cutting. Copy of letter dated 12.11.2021 is enclosed and marked as **Annexure-15**.
- (xii) The pendency of Stage-II forest clearance as above was confirmed by Chief Engineer cum Regional Officer, MoRTH, Jaipur and a high level meeting was desired to resolve the issue of forest clearance and the same was conveyed to the Chief Engineer (NH-PPP), PWD Rajasthan, Jaipur vide their letter no. RJ/DPP/AS/2016-17/965/Correspondence/9102 dated 01.02.2022. Copy of letter dated 01.02.2022 is enclosed and marked as **Annexure-16**.
- (xiii) Chief Engineer (NH-PPP) based on the recommendation of Project Director cum Superintending Engineer has conveyed the request to Chief Engineer cum Regional Officer, MoRTH, Jaipur for deposition of fund in CAMPA account as per demand note received from DCF, Bikaner amounting to Rs. 15,80,81,560/- and DCF Sriganganagar amounting to Rs. 17,30,38,669/- vide letter no. F-7(259)/Part-IV/BOT/PPP-NH/D-73 dated 20.05.2022. Copy of letter dated 20.05.2022 is enclosed and marked as **Annexure-17**.
- (xiv) In this regard, the IE vide its letter no. ICT:687:TPV:9215 dated 18.10.2016 had also determined as follows:

"As on date, 1.200 km of main carriageway on approaches to the ROB at km 45+981, 0.400 km on approaches to the Indira Gandhi Main Canal Major Bridge at Km 157+ 631 and 0.800 km on Suratgarh side approach



of the major bridge on Ghagghar river at km 163+101 is pending and road work is affected on these 3 stretches totaling 2.400 km".

- (xv) In view of the above, it is pertinent to mention that said delay in execution and completion of the works in the forest area for the Project is on account of inordinate delay in receipt of the Stage-2 Clearance and hence beyond the control of the Concessionaire and entitles the Concessionaire to reasonable extension of time for completion of balance works. It is to be noted that in terms of the provisions of the Concession Agreement, the Authority was obligated to hand over the encumbrance free site on or before the Appointed Date i.e. 16.09.2013. The Concessionaire has somehow or the other by convincing Village Panchayat, Tehsildar etc. has tried to work around and complete as much construction as possible. However, the same has caused and is still causing delay in completion of the construction.

2. Hindrance in Construction of VUP @ Km 172+103 along with Approaches

- (i) The execution of VUP @ Km 172+103 along with its approaches was undertaken by Concessionaire but the same was stopped by locals demanding for elevated section from Km 170+600 to Km 172+600. The Concessionaire brought this issue to the notice of PD-cum-SE, PWD vide its letter no. SBTRCPL/2020/1292 dated 16.09.2020 along with the representation received from the locals. Copy of letter dated 16.09.2020 is enclosed and marked as **Annexure-18**.
- (ii) MLA of Suratgarh sent a letter to the Hon'ble Minister, MoRTH requesting for extension of ongoing VUP @ Km 172+103 till Kamal Hotel @ Km 170+600. Copy of the letter from MLA dated 21.11.2020 is enclosed and marked as **Annexure-19**.
- (iii) The factual report in this regard as submitted by Team Leader of M/s ICT vide its letter no. ICT:687:BIK-SOG-TL-PD:784 dated 05.01.2021 was forwarded by PD-cum-SE, PWD vide their letter no. 1061 dated 05.01.2021 addressed to Chief Engineer cum Regional Officer, MoRTH, Jaipur. Copy of letter dated 05.01.2021 is enclosed and marked as **Annexure-20**.
- (iv) Team Leader of M/s ICT in response to letter no. 1145 dated 21.01.2021 from PD-cum-SE, PWD submitted tentative cost proposal for the provision of Flyover at Indira Circle @ Km 171+100 along with RE Wall in approaches for a length of 1200 with provision of additional service road on both sides for a length of 600m. The cost proposal as arrived by Team Leader of M/s ICT on tentative basis for Rs. 25.00 crores was submitted to PD-cum-SE, PWD, Bikaner vide letter no. ICT:687:BIK-SOG:TL-PD:788 dated 22.01.2021. Copy of letter dated 22.01.2021 is enclosed and marked as **Annexure-21**.
- (v) The cost proposal as submitted by Team Leader of M/s ICT was forwarded by PD-cum-SE, PWD, Bikaner to Chief Engineer (NH-PPP), PWD, Jaipur vide its letter no. 1154 dated 22.01.2021. The cost proposal as above was further forwarded by

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Chief Engineer (NH-PPP), PWD Rajasthan, Jaipur to Chief Engineer cum Regional Officer, MoRTH, Jaipur vide its letter no. F.7(259)/Part-IV/BOT/PPP-NH/D-216 dated 03.02.2021. Copy of letters dated 22.01.2021 and 03.02.2021 are enclosed and marked as **Annexure-22 & 23** respectively.

- (vi) Thereafter, the Concessionaire once again vide its letter no. SBTRCPL/2021/0105 dated 27.01.2021 requested for removal of local hindrances demanding additional flyover at Indira Circle so as to enable the Concessionaire to execute VUP @ Km 172+103 along with its approaches. Copy of letters dated 27.01.2021 are enclosed and marked as **Annexure-24**.
- (vii) Site hindrance for construction of VUP @ Km 172+103 along with its approaches was acknowledged by PD-cum-SE, PWD, Bikaner and Administrative / Police Support was sought from District Collector, Sri Ganganagar by PD-cum-SE letter vide its dated 29.01.2021. Copy of letter dated 29.01.2021 is enclosed and marked as **Annexure-25**.
- (viii) Draft scheme for the proposal with 3 Span Flyover at Indira Circle @ Km 171+100 along with RE Wall in approaches with all traffic movements was prepared by the Concessionaire and the same was discussed in presence of MLA of Suratgarh with Hon'ble Minister, MoRTH on 29.01.2021. Verbal directions were conveyed by the Hon'ble Minister for the proposal of 3 Span Flyover at Indira Circle along with RE Wall in approaches.
- (ix) In the meanwhile, another cost proposal was also submitted by Team Leader of M/s ICT vide their letter no. ICT:687:BIK-SOG:TL-PD:791 dated 10.02.2021 with the provision of elevated section for a length of 1200m for a tentative cost of Rs. 117.70 crores. Copy of letter dated 10.02.2021 is enclosed and marked as **Annexure-26**.
- (x) As per the discussions held with all stake holders during the site visit conducted by Chief Engineer cum Regional Officer, MoRTH, Jaipur on 11.02.2021, detailed proposal with required plan / profile, structural drawings for the proposed structure i.e, 3 span flyover at Indira Circle @ Km 171+100 and LVUP @ Km 171+700 along with RE Wall in approaches from km 170+840 to km 172+103 (superseding the RE Wall work on Bikaner Side of VUP @ Km 172+103 as per earlier approved COS Order dated 17.08.2017) was submitted by the Concessionaire vide its letter no. SBTRCPL/2021/0249 dated 09.03.2021 and letter no. SBTRCPL/2021/0332 dated 07.04.2021 for a total cost of Rs. 30.68 crores. Copy of letters dated 09.03.2021 and 07.04.2021 are enclosed and marked as **Annexure-27(Colly.)**.
- (xi) The proposal as above was reviewed at ICT office and the same was forwarded by Independent Engineer vide letter no. ICT:687:TPV:1689 dated 19.03.2021 to PD-cum-SE, PWD, Bikaner and the same was re-sent to PD-cum-SE, PWD, Bikaner vide letter no. ICT:687:TPV:1781 dated 24.03.2021. The proposal for COS so

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received by PD-cum-SE, PWD, Bikaner was further forwarded to Chief Engineer (NH-PPP), PWD Rajasthan, Jaipur vide their letter no. 1512 dated 25.03.2021. Copy of letters dated 19.03.2021, 24.03.2021 & 25.03.2021 are enclosed and marked as **Annexure-28, 29 & 30** respectively.

- (xii) In spite of the site constraints as above, the Concessionaire in the interest of Project continued with the work after due consultations with the locals and somehow managed to complete the VUP box structure @ Km 172+103 along with its approaches towards Sri-Ganganagar Side.
- (xiii) COS for Indira Circle Flyover at Km 171+100 along with LVUP @ Km 171+700 along with RE Wall in approaches is approved by MoRTH vide their letter dated 15.11.2021 for a cost estimate of Rs. 26.60 crores including GST which is in variance with the final proposal submitted by the concessionaire as 29.31 crores plus GST. Copy of the approval letter dated 15.11.2021 is enclosed and marked as **Annexure-31**.
- (xiv) Approved COS for construction of Indira Circle Flyover with LVUP and approaches as above was forwarded by Project Director cum Superintending Engineer, PWD, NH Circle, Bikaner to the Concessionaire vide their letter no. 857 dated 29.11.2021. Concessionaire vide their letter no. SBTRCPL/2021/1447 dated 04.12.2021 once again conveyed their request for consideration of submitted cost of Rs. 29.31 Crores plus GST for carrying out the execution of above scope of works. Copy of letters dated 29.11.2021 and 04.12.2021 are enclosed and marked as **Annexure-32 & 33** respectively.
- (xv) Final notice for construction of Indira Circle Flyover @ Km 171+100 with LVUP @ Km 171+700 along with RE Wall Approaches was given by Project Director cum Superintending Engineer, PWD, NH Circle, Bikaner to Concessionaire vide their letter no. 886 dated 07.12.2021. Copy of letter dated 07.12.2021 is enclosed and marked as **Annexure-34**.
- (xvi) The work on approaches to VUP @ Km 172+103 towards Bikaner Side going upto Km 170+840 including LVUP @ Km 171+700 and Indira Circle Flyover 2 Km 171+100 is now to be taken up as part of tender as above. The matter was discussed during various review meetings held at Jaipur under the Chairmanship of Chief Engineer (NH-PPP) on 08.02.2022, 14.03.2022 and 30.05.2022
- (xvii) Despite several requests made by the Concessionaire to the Authority, the Authority has not provided support in removal of local/site hindrances due to which inordinate delay has occurred in completion of the balance works. Concessionaire has clarified their stand highlighting the sequence of events causing inordinate delay in putting up the tender and inclusion of RE Wall on Bikaner Side for earlier approved COS Work of VUP @ Km 172+103 in the new tender vide their letter no. SBTRCPL/2022/757 dated 21.04.2022. Copy of letter dated 21.04.2022 is enclosed and marked as **Annexure-35**.

(xviii) In view of the above, it is pertinent to mention that above said inordinate delay in execution of the VUP approaches as per earlier approved COS proposal has put the entire work at Suratgarh Town Portion under halt including 4 lane main carriageway, 2 lane service road and lined drain work. The said delay is completely beyond the control of the Concessionaire and the Concessionaire is entitled to Extension of Time as per provisions of the Concession Agreement.

3. Hindrance for Execution of Lined Drain and Service Road in Suratgarh Town Portion – PHED Pipeline / Electric Transformers / Electric Pole etc.

- (i) The Concessionaire vide its no. SBTRCPL/2020/1387 dated 06.10.2020 & SBTRCPL/2020/1388 dated 06.10.2020 had informed the PD-cum-SE, PWD regarding obstruction in the right of way for the completion of service road within Suratgarh town portion from km 171+100 to 173+100 due to the presence of Electric Transformer/ Electric Pole and PHED pipeline at Suratgarh Town. Copy of letters dated 06.10.2020 are enclosed and marked as **Annexure-36 & 37** respectively.
- (ii) In response to the above-mentioned request of the Concessionaire, PD-cum-SE, PWD, Bikaner requested the Executive Engineer, PHED, District Sri Ganganagar, Rajasthan vide its letter no. 767 dated 14.10.2020 for necessary relocation or rectification / strengthening of PHED pipeline so as to ensure construction of service road in Suratgarh Town Portion. Copy of letter dated 14.10.2020 is enclosed and marked as **Annexure-38**.
- (iii) Executive Engineer, PHED Division, Suratgarh vide its letter no. 2401-2405 dated 20.10.2020 reminded that PD-cum-SE, PWD that PD-cum-SE had vide its letter no. 1128 dated 02.09.2016 written to Executive Engineer to submit technically sanctioned estimate for shifting of the above water supply pipeline which were coming in construction zone. In reply to this letter, the Executive Engineer, PHED had already sent an estimate vide letter dated 29.11.2016 to PD-cum-SE for necessary action, however, no action had been by the Authority to shift the above utilities of PHED pipeline so as to enable the Concessionaire to carry out the execution of service road within Suratgarh Town Portion. Copy of letter dated 20.10.2020 is enclosed and marked as **Annexure-39**.
- (iv) The Concessionaire again requested the PD-cum-SE, PWD to shift the PHED pipeline and vide its letter no. SBTRCPL/2020/1502 dated 03.11.2020 so as to carry out the execution of service road on LHS. Copy of letter SBTRCPL/2020/1502 dated 03.11.2020 is enclosed and marked as **Annexure-40**.
- (v) Further, the Concessionaire once again requested PD-cum-SE, PWD for shifting the electric transformers / electric poles from Suratgarh town portion vide its letter no. SBTRCPL/2020/1503 dated 03.11.2020 to facilitate the execution of service road. Copy of letters dated 03.11.2020 are enclosed and marked as **Annexure-41**.

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- (vi) The Additional Chief Engineer, PHED Region vide its letter dated 11.12.2020 conveyed Technical Sanction for shifting of PHED Pipeline to Superintending Engineer, PHED Circle for an amount of Rs. 141.84 lakhs (total basic cost of shifting = 135.09 lakhs + 5% supervision charges = 6.75 lakhs) vide its letter dated 11.12.2020. Copy of letter dated 11.12.2020 is enclosed and marked as **Annexure-42**.

It is pertinent to mention here that the office of the Superintending Engineer, PHED Circle vide its letter dated 22.12.2020 conveyed the Technical Sanction for revised reduced cost estimate of Rs. 141.84 lakhs to PD-cum-SE, PWD, Bikaner, stating that *the shifting work shall be executed by NHAI and PHED has to supervise the work only, for which supervision charges shall be deposited to PHED*. The revised estimate as above was forwarded by PD-cum-SE, PWD to Chief Engineer (NH-PPP), PWD vide its letter dated 24.12.2020 for necessary approval of the cost estimate, stating that *"shifting of the water supply pipelines in between km 171 to Km 173 is required to be done on an urgent basis as the same is obstructing the construction of the service road in the above section of the Project Highway"* and *"the Concessionaire is repeatedly highlighting about above hindrances during various project review meetings conducted under the chairmanship of the ACS, PWD, CE(NH&PPP), and the CE-RO, MoRTH, Jaipur, and during a meeting, it was decided to obtain revised estimate from the PHED for shifting of the same"*.

Upon review, the Chief Engineer (NH-PPP), PWD forwarded the cost estimate to Chief Engineer cum Regional Officer, MoRTH, Jaipur vide its letter dated 06.01.2021 for necessary approval. Copy of letters dated 22.12.2020, 24.12.2020 and 06.01.2021 are enclosed and marked as **Annexure-43, 44 & 45** respectively.

- (vii) In spite of all the correspondences as mentioned above, the reduced cost estimate for the shifting of PHED pipeline from LHS was not approved by MoRTH/Authority. Therefore, the Concessionaire once again brought the matter to the notice of PD-cum-SE, PWD, vide its letter nos. SBTRCPL/2021/0103 dated 27.01.2021 and SBTRCPL/2021/0170 dated 20.02.2021. The Concessionaire requested for an early sanction of the reduced estimate for the shifting of PHED pipeline from LHS along with reimbursement of cost incurred for the repair of PHED pipeline on RHS for the already built up service road in the interest of Project. Copy of letters dated 27.01.2021 and 20.02.2021 are enclosed and marked as **Annexure-46 & 47** respectively.
- (viii) Based on the day-to-day interaction with the PWD/MoRTH officials, the case for the approval of revised cost estimate was pursued at MoRTH and the CE-RO, MoRTH vide its letter dated 15.03.2021 to CE-NH, PWD requested for submission of instant proposal as a Revised-Cost-Estimate (RCE) along with a tabular

comparison of the proposed RCE vis-à-vis Tender Based Estimate, OCE and subsequent RCE approved for the mentioned work, for granting the necessary approval for the revised cost estimate. Accordingly, the Concessionaire vide its letter no. SBTRCPL/2021/0285 dated 22.03.2021 submitted the requisite information to the PD-cum-SE, PWD for necessary approval of MoRTH. Copy of letters dated 15.03.2021 and 22.03.2021 are enclosed and marked as **Annexure-48 & 49** respectively.

- (ix) The PD-cum-SE, PWD by letter no. 04 dated 01.04.2021 submitted the proposal to the Chief Engineer (NH & PPP). Copy of letter dated 01.04.2021 is enclosed and marked as **Annexure-50**.
- (x) In view of the above, it is pertinent to mention that the matter was pending before the Authority since long and above said site hindrances/obstructions had caused inordinate delay in execution of the 4 lane main carriageway along with 2 lane service road on both sides with lined drain, which are beyond the control of Concessionaire. Photographs of some of the Hindrances are enclosed and marked as **Annexure-51**.
- (xi) After regular interactions with the Authority from time to time, the cost estimate for the shifting of PHED Pipeline was approved from MoRTH for an amount of Rs. 1,41,85,546/- vide letter dated 29.10.2021. Copy of letter dated 29.10.2021 is enclosed and marked as **Annexure-52**.
- (xii) In light of inordinate delay caused by Authority for approving the revised reduced cost estimate for shifting of PHED pipeline in Suratgarh Town Portion, the cost estimate approved was found to be deficient in light of
 - significant variation observed in the raw material cost which contributed around 90% of the estimate value, rates of DI pipes over the period of time have undergone positive variation to the tune of around 52.23%,
 - cross connection of PHED pipeline with cross roads was not considered although the same is being carried out by the Concessionaire on the request of PHED and Authority to make the PHED pipeline functional in the interest of project,
 - shifting of 8" diameter pipeline across the approach to VUP was not considered in the approved estimate which was also done by the Concessionaire in the interest of project.

Even though the revised reduced estimate approved by Authority dated 29.10.2021 was not compatible with the site requirement, the work was carried by Concessionaire in the interest of project. The facts as above were conveyed by



the Concessionaire vide its letter no. SBTRCPL/2022/824 dated 30.04.2022. Copy of letter dated 30.04.2022 enclosed as **Annexure-53**.

Apart from above, the working bill for the said shifting work is also not recommended by PHED due to non-deposition of supervisions charges by the Authority. The matter of non-deposition of supervision charges was conveyed by the Concessionaire vide its letter no. SBTRCPL/2022/604 dated 30.03.2022. Copy of letter dated 30.03.2022 enclosed as **Annexure-54**.

Delay was caused in executing the work in the affected areas beyond the control of the Concessionaire and the Concessionaire is entitled to Extension of Time as per provisions of the Concession Agreement.

4. Hindrance for Execution of Balance Works of Ghaggar Bridge at Km 163+286 – Shifting of 132 KV Transmission Line, Pending Land Disputes and Shifting of 11 KV Transmission Line

- (i) As per Clause 11.2 of the Concession Agreement, the Concessionaire, with the assistance of the Authority, can undertake shifting of any utility including electric lines to an appropriate location within or outside the Project site. Further, In terms of the Concession Agreement, the cost of shifting of such utility is to be borne by the Authority.
- (ii) The Supervision charges demanded by RRVPNL are Rs. 24,64,700/-but the Authority has deposited only Rs.18,59,602/-. RRVPNL has requested the Authority several times to deposit the balance amount of Rs. 6,05,098/-. Though the Concessionaire had completed the work of foundation and substructure, but the work of superstructure of the bridge is held up due to delay in shifting of the EHD Line due to non-deposition of balance supervision charges of Rs. 6,05,098/- by the Authority.
- (iii) The Independent Engineer vide letter dated 18.10.2016 had intimated the Authority as follows:

"The Concessionaire has completed the work of foundation and sub-structure of this major bridge except for one abutment cap and one pier cap. Work on the superstructure of the bridge is held up for due to delay in shifting of the EHT Line. Sanction of MoRTH for the estimate has been received by the Authority and Supervision Charges for the shifting work is to be deposited with the Electricity Department which is under process as on date."

- (iv) During the shifting of 132 KV Transmission Line from approach to Ghaggar Bridge, 11 KV and 33 KV Transmission Lines were encountered on RHS / LHS respectively. The 132 KV Transmission Line shifting was feasible only when either of the two

obstructing Transmission Lines are shifted along with shifting of 132 KV Transmission Line.

- (v) Seeing the non-feasibility for shifting of 33 KV Transmission Line, under consultation with the officials of RRVPNL, It was decided to shift 11 KV Transmission Line for a length of 1 km which belonged to JVVNL, Suratgarh.
- (vi) The Concessionaire conveyed the request for procurement of estimate for shifting of 11 KV Transmission Line vide their letter no. SBTRCPL/2022/342 dated 22.02.2022. Project Director cum Superintending Engineer, PWD NH Division, Bikaner vide their letter no. 1353 dated 24.02.2022 requested Executive Engineer, JVVNL, Suratgarh for submission of estimate for shifting of 11 KV Transmission Line. Copy of letters dated 22.02.2022 and 24.02.2022 are enclosed and marked as **Annexure – 55 and 56** respectively.
- (vii) In addition to the above, the approved estimate for shifting of 132 KV Transmission Line was found to be deficient since the provision of shifting of OPGW cable was not covered in the same. The request for the revision in approved estimate for shifting of 132 KV transmission line was conveyed by Concessionaire vide their letter no. SBTRCPL/2022/384 dated 01.03.2022. Project Director cum Superintending Engineer, PWD NH Division, Bikaner vide their letter no. 1407 dated 07.03.2022 requested Superintending Engineer, RVPNL, Hanumangarh for submission of revised estimate for shifting of 132 KV Transmission Line. Copy of letters dated 01.03.2022 and 07.03.2022 are enclosed and marked as **Annexure – 57 and 58** respectively.
- (viii) However to stop further losses, pending approval of estimate for shifting of 11 KV Transmission Line and revised estimate for shifting of 132 KV Transmission Line, Concessionaire has already completed the work of shifting of both 11 KV and 132 KV Transmission Line.
- (ix) Further, the work in approaches to the bridge was stopped due to stay order of the revenue appellate authority in the case of Bihariram vs. MBL Infrastructures Ltd in carrying out the Project works due to certain encroachment issues with the land. Copy of the stay order dated 25.03.2021 is enclosed and marked as **Annexure-59**.
- (x) The Concessionaire informed the Authority about the disputes regarding the land in approaches. Copy of email dated 12.04.2021 and letter no. SBTRCPL/2021/0342 dated 12.04.2021 is enclosed and marked as **Annexure- 60**.
- (xi) Work in Approach of Ghaggar Bridge towards Suratgarh Side was on hold since March, 2021 due to Revenue Court Order dated 25.03.2021. The stay order was vacated in the hearing dated 01.10.2021 and accordingly the work in approaches to Ghaggar Bridge was taken up at site. Copy of the hearing dated 01.10.2021 is enclosed and marked as **Annexure-61**.

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- (xii) In view of the above-mentioned delay in removing the hindrances/shifting of transmission lines and stay order of the Hon'ble Court, the delay was caused beyond the control of the Concessionaire and the Concessionaire is entitled to Extension of Time as per provisions of the Concession Agreement.

5. Hindrances/Delays for Change of Scope Work of IGNP Canal Bridge at Km 157+838:

- (i) The Authority had proposed repair and rehabilitation of the Bridge at IGNP Canal in terms of Schedule-B of the Concession Agreement. However, the Concessionaire was subsequently instructed by the Authority to undertake reconstruction of the bridge (and not repair and rehabilitate) under change of scope in terms of the Concession Agreement. Accordingly, in-principle approval for the reconstruction of Major Bridge @ Km 157/631 (IGNP Canal Bridge) was obtained by the Authority and MoRTH provided its approval vide their letter no. RW/NH-37010/11/2010/NHDP-IVA dated 03.02.2016 and conveyed to the Concessionaire by PD-cum-SE, PWD vide its letter no. 2662 dated 15.02.2016. Copy of letter dated 15.02.2016 is enclosed and marked as **Annexure-62**.
- (ii) In view of the same, the revised GAD submitted by the Concessionaire for undertaking reconstruction of the bridge across IGNP Canal was reviewed and approved by the IE and informed to the Concessionaire vide Team Leader letter no. ICT:687:BIK-SOG:TL-CON:524 dated 01.02.2017. Copy of letter dated 01.02.2017 is enclosed and marked as **Annexure-63**.
- (iii) Subsequent to the approval of the final revised GAD, the Concessionaire submitted to the IE estimated cost for the proposed reconstruction of Major Bridge across IGNP Canal for Rs. 10.19 Crores vide letter no. SBTRCPL/BKN-SRT/2017/09 dated 22.06.2017. The submitted estimated cost was revised to Rs. 9.57 Crores and furnished to the Project Director cum Superintending Engineer, PWD, NH Circle, Bikaner vide Team Leader letter no. ICT:687:BIK-SOG:TL-CON:558 dated 24.07.2017. Copy of letter dated 24.07.2017 is enclosed and marked as **Annexure-64**.
- (iv) The revised estimated cost was submitted to MoRTH for approval by the Chief Engineer (NH) PWD Rajasthan vide its letter no. F.7 (259)/Part-IV/BOT/PPP-NH/D-288 dated 04.09.2018 and the same was finally approved by MoRTH after further revising the cost to Rs. 8.41 crores vide its letter dated 26.11.2018. Copy of letter dated 26.11.2018 is enclosed and marked as **Annexure-65**.
- (v) Accordingly, as per Clause 16.2.3 of Concession Agreement Change of Scope Order was issued by Team Leader vide its letter no. ICT:687:BIK-SOG:TL-CON:621 dated 12.12.2018 for the execution of IGNP Canal Bridge @ Km 157+838 for Rs. 8.41 Crores. Copy of letter dated 12.12.2018 is enclosed and marked as **Annexure-66**.

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- (vi) However, the Project site required for the construction of Major Bridge has private encroachments on Suratgarh Side and Police Station on Bikaner Side, which has not been removed by the Authority till date to enable the Concessionaire to carry out necessary construction works at the Site. Site photographs are enclosed as **Annexure-67**. In view of the same, extension of time is required for removal of the encroachments as only after that balance work can be completed by the Concessionaire.

Approval from Inland Waterways Authority of India (IWAI)

- (vii) In order to commence the execution of IGNP Canal Bridge, the Concessionaire's representative had a meeting with the Chief Engineer, IGNP, Bikaner on 27.02.2020. In the said meeting the Concessionaire was informed that before finalizing the drawings for proposed IGNP Canal Bridge, a requisite clearance/NOC is required from Inland Waterway Authority of India, since the Indira Gandhi Canal has been declared as National Waterway No. 45.
- (viii) During the meeting as above, it was informed to the Concessionaire that the Authority had already been informed by Irrigation Department vide letter dated 29.08.2016 that Indira Gandhi Canal has been declared as Waterway No. 45 by Government of India and therefore necessary clearance was required from Inland Waterways Authority of India.
- (ix) Therefore, in view of the same, the Concessionaire vide letter no. SBTRCPL/2020/0377 dated 29.02.2020 requested the Authority to obtain the necessary NOC from Inland Water Ways Authority of India. Copy of letter dated 29.02.2020 is enclosed and marked as **Annexure-68**. Accordingly, the PD-cum-SE, PWD vide its letter no. 1370 dated 11.03.2020 directed IE for preparation of drawings and submission of case for approval of GAD from Inland Water Ways Authority of India. Copy of letter dated 11.03.2020 is enclosed and marked as **Annexure-69**.
- (x) As per IWAI guidelines dated 06.05.2016, the GAD is to be prepared with minimum vertical clearance of 4.0m. Accordingly revised GAD was submitted by the Concessionaire vide its letter No. SBTRCPL/2020/0511 dated 14.03.2020. Copy of letter dated 14.03.2020 is enclosed and marked as **Annexure-70**.
- (xi) The submitted revised GAD was recommended by the Team Leader Office to the Authority and PD-cum-SE, PWD submitted the said recommendation to IWAI vide its letter no. 1400 dated 19.03.2020. Copy of letter dated 19.03.2020 is enclosed and marked as **Annexure-71**.
- (xii) After regular follow ups with the IWAI officials, IWAI provided NOC for the proposed IGNP Canal Bridge vide their letter no. IWAI/NOC/NW-45/IG CANAL/2016 dated 21.05.2020. Copy of letter dated 21.05.2020 is enclosed and marked as **Annexure-72**.

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- (xiii) After the NOC was provided by IWAI, PD-cum-SE, PWD vide its letter no. 209 dated 24.06.2020 requested Additional Chief Engineer, Vigilance, Quality Control and Regulation, Bikaner to issue the NOC for necessary execution of IGNP Canal Bridge. Copy of letter dated 24.06.2020 is enclosed and marked as **Annexure-73**.
- (xiv) Comments on the Revised GAD submitted for IGNP Canal Bridge as above were received from the Office of Additional Chief Engineer, Vigilance, Quality Control & Regulation vide its letter dated 27.08.2020 to PD-cum-SE, PWD. Accordingly, the Concessionaire submitted the revised GAD along with compliance report as per the comments vide its letter no. SBTRCPL/2020/1342 dated 28.09.2020 to the Team Leader, ICT. Copy of the letters dated 27.08.2020 and 28.09.2020 are enclosed and marked as **Annexure-74 & 75** respectively.
- (xv) The submitted revised GAD was duly reviewed by Independent Engineer and the same was then submitted by PD-cum-SE, PWD to Additional Chief Engineer, Vigilance, Quality Control & Regulation vide their letter no. 747 dated 09.10.2020. Copy of the letter dated 09.10.2020 is enclosed and marked as **Annexure-76**.
- (xvi) After the submission of the revised GAD to the Additional Chief Engineer, NOC for the construction of Proposed IGNP Canal Bridge was issued by Irrigation Department vide its letter dated 24.11.2020. The same was confirmed by PD-cum-SE, PWD, NH Division, Bikaner vide its letter no. 903 dated 26.11.2020. Copy of letters dated 24.11.2020 & 26.11.2020 are enclosed and marked as **Annexure-77 & 78** respectively.
- (xvii) Upon receipt of approval of GAD from Irrigation Department, the Concessionaire carried out detailed design for Proposed IGNP Canal Bridge and submitted Plan/Profile for the approach portion vide its letter no. SBTRCPL/2021/0037 dated 08.01.2021 followed by detailed design of structural part. During the detailed structural design, severe torsional stresses were experienced in the steel truss superstructure due to its skew orientation with weight of steel going out of range. Accordingly, an alternative scheme with single span of 92.5m c/c of bearing having square configuration was proposed with no change in obligatory / statutory requirements of both IWAI and Irrigation Department. Copy of letter dated 08.01.2021 is enclosed and marked as **Annexure-79**.
- (xviii) Accordingly, once again, revised Final GAD (R6 Version) was submitted by the Concessionaire to Independent Engineer vide its email dated 24.02.2021 and 26.02.2021 and the same was reviewed and necessary go ahead on the same was conveyed by Independent Engineer vide their mail dated 04.03.2021. Hard copy of Revised Final GAD (R6 Version) was then submitted to Team Leader by the Concessionaire vide letter no. SBTRCPL/2021/0230 dated 05.03.2021 which was further forwarded by PD-cum-SE, PWD, NH Division, Bikaner to Additional Chief Engineer, Vigilance, Quality Control & Regulation vide their letter no. 1417 dated 09.03.2021. Copy of letters dated 05.03.2021 and 09.03.2021 are enclosed and marked as **Annexure-80 & 81** respectively.



- (xix) The Design / Drawings for IGNP Canal Bridge as submitted by the Concessionaire based on Revised Final GAD were reviewed by Independent Engineer on 27.11.2021 and 07.12.2021 for Superstructure and Substructure / Foundation respectively. Revised Cost Estimate for the Proposed IGNP Canal Bridge was submitted by the Concessionaire vide their letter no. SBTRCPL/2021/1611 dated 27.12.2021 for an amount of Rs. 22,93,20,196/- plus GST. Copy of letter dated 27.12.2021 is enclosed and marked as **Annexure-82**.
- (xx) The revised estimate as submitted by the Concessionaire for Rs. 22,93,20,196/- plus GST was reviewed and net cost of Rs. 16,06,18,244/- was recommended by Team Leader vide their letter no. ICT:687:BIK-SOG:TL-PD:856 dated 02.04.2022. Seeing the ongoing increase in prices on daily basis for raw materials, the Concessionaire conveyed their apprehension and non-acceptance of the recommended cost estimate by Team Leader to Project Director cum Superintending Engineer vide their letter no. SBTRCPL/2022/0647 dated 05.04.2022. Copy of letters dated 02.04.2022 and 05.04.2022 are enclosed and marked as **Annexure-83 & Annexure-84** respectively.
- (xxi) Project Director cum Superintending Engineer, PWD NH Division, Bikaner in the meanwhile conveyed their recommendation to cost of Rs. 16,06,18,244/- as recommended by Team Leader and sent the same to Chief Engineer (NH-PPP) PWD Rajasthan vide their letter no. 130 dated 27.04.2022. Copy of letter dated 27.04.2022 is enclosed and marked as **Annexure-85**.
- (xxii) The Concessionaire in continuation to their letter dated 05.04.2022 and in accordance with their meeting held with Independent Engineer on 11.04.2022 submitted their revised final cost estimate for Rs. 25,32,12,208/- plus GST as applicable through mail dated 16.04.2022. Copy of the mail dated 16.04.2022 is enclosed as **Annexure-86**.
- (xxiii) Revised final cost estimate as submitted by Concessionaire dated 16.04.2022 was reviewed at the office of Independent Engineer and the revised recommendation for the net cost of Rs. 21,87,65,014/- was conveyed by Team Leader vide their letter no. ICT:687:BIK-SOG:TL-PD:865 dated 25.05.2022. The same is further reviewed and forwarded by the office of Project Director cum Superintending Engineer vide their letter no. 266 dated 10.06.2022 to Chief Engineer (NH-PPP), PWD Rajasthan. Copy of the letters dated 25.05.2022 and 10.06.2022 are enclosed and marked as **Annexure-87 & Annexure-88** respectively.

These delays not only affected the change of scope work but also the connected original scope of work beyond the control of the Concessionaire. The Concessionaire is entitled to Extension of Time as per provisions of the Concession Agreement.



6. Work for Truck Lay bye at km 66+160 (LHS)

Work for Truck Lay bye at km 66+160 (LHS) has been stopped by locals which was intimated by the Concessionaire to the SHO, Loonkaransar, the Authority and IE vide letter no. SBTRCPL/2019/0157 dated 10.05.2019. Despite the efforts by the Concessionaire the work could not be resumed. The re-commencement of the work for Truck Lay bye shall require support of the Authority and the local administration, which had already been highlighted by IE vide its letter dated 18.10.2016. Copy of letter dated 10.05.2019 is enclosed and marked as **Annexure-89**.

Proposal for change in location of truck laybye to km 19+200 based on existing site constraints at km 66+160m and requirement of additional truck laybye at km 19+200 was recommended by Team Leader and Project Director cum Superintending Engineer, PWD, NH Circle, Bikaner in May, 2021. The changeover of the location of truck laybye from km 66+160 to km 19+200 was conveyed by Chief Engineer (NH-PPP), Rajasthan PWD, Jaipur during the review meeting held on 25.09.2021. Work on revised location of truck laybye is under advanced stage of completion.

The delays were caused beyond the control of the Concessionaire and the Concessionaire is entitled to Extension of time as per provisions of the Concession Agreement.

7. Encroachments on Service Road at Loonkaransar Town Portion

- (i) **Service Road at Loonkaransar Town Portion** has encroachments by private establishments including pucca shops other commercial establishments on both sides of the Loonkaransar town portion, office of Sub-Divisional Magistrate and other government and social buildings/offices etc. which is acting as a hindrance in the progress of the balance works. The same was brought to the notice of the Authority by various communications by the Concessionaire vide its letters dated 20.11.2015 and 18.01.2016. Copy of the letters dated 20.11.2015 and 18.01.2016 are enclosed and marked as **Annexure-90 & 91** respectively. In view of the same, the Authority had given assurance of prompt removal of the encroachments from the service road at Loonkaransar Town Portion.

- (ii) The IE vide letter no. ICT:687:TPV:9215 dated 18.10.2016 intimated the Authority as follows:

"The encroachments/hindrances etc. within the ROW Lunkaransar Town portion for the main carriageway have been removed and the work is nearing completion except for 0.400km. Service Roads for 0.300km on both sides are affected due to encroachments/hindrances as on date".



- (iii) Even though, the PD-cum-SE, PWD, after considerable amount of delay, requested Tehsildar, Lunkaransar for demarcation of land for proposed service road vide its letter dated 12.05.2020, yet again, no further action was undertaken in this regard. Copy of letter dated 12.05.2020 is enclosed and marked as **Annexure-92**.
- (iv) Therefore, the Concessionaire, once again, vide letter no. SBTRCPL/2020/241 dated 22.06.2020 submitted the hindrances along the proposed service road in Loonkaransar town portion. Copy of letter dated 22.06.2020 is enclosed and marked as **Annexure-93**. Site photographs showing the hindrance in Loonkaransar Town Portion are enclosed and marked as **Annexure-94**.
- (v) Letter in this regard although issued from District Collector, Bikaner dated 07.09.2021 but the site is still not made available for the execution of balance portion of Service Road.
- (vi) Despite all promises by the Authority to remove all encroachments promptly, such hindrances from the service road have not been removed by the Authority till date, which is causing considerable delay in completion of the works for the Project.
- (vii) It is to be noted that in terms of the provisions of the Concession Agreement, the Authority is obligated to hand over the encumbrance free site on or before the Appointed Date i.e. 16.09.2013. The Authority has failed to fulfil such obligations till date, even after such encroachments were brought to the notice of the Authority by the Concessionaire by various communications including vide its letters.

In view of the above-mentioned delay caused by the Authority in removing the encroachments within the ROW of Loonkaransar Town Portion, extension of time is required for completion of balance works by the Concessionaire under the provisions of the Concession Agreement.

8. Site Hindrance in the form of Trees in Approach to ROB for Diversion Works

Hindrance was found at approach to ROB towards Bikaner side for required diversion to be made for the RE wall. In total there were 5 nos. trees obstructing the required diversion road and the order for the removal of same was given by Tehsildar dated 20.10.2021. Concessionaire with the help of local administration and gram panchayat got the trees transplanted at site and carried out the required work for diversion in approach to ROB. Copy of letter dated 20.10.2021 is enclosed and marked as **Annexure-95**.

These delays were beyond the control of the Concessionaire and the Concessionaire is entitled to Extension of Time as per provisions of the Concession Agreement.



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9. **Site Hindrance at ROB Approach Towards Bikaner Side (Near Bamanwali Town Portion)**

Locals from Bamanwali Town had stopped the work of ROB Approach Portion towards Bikaner Side with their demand of an Underpass near Bamanwali Town to cater for the cross connectivity of locals.

Execution of ROB is going on as per provisions of Concession Agreement with RE Wall provided on both sides starting from Km 45+300 to Km 46+440 excluding the viaduct portion of 80m with total length of ROB including its approaches as 1520m (Km 45+180 to Km 46+700)

Demand of locals for the structure regarding cross movement of pedestrians situated on North Side of ROB towards all establishments situated on South Side does not seem to be justified seeing the cross connectivity available within a distance of around 800m, the approach length of ROB towards Bikaner Side with provision of Viaduct Span (A1-P1) already provided on Bikaner Side adjacent to Railway Span (P1-P2).

However, locals have submitted their request for the underpass as above to the office of Project Director cum Superintending Engineer, PWD, NH Circle, Bikaner vide their letter dated 16.01.2022 with representation also given to Hon'ble Minister of Road Transport and Highways on 17.01.2022. Copy of letters dated 16.01.2022 and 17.01.2022 are enclosed and marked as **Annexure-96 & 97** respectively. Site photographs for the protest done by locals at site with no work allowed for the section after 45+400 towards Bikaner Side are enclosed as **Annexure-98**.

Work at site was hampered for around 1 month and the request for an early clearance of site was conveyed by the Concessionaire vide letter no. SBTRCPL/2022/082 dated 18.01.2022. Copy of letter is enclosed and marked as **Annexure-99**. The site hindrance was duly acknowledged by Independent Engineer vide their mail dated 20.01.2022 and accordingly the letter in this regard for construction of an underpass in approach to ROB towards Bikaner side was issued from the office of Project Director cum Superintending Engineer, PWD NH Circle, Bikaner dated 25.01.2022. Copy of letter dated 25.01.2022 is enclosed and marked as **Annexure-100**.

Based on finalized size of required box structure at site on 07.02.2022, the estimate for the box structure at km 45+391.6 in approach to ROB towards Bikaner side was submitted by Concessionaire vide letter no. SBTRCPL/2022/0398 dated 04.03.2022. The cost estimate submitted was based on SOR 2019 of PWD NH Rajasthan using current market base rates of materials such as bitumen, steel, cement etc. with total costing of Rs. 21,35,466/-. Copy of letter dated 04.03.2022 is enclosed and marked as **Annexure-101**.

The above submitted cost estimate was reviewed by the Team Leader of IE and an amount of Rs. 11,87,429/- was recommended vide their letter no. ICT:687:Bik-SOG:TL-PD:857 dated 04.04.2022 which was further enhanced to Rs. 12,33,249/- considering the escalation @ 5% for 2 years i.e, FY 2020-21 and FY 2021-22. Copy of letter dated 04.04.2022 is enclosed and marked as **Annexure-102**.

The estimate as above has further been forwarded by Project Director cum Superintending Engineer, PWD NH Division, Bikaner to the office of Chief Engineer (NH-PPP), PWD Rajasthan vide their letter no. 131 dated 27.04.2022. Copy of letter dated 27.04.2022 is enclosed and marked as **Annexure-103**.

Even though the Concessionaire has completed the box structure as desired in March, 2022 itself, the estimate as above has not been approved till date. Also to mention that the reduction in estimate from Rs. 21,35,466/- to Rs. 12,33,249/- as recommended by Team Leader of IE needs to be reviewed so as to avoid undue financial crisis for Concessionaire.

These delays were beyond the control of the Concessionaire and the Concessionaire is entitled to Extension of Time as per provisions of the Concession Agreement.

10. Delays due to Covid-19 Pandemic

- (i) Further adding to the ongoing financial difficulties and other existing challenges as mentioned above, the ongoing COVID-19 pandemic has completely paralyzed the Concessionaire in carrying out the completion of balance work on the Project Highway since the lockdown of entire nation from 22.03.2020. The entire construction industry came to a standstill not only on account of such nationwide lockdown, suspension of the toll and unprecedented decrease in consumer as well as commercial traffic on the Project Highway but also due to non-availability/very limited availability of the requisite work force, labour, material and transportation, even after the partial lifting of the lockdown.
- (ii) Pursuant to the imposition of the lockdown orders, all construction activities in relation to the Project had to be stopped in compliance with the lockdown orders. As a result of the same, most of the labour, staff members left the Project site and there was restriction on the movement of men, materials, transportation, inter-state travel etc. Imposed under the order.
- (iii) Such imposition of lockdown and restriction on construction activities, movement of labour, material, transportation etc. caused further considerable delay in completion of balance works for the Project. Even though lockdown was partially lifted by the Government of India, there is still very limited availability & movement of labour, materials, transportation etc. on account of various safety and precautionary measures are still being undertaken in view of protection against the deadly Covid-19 disease spreading in the entire country. Therefore, due to such limited availability of labour, staff, material at the project sites, further delay is being caused in completion of the balance works.

- (iv) The NHBF, MoRTH vide letter dated 04.05.2020 addressed to DG (Roads), MoRTH highlighted the difficulties being faced by the contractors on account of COVID-19 disease and the subsequent lockdown orders in resuming/restart of the construction works with full capacity and efficiency during the lockdown period and even in the near future due to limited availability /non-availability of necessary inputs for the highway construction industry due to restricted availability of workforce, materials and skilled manpower etc. The NHBF, MoRTH in its letter also highlighted that even after the restoration of normalcy, it will take longer time to gear up the works at Project sites to match the earlier pace and broken supply lines for materials, pending remobilization of labour, work force, materials, spares etc. will involve considerable time and efforts, which has further added to the existing financial problems faced by the construction industry due to credit squeeze and liquidity crunch. Copy of letter dated 04.05.2020 is enclosed and marked as **Annexure-104**.
- (v) Thereafter, the MoRTH, GOI, vide Office Memorandum dated 18.05.2020, considering the difficulties faced by the contractors/concessionaires granted relief, *inter alia*, for all National Highway works being executed under BOT by different agencies by recommending extension of concession period, provision of revenue shortfall loan, expeditious approval and payment of change of scope etc. Copy of MoRTH Office Memorandum dated 18.05.2020 is enclosed and marked as **Annexure-105**.
- (vi) In view of the same, NHAI, vide policy guidelines dated 26.05.2020, granted relief measures to the BOT (Toll) Concessionaires by granting (i) extension in concession period for the period during which toll collection was suspended by NHAI; (ii) extension of concession period in proportion to the loss of fee on a daily basis and (iii) exemption of payment of concession fee for the period of suspension of toll collection. Copy of Policy Guidelines dated 26.05.2020 is enclosed and marked as **Annexure-106**.
- (vii) Further, in view of the MoRTH Office Memorandum dated May 18, 2020 and after due consideration and representations received from the construction industry, the MoRTH provided its approval to certain measures for providing for the following urgent relief to the contractors, concessionaires and developers of road sector vide its Office Memorandum 'Atmanirbhar Bharat: Relief for Contractors/Developers of Road Sector' dated 03.06.2020 in view of the prevailing situation due to COVID-19 for immediate implementation by all concerned agencies:

Para (ii) of the MoRTH O.M.:

"Extension of Time to Contractor / Concessionaire for meeting their obligation under the Contract for 03 months to upto 06 months depending on site conditions"



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Para (viii) of the MoRTH O.M.:

"For all National Highway Tolling Contracts, loss in collection of fees may be compensated in accordance with the Contract"

Copy of the MoRTH O.M dated 03.06.2020 is enclosed and marked as **Annexure-107**.

- (viii) NHA vide Office Memorandum dated 08.06.2020 directed for implementation of the said MoRTH O.M, dated 03.06.2020 with immediate effect. Copy of NHA O.M, dated 08.06.2020 is enclosed and marked as **Annexure-108**.
- (ix) Vide Circular dated 06.10.2020 Government decided to extend the relief measures notified in MoRTH O.M dated 03.06.2020 for a further period of 3 months. NHA also extended their policy circulars accordingly. Copies of MoRTH Circular dated 06.10.2020 and NHA policy guidelines dated 15.10.2020 are enclosed and marked as **Annexure-109**.
- (x) Vide Circular dated 31.12.2020 Government decided to extend the relief measures notified in MoRTH O.M dated 03.06.2020 for a further period of 6 months up to 30.06.2021. Copy of MoRTH Circular dated 31.12.2020 is enclosed and marked as **Annexure-110**.
- (xi) Request for Extension of Time and Reimbursement of Rs. 8,61,50,137/- on account of COVID-19 pandemic amounting to force majeure condition was given by Concessionaire vide their letter no. SBTRCPL/2021/0492 dated 05.05.2021 and SBTRCPL/2021/0780 dated 22.07.2021. Copy of the letters dated 05.05.2021 and 22.07.2021 are enclosed and marked as **Annexure-111 & Annexure-112** respectively.
- (xii) Independent Engineer reviewed the request of Concessionaire as above and recommended Extension of Time for 40 days with no reimbursement of cost recommended considering COVID-19 impact as Non Political Event under Clause 34.2 of the Concession Agreement vide their letter no. ICT:687:TPV:4391 dated 13.08.2021. Copy of letter dated 13.08.2021 is enclosed and marked as **Annexure-113**.
- (xiii) Project Director cum Superintending Engineer, PWD NH Division, Bikaner vide their letter no. 859 dated 30.11.2021 recommended the proposal of Independent Engineer to the office of Chief Engineer (NH-PPP), PWD Rajasthan. Copy of letter dated 30.11.2021 is enclosed and marked as **Annexure-114**.
- (xiv) The matter as above along with the non-consideration of reimbursement of expenditure to the tune of Rs. 8,61,50,137/- was discussed by the Concessionaire during various review meetings held at Jaipur under the Chairmanship of Chief Engineer (NH-PPP) on 08.02.2022, 14.03.2022 and 30.05.2022 but the same is still pending.

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The delays on account of the COVID -19 Pandemic amounts to a force majeure condition under the provisions of the Concession Agreement and above mentioned MoRTH O.M., hence, the Concessionaire is entitled to seek extension of time, in proportion to the delays caused by such force majeure events, for completion of balance works of the Project Highways.

11. Protest against farm laws (Kisan Andolan) - Force Majeure under Article 34

- (i) The Concessionaire had several times through various correspondences, telephonic conversations and meetings brought the issue of suspension/non-operation of all the 3 (three) Toll Plazas of the Project Highway on account of farm protest and had requested for State Support from the Authority for operation of the Toll Plazas and toll collection. However, due to lack of State Support from the Authority in terms of the Concession Agreement, the Toll Plazas remained suspended for a considerable period, which resultantly also delayed the completion of the balance construction works. The non-operation of Toll Plazas on account of lack of State Support for the farmer protest further reduced the availability of cash flows for completion of balance construction works of the Project. The Concessionaire vide its letter no. SBTRCPL/2021/0117 dated 03.02.2021 had also brought this issue to the notice of the highest officials of the Authority. Copy of letter dated 03.02.2021 is enclosed and marked as **Annexure-115**.
- (ii) Request for Extension of Time and Reimbursement of Rs. 6,25,23,696/- on account of Kisan Andolan amounting to force majeure condition was given by Concessionaire vide their letter no. SBTRCPL/2021/0333 dated 08.04.2021 and SBTRCPL/2021/0779 dated 22.07.2021. Copy of letters dated 08.04.2021 and 22.07.2021 are enclosed and marked as **Annexure-116 & Annexure-117** respectively.
- (iii) Independent Engineer reviewed the request of Concessionaire as above and recommended Extension of Time for 29 days with reimbursement of one half of the cost equal to Rs. 3,10,02,464/- considering Kisan Andolan as Indirect Political Event under Clause 34.3 (c) of the Concession Agreement vide their letter no. ICT:687:TPV:5406 dated 08.10.2021 and ICT:687:TPV:5444 dated 11.10.2021. Copy of letters dated 08.10.2021 and 11.10.2021 are enclosed and marked as **Annexure-118 & Annexure-119** respectively.
- (iv) Project Director cum Superintending Engineer, PWD NH Division, Bikaner vide their letter no. 809 dated 16.11.2021 recommended the proposal of Independent Engineer to the office of Chief Engineer (NH-PPP), PWD Rajasthan. Copy of letter dated 16.11.2021 is enclosed and marked as **Annexure-120**.
- (v) The matter as above along was discussed by the Concessionaire during various review meetings held at Jaipur under the Chairmanship of Chief Engineer (NH-PPP) on 08.02.2022, 14.03.2022 and 30.05.2022 but the same is still pending.

Since the proceeds from toll revenue is utilized in undertaking the balance works of the Project Highway, such protest against the farm laws resulting in the

disturbance/stoppage in Toll collection on so many days/times have substantially reduced the toll revenue which may also cause delay in completion of the balance works. Since the reason of such delay is a political Force Majeure Event in terms of the Concession Agreement and beyond the control of the Concessionaire, the Concessionaire is entitled for extension of time for completion of the balance works.

12. Additional Fund Sanction for Release of Annual O & M Charges and Operational Charges of Broadband Internet Connection for Implementation of Hybrid ETC System (HES) and MSWIM at all Three Toll Plazas under COS Clause 16.3.1 of Concession Agreement

COS Order for Implementation of Hybrid ETC along with MSWIM at all three toll plaza locations was issued by Team Leader vide letter no. ICT:687:BIK-SOG:TL-CON:703 dated 01.01.2020 based on the approval from Chief Engineer cum Regional Officer, MoRTH, Jaipur and Chief Engineer (NH-PPP) PWD Rajasthan. Copy of the Order dated 01.01.2020 is enclosed and marked as **Annexure-121**.

As per COS Order, an amount of Rs. 5,96,79,503/- including GST was sanctioned against installation of Hybrid ETC and MSWIM at all three toll plazas which also included O & M Charges for 1st Year for both Hybrid ETC and MSWIM at all three toll plazas.

O & M Charges for each subsequent year @ 12% per annum for Hybrid ETC and 6% for MSWIM with escalation is to be paid to the Concessionaire as per approved COS. In addition the operational cost of broadband connection at all three toll plazas is to be reimbursed on actual basis from the date of installation till 5 years as per provisions of Supplementary Agreement signed with Authority on 27.05.2021.

Accordingly the O & M Charges for next 4 years starting from 17.02.2020 till 16.02.2024 along with operational cost of broadband connection for 5 years starting from the date of installation till the expiry of 5 years i.e, 16.02.2024 is to be paid to the Concessionaire.

The Concessionaire submitted their request for payment of O & M Charges for 2nd Year i.e, for the period from 17.02.2020 till 16.02.2021 along with reimbursement of broadband connection charges till June, 2021 for all three toll plazas vide their letter nos. SBTRCPL/2021/0604 dated 12.06.2021 and SBTRCPL/2021/0646 dated 21.06.2021. Copy of letters dated 12.06.2021 and 21.06.2021 are enclosed and marked as **Annexure-122 & Annexure-123** respectively.

Team Leader vide their letter no. ICT:687:BIK-SOG:TL-PD:825 dated 28.08.2021 recommended the release of payment towards O & M Charges for second year for Rs. 51,95,018/- plus operational cost of broadband connection for Rs. 17,52,995/-. Copy of letter dated 28.08.2021 is enclosed and marked as **Annexure-124**.

Suratgarh Bikaner Toll Road Company Private Limited

Corporate Office : Baani Corporate One, Suite no. 303, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 026
Tel. : +91-11-48593300 - 10, Email : delhi@mblinfra.com Website : www.mblinfra.com, CIN-U45400WB2012PTC174476
Registered Office : "Divine Bliss", 2/3, Judges Court Road, 1st Floor, Kolkata - 700 027. Tel. : +91-33-33411800, Website : www.mblinfra.com

Project Director cum Superintending Engineer, PWD NH Division, Bikaner recommended the payment equal to Rs. 69,48,014/- to Chief Engineer cum Regional Officer, MoRTH, Jaipur vide their letter no. 620 dated 29.09.2021. Copy of letter dated 29.09.2021 is enclosed and marked as **Annexure-125**.

Chief Engineer cum Regional Officer, MoRTH, Jaipur vide their letter no. RJ/DPP/AP/2017-18/1077/7998 dated 21.10.2021 has requested Project Director cum Superintending Engineer, PWD NH Division, Bikaner to process the additional fund sanction to meet the O & M charges for 4 years and reimbursement of broadband connection charges from date of installation till 5 years. The same was conveyed by Project Director cum Superintending Engineer, PWD NBH Division, Bikaner to both Team Leader and Concessionaire vide letter no. 739 dated 27.10.2021. Copy of the letter dated 21.10.2021 / 27.10.2021 is enclosed and marked as **Annexure-126**.

Concessionaire submitted the comprehensive proposal as requested by Regional Office, MoRTH, Jaipur for additional fund sanction under already approved COS to cover the O & M Charges for 4 years and Operational Cost of Broadband Connection for 5 years vide letter no. SBTRCPL/2021/1285 dated 08.11.2021 in accordance with the Supplementary Agreement signed with Authority on 27.05.2021. Additional fund sanction required is Rs. 2,23,93,174/- for O & M Charges for 4 years and Rs. 37,02,796/- for Reimbursement of Operation Cost of Broadband Connection for 5 years amounting to total of Rs. 2,60,95,970/-. Copy of letter dated 08.11.2021 is enclosed and marked as **Annexure-127**.

Proposal as above has also been recommended by Project Director cum Superintending Engineer, PWD NH Circle, Bikaner vide their letter no. 838 dated 23.11.2021 which has further been recommended to the office of Chief Engineer cum Regional Officer, MoRTH, Jaipur vide letter no. D-380 dated 16.03.2022. Copy of letters dated 23.11.2021 and 16.03.2022 are enclosed and marked as **Annexure-128 & Annexure-129** respectively.

Approval of additional fund sanction is urgently required since an amount of Rs. 54,54,769/- for O & M charges for 3rd year starting from 17.02.2021 till 16.02.2022 and Rs. 5,37,642/- on account of reimbursement of broadband connection charges from 01.07.2021 till 30.06.2022 is already recommended by Team Leader vide their letter nos. ICT:687:BIK-SOG:TL-PD:867 dated 02.06.2022 and ICT:687:BIK-SOG:TL-PD:868 dated 03.06.2022 based on the request given by Concessionaire. Copy of letters dated 02.06.2022 and 03.06.2022 are enclosed and marked as **Annexure-130 & Annexure-131** respectively.

Since the proceeds from toll revenue is utilized in undertaking the required maintenance of Hybrid ETC and MSWIM along with running cost of broadband connection charges at all three toll plazas, such expenditure with no reimbursement from Authority being the part of COS work is causing undue financial burden on the

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Concessionaire thereby leading to the delay in completion of balance works which ultimately entitles the Concessionaire for extension of time for completion of the balance works.

13. Lack of State Support in terms of State Support Agreement and Concession Agreement for collection of Toll Fees

- (i) The Concessionaire continues to face difficulties in collection of toll fees from the users of the Project Highway refusing to make payment at the toll plazas. Besides this, many commercial vehicles plying on the Project Highway carry overloaded goods and materials and refuse payment towards overloading fees. This has not only caused loss of toll revenue collection but has increased costs and expenses of the Concessionaire towards maintenance of the Project Highway. The Toll collection on the Project Highway was expected to rise with implementation of the applicable laws, circulars etc. in relation to overloading fees. The Concessionaire has several times intimated and requested for State Support from the Authority. However, the Concessionaire has not received State Support till date in regard to collection of toll fees/overloading fees in terms of the Concession Agreement.
- (ii) Due to such non-payment of toll fees and overloading fees by the users of the Project Highway, the toll collection/overloading fees collection from the toll plazas is not upto the expected estimates as per the financial Model and financial documents as per the Concession Agreement and has further added to the delay in completion of balance works of the project.
- (iii) The Concessionaire has been facing great difficulties and hindrances in operating the Toll Plazas and collecting Toll Fees from the users of the Project Highway due to inadequate State Support and lack of Administrative & Police assistance In (i) prohibiting miscreants/vested interests in forcefully shutting the operation of the toll plazas, vandalising/damaging the project equipment/assets etc., threatening staff/employees of the concessionaire stationed at the toll plazas, (ii) assisting the Concessionaire in regulating the plying of overloaded vehicles which cause damages to the National Highways and collecting overload fees which acts as a deterrent to plying of overloaded vehicles, (iii) prohibiting movement of vehicles without paying toll fees at the toll plazas as per the gazette notification, (iv) prohibiting protests at the toll plazas in respect of matters with which the Concessionaire is not connected such as the protests against recent farm laws, (v) implementation of government policies of *Fastag* etc.
- (iv) Under the circumstance, the Concessionaire was constrained to file S.B. Civil Writ Petition no.1401/2021 and notices were issued to the Authority in regard to the same. A copy of order dated 03.02.2021, 16.02.2021, 02.03.2021 and 18.03.2021 are enclosed and marked as **Annexure-132**.

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Since the proceeds from Toll Revenue is utilized in undertaking the balance works of the Project, such lack in state support in Toll Fee collection, which the Authority is mandated to provide in terms of the provisions of the Concession Agreement and under the applicable laws, may also cause delay in completion of the balance works. Hence, the Concessionaire shall be entitled for extension of time on such account.

14. Delay in disbursement of Revenue Short Fall Loan

- (i) Further, it is pertinent to mention that the occurrence of Political Events and lack of State Support caused **Revenue Shortfall** from the Project Highway. The Concessionaire started commercial operations on February 17, 2019 and has been operating the Project Highway and collecting toll revenue as per the provisions of the Concession Agreement since then. However, during the Operation Period, due to various factors including occurrence of Political Event in terms of the Concession Agreement and plying of overloading vehicles and lack of state support to collect overloading fees led to considerable reduction in collection of the toll revenue from the Project Highway due to less number of vehicles carrying more load & damage to the highway in the Accounting Year 2018-2019 & 2019-2020. As a result, the Concessionaire is facing Revenue Shortfall from the Project Highway.

Further, in order to contain the COVID-19 epidemic in the country, MoRTH imposed restriction on the movement of all transport services, including roadways. Further, MoRTH vide its letter dated March 26, 2020 had asked the Authority to direct the concerned concessionaires/toll operators to temporarily suspend collection of toll at any toll plazas under the jurisdiction of State Government of Rajasthan, which led to further substantial reduction in the toll revenue collection from the Project. The Concessionaire by letter no. SBTRCPL/2020/673 dated 26.03.2020 informed the Authority about invocation of force majeure provisions by the Authority under the concession agreement. Copy of letter dated 26.03.2020 is enclosed and marked as **Annexure-133**.

The Authority had instructed the Concessionaire to restart tolling operations only from April 20, 2020 vide its letter dated April 18, 2020. However, various restrictions including restrictions on inter-state travel were still in place due to which there was low traffic on the Project Highway.

Resultantly, the Realisable Fee fell substantially short of the Subsistence Revenue as per the Concession Agreement.

In terms of Clause 28.1 of the Concession Agreement, if the Realizable Fee in any Accounting Year falls short of the Subsistence Revenue as a result of an Indirect Political event, Political Event or an Authority Default, the Authority shall upon request of the Concessionaire, provide a loan for meeting such shortfall at an interest rate equal to 2% (two percent) above the Bank Rate ("**Revenue Shortfall Loan**").

Further, in term of Clause 28.3 of the Concession Agreement, the Authority shall have to disburse the Revenue Shortfall Loan within 30 (thirty) days of receiving a valid request from the Concessionaire along with particulars thereof including a detailed account of the Indirect Political Event, Political Event or the Authority Default, as the case may be and its Impact on the collection of fee.

In view of the same, it is pertinent to mention the factors that led to revenue shortfall in the Project and their impact on the collection of Fee in terms of the Concession Agreement are as under:

Increase in permissible load of commercial vehicles by MoRTH, Government of India

The MoRTH, in exercise of its powers under Section 58 of the Motor Vehicles Act, 1998 and in terms of Rule 95 of the Central Motor Vehicles Rules, and Section 58 issued Principal Notification dated July 16, 2018 ("Principal Notification") in supersession of notification by the erstwhile Ministry of Surface Transport (Transport Wing), GOI, number S.O. 728(E) dated the 18th October, 1996.

In terms of the said Principal Notification, the MoRTH permitted increase in the permissible Gross Vehicle Weight in relation to the transport vehicles (other than motor cabs) by about 25% (twenty five percent) as compared to the earlier notification, which led to more goods/materials being carried by the trucks/commercial vehicles plying on the Project Highway, which resulted in reduction in number of trucks/commercial vehicles plying on the Project Highway.

The issuance of the Principal Notification in place of the existing notification dated 18th October, 1996 amounted to a change/re-enactment of existing Indian law by MoRTH, GOI which is a Government Instrumentality in terms of the Concession Agreement.

In terms of the Concession Agreement, if any existing Indian Law is re-enacted, it shall amount to 'Change in Law'. Further, this Change in Law was carried out by a Government Instrumentality in terms of the Concession Agreement, i.e. MoRTH, Government of India. The definition of Change in Law under the Concession Agreement is reproduced herein below for your ready reference:

"Change in Law" means the occurrence of any of the following after the date of Bid:

(a) the enactment of any new Indian law;

(b) the repeal, modification or re-enactment of any existing Indian law;

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- (c) the commencement of any Indian law which has not entered into effect until the date of Bid;
- (d) a change in the interpretation or application of any Indian law, by a judgment of a court of record which has become final, conclusive and binding, as compared to such interpretation or application by a court of record prior to the date of Bid; or
- (e) any change in the rates of any of the Taxes that have a direct effect on the Project"

Such a Change in Law qualifies as a Political Event in terms of the Concession Agreement. In terms of Clause 34.4 (a) of the Concession Agreement, which stipulates as follows:

"34.4 Political Event

A Political Event shall mean one or more of the following acts or events by or on account of any Government Instrumentality:

- (a) Change in Law, only of consequences thereof cannot be dealt with under and in accordance with the provisions of Article 41 and its effect, in financial terms, exceeds the sum specified in Clause 41.1;"*

It is pertinent to mention that the Concessionaire is facing liquidity constraints on account of shortfall in realizable fee as stated above.

The Concessionaire has applied for a revenue shortfall loan of Rs. 51,02,99,157.55 vide letter no. SBTRCPL/2020/0809 dated 05.06.2020. Copy of letter dated 05.06.2020 is enclosed and marked as **Annexure-134**.

The Concessionaire further requested for Revenue Shortfall Loan as part of Atma Nirbhar Bharat Scheme for Rs. 50 Crores vide letter no. SBTRCPL/2020/1053 dated 29.07.2020. The proposal as above was forwarded by PD-cum-SE, PWD, NH Division, Bikaner vide their letter no. 410 dated 04.08.2020 which was further forwarded to Chief Engineer cum Regional Officer, MoRTH, Jaipur vide their letter no. D-78 dated 11.08.2020. Copy of letters dated 29.07.2020, 04.08.2020 and 11.08.2020 are enclosed and marked as **Annexure-135, 136 & 137** respectively.

Compliance to the certain clarifications as sought by MoRTH HQ was submitted by Chief Engineer (NH&PPP), PWD NH Division, Rajasthan, Jaipur to Chief Engineer cum Regional Officer, MoRTH, Jaipur vide their letter no. D-143 dated 25.11.2020. Copy of letter dated 25.11.2020 is enclosed and marked as **Annexure-138**.



Joint meeting with all stakeholders was conducted through online mode under the Chairmanship of ADG, MoRTH on 08.01.2021 wherein it was agreed by all that the Revenue Shortfall Loan shall be issued by MoRTH in the interest of project since Priority Loan-II as promised by Lender banks is not found feasible after such a long time gap. Accordingly the request letter for an early realization of revenue shortfall loan was issued by lead bank i.e PNB addressed to Chief Engineer (NH&PPP) PWD Rajasthan, Jaipur dated 21.01.2021 which was forwarded to Chief Engineer cum Regional Officer, MoRTH, Jaipur by CE (NH&PPP) letter dated 25.02.2021. Copy of Office Memorandum dated 18.01.2021 and letter dated 25.02.2021 are enclosed and marked as **Annexure-139 & 140** respectively.

Clarification to the comments raised by Office of Chief Engineer (NH-PPP) was submitted by Project Director cum Superintending Engineer, PWD NH Circle, Bikaner vide letter dated 17.11.2021. Chief Engineer (NH-PPP), PWD Rajasthan vide their letter dated 14.12.2021 has forwarded the case of Revenue Shortfall Loan to Chief Engineer cum Regional Officer, MoRTH, Jaipur. Copy of letters dated 17.11.2021 and 14.12.2021 are enclosed and marked as **Annexure-141 & 142** respectively.

In the absence of any go ahead on the issue, the Concessionaire has again submitted the request for an early disbursement of revenue shortfall loan vide their letter no. SBTRCPL/2022/035 dated 05.01.2022. Copy of letter dated 05.01.2022 is enclosed and marked as **Annexure-143**.

Chief Engineer cum Regional Officer, MoRTH, Jaipur has raised certain queries on the proposal of Chief Engineer (NH-PPP), PWD Rajasthan vide their letter no. RJ/DPP/2016-17/965/9997-10002 dated 30.03.2022. The same has been forwarded to Project Director cum Superintending Engineer, PWD NH Division, Bikaner on 07.04.2022. Copy of letters dated 30.03.2022 and 07.04.2022 are enclosed and marked as **Annexure-144 & Annexure-145** respectively.

Project Director cum Superintending Engineer, PWD NH Division, Bikaner has submitted the compliance to the office of Chief Engineer (NH-PPP) PWD Rajasthan vide their letter no. 305 dated 16.06.2022. Copy of letter dated 16.06.2022 is enclosed and marked as **Annexure-146**.

In spite of all the correspondences as above, the revenue shortfall loan is still not disbursed by the Authority which is creating financial crisis for the completion of balance works in time and thereby entitles Concessionaire for the desired Extension of Time in terms of the Concession Agreement.

15. Despite the above mentioned factual and legal circumstances, the Concessionaire is taking all steps to accelerate the completion of balance works. However, the completion of the balance works is likely to be delayed on account of the



abovementioned reasons which are on account of force majeure events and delays in fulfilment of the pending obligation of the Authorities.

Therefore, in view of abovementioned force majeure events, events beyond the control of the Concessionaire and the delays in fulfilment of the pending obligation of the Authorities, it is being humbly requested from the Authority to immediately fulfil its pending obligations, expeditiously grant clearances for the Project site hindrances, provide State Support in collection of Toll Fee and overloading fees, expedite the sanction and disbursement of revenue short fall loan as requested so that the execution of balance works can be accelerated.

Accordingly, it is requested from the Authority to grant extension of time for completion of the balance work up to 31.07.2022 waiving off liquidated damages, as the delays in completion of the balance Project works is on account of force majeure events, events beyond the control of the Concessionaire and the delays in fulfilment of the pending obligation of the Authorities.

Detailed Schedule for Completion of Balance Works till 31.08.2022 is enclosed as **Annexure-147**. This application for Extension of Time till 31.08.2022 supersedes all previous applications submitted for seeking Extension of Time.

Thanking You,

Yours faithfully,

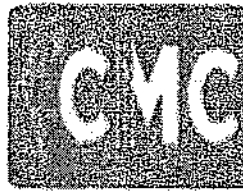
for **Suratgarh Bikaner Toll Road Company Private Ltd.**


A. K. Lakhotia
(Director)

Encl: As above

Copy to:

1. **The Project Director cum Superintending Engineer,**
Bikaner Suratgarh PPP Project,
Public Works Department (PWD),
NH Circle, Bikaner – 334001, Rajasthan
2. **Mr. A. K. Pandey, Team Leader,**
Intercontinental Consultants and Technocrats Pvt. Ltd.,
B-128, Kanta Khatriya Colony,
Bikaner-334003, Rajasthan

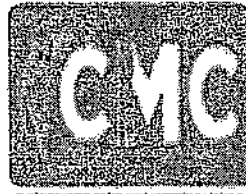


ANNEXURE -IV
HINDRANCES DETAILS

Details of the Hinderances as on Date

Sl No.	Items	Locations		Total Length in M	Side	Details of Hindrance	Remarks
1	Service Road at Loonkaransar	066+160	066+310	150	LHS	Existing Structures like shops, Boundary walls, advocate chambers and 25 nos of shops in ROW	The length of Hindrance has been considered in PCOD by the Authority and toll is already being collected for this length and does not affect the COD of the project.
		071+620	071+890	270	RHS		
2	IG-Canal Bridge @ 157+838- (COS)	157+420	158+100	680	BHS	1. Private land encroachments on Suratgarh side and Police station on Bikaner side. 2. Revised cost Estimate raised by Concessionaires for Authority review, resulted from administrative delays.	New Bridge Proposed on Re-alignment under Positive COS, Earlier COS approved for Rs. 8.41 crores (Under revision in light of increased height and modified parameters with provision of RE wall in approaches). This item doesn't affect the COD of the project.
3	Hindrance in Construction of VUP 1720+900 to 172+097 With Approaches (COS)	170+900	172+097	1197	BHS	RE Wall work in approaches towards Bikaner side is under hold due to ongoing COS proposal for Indra Circle Flyover at Km 171+100 and LVUP at Km 171+700. During the visit it was found that the works has descope to the scope, the entire scope of works is now taken up as a separate tender by the PWD.	The Indra Circle flyover COS at Km 171+100 with LVUP and approached of VUP towards Bikaner side is under tendering process by the Morth /PWD.

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ANNEXURE -V
VERIFIED BILL NO 25TH

CIN: U74899DL1993PTC056123



CREDIBLE

Management & Consultants Pvt. Ltd.
An ISO 9001 : 2015 (QMS)

Ref No. : CMC/LIE/SBTPL/22-23/730

Date 10th August 2022

To,
M/S Suratgarh Bikaner Toll Road Company private limited,
303, Baani Corporate One, 3rd Floor,
Plot No. 5 Commercial Center, Jasola,
New Delhi -110076
Tel: +91-11-49593300-10
Fax :+91-11-49593320
Email: delhi@ mblinfra.com


Subject:-Development and operation of Bikaner – Suratgarh Section of NH – 62 by Two Laning with paved shoulder in the state of Rajasthan under through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer (“DBFOT”) Toll Basis.

Dear Sir,

Please find the enclosed herewith RA Bill No – 25th of M/s MBL Infrastructures Ltd. for work done upto July - 2022 in original, duly verified by us for an amount of **Rs. 87,40,048/-** (which include Rs. 69,43,307 for construction work and Rs. 17,96,741 for COS design work of IGNP canal. Please refer page no 16 of Report) during our site visit on 09/08/2022, against their claimed amount of **Rs. 1,43,53,262/-**

Please acknowledge the same.

For, **CREDIBLE MANAGEMENT & CONSULTANTS PVT. LTD.**


Authorized Signatory

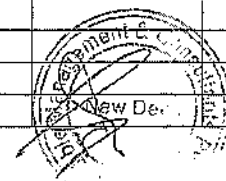
Encl :- Verified RA Bill No. 25th for the month July 2022




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Certified Amount of Executed Works of R.A Bill 25th Upto 31st July-2022 (Balance Works For Completion of Project (Full COD) & Change of Scope Works

Sl.No.	BOQ Item No.	Item Discription	Units	Rate in Rs.	Claimed Qty.	Amount in Rs.	Verified Qty.	Amount in Rs.	Deducted Qty.	Amount in Rs.	Status of Works
Total											
BALANCE WORKS FOR COMPLETION OF PROJECT (FULL COD)											
1	9	Truck Lay byes	Nos.	49,53,733.00	0.025	123843	0.025	1,23,843			
2	10	ROB Works @ Km 45+981	Nos.	20,78,61,860.00	0.01	1870535	0.01	18,70,535			
3	11	MNBR @ 107+328	Nos.	75,18,750.00	0.03	190509	0.03	1,90,509			
4	13 A	Ghaggar Bridge @ km 163+286	Nos.	1,73,77,094.00	0.01	183457	0.01	1,83,457			
5	15	GBS for 2 lane (1.520 km+ 0.470 kms+1.200 kms= 3.190 Km)	Km	38,85,714.29	0.65	2525714	0.65	25,25,714	Withheld due to not Claimed as per the exiting approved BOQ, but the works has Executed at site.		
6	16	WMM for 2 lane (1.520 km+ 0.470 kms+1.200 kms= 3.190 Km)	KM	47,50,000.00	0.65	3087500	0.65	30,87,500			
	21	DBM for 4 Lane suratgarh town	Km	1,47,00,000.00	0.04525	665175	0.05	6,65,175			
7	23	GBS in Service Road	KM	27,20,000.00	0.3	816000	0.30	8,16,000			
8	24	WMM in Service Road	KM	38,00,000.00	0.30	1140000	0.30	11,40,000			
9	25	DBM in Service Road	KM	32,00,000.00	-	0	-	-			
10	27	Lined Drain for Suratgarh Town Portion (3.96 KMS)	KM	1,30,25,252.53	0.15	1953788	0.15	19,53,788			
Total						1,25,56,521		1,25,56,521			
Change of Scope works for completion of Project (Full COD)											
1	1	IGNP Canal Bridge @Km 157+838 (COS Approved dated 26/11/2018)	Nos.	8,41,01,256.00	0.02136402	17,96,741	0.02136402	17,96,741			
Total Deduction											
		Item Discription						Amount in Rs.			
		Bill claimed Amount						1,43,53,262			
		Less Qty. Due to Not Executed						-			
		Verified Amount						1,43,53,262			
		Withheld due to not Claimed as per the existing approved BOQ, but the works has Executed at site.						56,13,214			
		Recommended Amount for Payment						87,40,048			



Ref No- SBTRCPL/2022/1354

Date: - 05th August, 2022

The General Manager (Tech.) (L.I.E.)
M/s Credible Management & Consultants Pvt. Ltd.,
Villaggio Vista, C-3376, Greenfield,
Faridabad- Haryana (121010)

Subject: Development and Operation of Bikaner- Suratgarh Section of NH-62(from Km.553.869 of NH-11 to Km.173.000) via Km 10.630 of NH-62 by Two Laning with paved shoulder in the State Of Rajasthan through Public – Private- Partnership on Design, Build, Finance, Operate and Transfer (DBFOT) basis

Dear Sir

Please find enclosed herewith R.A. Bill 25 (EPC Work) of M/s MBL Infrastructures Limited, for an amount of Rs. 1,43,53,262/- for work done up to 31st July, 2022.

You are requested to please certify the bill.

Thanking You

Yours Faithfully

For Suratgarh Bikaner Toll Road Co. Pvt. Ltd.,


Mukesh Baheti
Chief Financial Officer



Suratgarh Bikaner Toll Road Company Private Limited

Corporate Office : Baani Corporate One, Suite no. 303, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 025
Tel. : +91-11-48593300 - 10, Email : delhi@mblinfra.com Website : www.mblinfra.com, CIN-U45400WB2012PTC174476
Registered Office : "Divine Bliss", 2/3, Judges Court Road, 1st Floor, Kolkata - 700 027. Tel. : +91-33-33411800, Website : www.mblinfra.com

Invoice No. : MBL/EPC-SBTRCPL/2022 23/08
Date : 31.07.2022

Suratgarh Bikaner Toll Road Company Pvt.Ltd
Baani Corporate One,
303, 3rd Floor, Plot No 5,
Commercial Centre,
Jasola, New Delhi - 110025

Subject: - Development and Operation of Bikaner-Suratgarh Section of NH-62 (from km 553.869 of NH-11 to km 173.000) via km 10.630 of NH-62 by Two-Laning with paved shoulder in the state of Rajasthan through Public-Private Partnership on Design, Build, Finance, Operate and Transfer (DBFOT) basis – Regarding submission of RA-25 for EPC Works

Dear Sir,

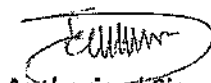
We are pleased to submit herewith our RA Bill-25 for Rs. 1,43,53,262/- towards EPC works up to 31.07.2022

Particulars	Amount (Rs.)
Being submission of RA Bill-25 for EPC Works in Bikaner -Suratgarh Section of NH-62 (earlier NH-15) (Up to 31st July, 2022)	1,43,53,262/-
Total	1,43,53,262/-

(Rupees One Crore Forty Three Lakh Fifty Three Thousand Two Hundred Sixty Two Only)

Our Pan Number is AACCM0564C.

For MBL Infrastructures Ltd



Authorised Signatory

MBL Infrastructures Ltd.

Registered & Corporate Office : Baani Corporate One, Suite no. 308, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 02
Tel. : +91-11-48593300 - 10, Email : delhi@mblinfra.com Website : www.mblinfra.com, CIN-L27109DL1995PLC33840

Development of Bikaner Suratgarh Section of NH-62 (from km 553.869 of NH-11 to km 173.00 of NH-62)									
Concessionaire:					Suratgarh Bikaner Toll Road Company Private Limited				
EPC Contractor:					MBL Infrastructures Limited				
Bill No. and Date:					RA-25		31.07.2022		
			BOQ			RA-25		Cumulative RA	
S.No.	Description	Unit	Quantity	Rate (in INR)	Amount (in INR)	Quantity Done	Amount Spent (in INR)	Cumulative Quantity Till 30.06.2022	Amount Spent Till 30.06.2022 (in INR)
1	Balance Work for 2 Nos. Major Junctions	Nos.	2	25,00,000	50,00,000		-	2.00	50,00,000
2	Balance Work for 52 Minor Junctions	Nos.	52	1,96,154	1,02,00,000		-	52.00	1,02,00,000
3	Road Studs / Delineators	Nos.	11000	195	21,50,000		-	11,000.00	21,50,000
4	Balance Informatory Sign Boards	Nos.	355	16,901	60,00,000		-	355.00	60,00,000
5	Balance Metal Beam Crash Barrier/ Earthwork in Embankment	RM	3000	3,408	1,02,24,000		-	3,000.00	1,02,24,000
6	Toll Plaza Admin Building, Traffic Aid / Medical Aid Post, Rest Areas	Nos.	3	30,00,000	90,00,000		-	3.00	90,00,000
7	Slope Protections for High Embankments	RM	5300	1,085	57,51,000		-	5,300.00	57,51,000
8 (A)	Truck Laybys (1.5 Nos.)	Nos.	1.50	49,53,793	74,30,600	0.02	1,23,843	1.50	74,30,600
8 (B)	Bus Bay / Bus Shelters New (3 Nos.)	Nos.	3	16,66,667	50,00,000		-	3.00	50,00,000
8 (C)	Bus Bay / Bus Shelters Balance Works (20 Nos.)	Nos.	20	50,000	10,00,000		-	20.00	10,00,000
9	Avenue Plantation	Nos.	4320	1,995	86,19,200		-	4,320.00	86,19,200
10	ROB Works @ Km 45+981	Nos.	1	20,78,61,860	20,78,61,860	0.01	18,70,535	0.98	20,38,94,164
11	MNBR @ 107+328	Nos.	1	75,18,750	75,18,750	0.03	1,90,509	0.93	69,82,465
12	CUP-II @ Km 143+657 (Approach RE Wall Work Only Pending)	Nos.	0.20	19,22,49,600	3,84,49,920		-	0.20	3,84,49,920
13	Ghaggar Bridge @ km 163+286								
(A)	Shifting of Electrical Transmission Line (132 KVA)	No.	1	15,00,000	15,00,000		-	1.00	15,00,000
(B)	Superstructure of Ghaggar Bridge (Substructure / Foundation Already Completed)	No.	0.40	4,34,42,785	1,73,77,094	0.00	1,83,457	0.39	1,71,17,899
14	Balance Construction of Pipe / Slab Culverts (3 Nos.)	Nos.	3	22,00,000	66,00,000		-	3.00	66,00,000
15	GSB FOR 2 LANE (1.52 kms+0.470 kms+1.200 kms = 3.190 kms) (ROB, Minor Bridge & Ghaggar Bridge Approaches)	Kms	3.19	38,85,714	1,23,95,429	0.65	25,25,714	0.65	25,25,714
16	WMM FOR 2 LANE (1.52 kms+0.470 kms+1.200 kms = 3.190 kms) (ROB, Minor Bridge & Ghaggar Bridge Approaches)	Kms	3.19	47,50,000	1,51,52,500	0.65	30,87,500	0.65	30,87,500
17	DBM FOR 2 LANE (5.08 kms+1.52 kms+0.470 kms + 1.200 kms = 8.27 kms) (Left Out Portion Plus ROB, Minor Bridge & Ghaggar Bridge Approaches)	Kms	8.27	92,20,000	7,62,49,400		-	5.43	5,00,64,600
18	BC for 2 Lane (5.88 kms+1.52 kms+0.470 kms+1.200 kms = 9.07 kms) (Left Out Portion Plus ROB, Minor Bridge & Ghaggar Bridge Approaches)	Kms	9.07	46,98,370	4,26,14,212		-	5.88	2,76,25,413
19	GSB for 4 Lane Suratgarh Town Portion (1.411 kms) (Excluding Section from Km 171+168 to Km 171+320 Plus Section from Km 171+660 to Km 172+097 equal to 569m)	Kms	1.41	68,00,000	95,94,800		-	1.41	95,94,800
20	WMM for 4 Lane Suratgarh Town Portion (1.391 kms) (Excluding Section from Km 171+168 to Km 171+320 Plus Section from Km 171+660 to Km 172+097 equal to 589m)	Kms	1.39	83,12,500	1,15,62,688		-	1.39	1,15,62,688
21	DBM for 4 Lane Suratgarh Town Portion (1.371 kms) (Excluding Section from Km 171+168 to Km 171+320 Plus Section from Km 171+660 to Km 172+097 equal to 603m)	Kms	1.37	1,47,00,000	2,01,53,700		6,65,175	1.37	2,01,53,700
22	BC for 4 Lane Suratgarh Town Portion (1.051 kms) (Excluding Section from Km 171+168 to 172+097 equal to 929m)	Kms	1.05	83,12,500	87,36,438		-	0.56	46,55,000
23	GSB for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Kms	7.96	27,20,000	2,16,51,200	0.30	8,16,000	7.51	2,04,27,200
24	WMM for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Kms	7.96	38,00,000	3,02,48,000	0.30	11,40,000	7.50	2,83,00,000
25	DBM for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Kms	7.96	32,00,000	2,54,72,000		-	6.13	1,96,16,000
26	BC for Service Road (Loonkaransar / Suratgarh Town Portion) (7.96 kms)	Kms	7.96	22,80,000	1,81,48,800		-	5.53	1,26,08,400
27	Lined Drain for Suratgarh Town Portion (3.96 KMS)	Kms	3.96	1,90,25,253	5,15,80,000	0.15	19,53,788	3.76	4,89,87,975
28	Granular Shoulder (9.27 kms)	Kms	10.27	5,10,000	52,37,700		-	9.27	47,27,700
29	Road Furniture Items (Including Lane Marking / Km Stone / Hectometer Stone etc.)	No.	0.77	12,83,750	9,85,084		-	0.50	6,54,800
					69,94,64,374		1,25,56,521		69,96,91,737

S.N o.	Description	Unit	Quantity	Rate (In INR)	Amount (In INR)	Quantity Done	Amount Spent (In INR)	Cummulative Quantity Till 30.06.2022	Amount Spent Till 30.06.2022 (In INR)
CHANGE OF SCOPE WORKS FOR COMPLETION OF PROJECT (FULL COD)									
1	Grand Canal Bridge @ Km 15.7+53.1 (S APPROXIMATELY DATED: 06.11.2018)	No	1	8,41,01,256	8,41,01,256	0.03	17,96,741	0.03	17,96,741
2	VUP at Suratgarh @ Km 172+100 including Bus Stop at Km 53+500	No	1	10,02,58,000	10,02,58,000			0.51	5,25,46,020
3	Hybrid ETC System at 3 Toll Plazas	Nos	1	1,80,16,002	3,90,48,126			3.00	1,90,48,126
4	Medium Speed Weigh In Motion Bridges	Nos	18	13,38,666	2,40,95,983			18.00	2,40,95,983
5	Static Weigh Bridges	Nos	5	20,59,276	1,23,79,656			6.00	1,23,79,656
TOTAL FOR CHANGE OF SCOPE WORKS					25,98,83,021		17,96,741		12,98,66,526
GRAND TOTAL FOR PUNCH LIST PLUS BALANCE WORKS AND CHANGE OF SCOPE WORKS					55,93,47,395		1,43,53,262		73,95,58,263

COSTING OF ROB

TOTAL COST OF ROB (1520 RM) 20,78,61,860
 COST OF ROB MAIN STRUCTURE (R1 RM) 7,93,50,496
 COST OF ROB APPROACHES EXCLUDING CRUST (1439 RM) 12,85,11,364

(COST OF ROB APPROACHES INCLUDING CRUST (1433 MM)					RA-25		Cumulative	
S.No.	Particulars	Payment %	Amount	BOQ	Qty	Amount	Qty	Amount
ROB MAIN STRUCTURE								
1	Raft	25%	1,98,37,624.00	5			5	1,98,37,624
2	Abutment & Pier Walls upto Cap Bottom	15%	1,19,02,574.40	5			5	1,19,02,574
3	Abutment/Pier Cap	5%	39,67,524.80	5			5	39,67,525
4	Supply and Erection of Composite Steel Girders Complete in Railway Span	25%	1,98,37,624.00	6			6	1,78,53,690
5	RCC Precast Girders- Launching including Supply & Fixing Bridge Bearings	20%	1,58,70,099.20	15			15	1,58,70,099
6	RCC Deck Slab	10%	79,35,049.60	4			3	59,51,287
			7,93,50,496			-		7,53,82,800
ROB APPROACHES INCLUDING RE WALL EXCLUDING HIGHWAY CRUST								
1	RE Panels Casting	22%	2,82,72,500.08	16,290			16,290	2,82,72,500
2	RE Wall Erection Including Foundation Pad, Coving Beam and Friction Slab	13%	1,67,06,477.32	16,290	215	2,20,497	16,290	1,67,06,477
3	Approach Filling Including Crash Barrier	65%	8,35,32,386.60	1,91,675	3,786	16,50,038	1,91,675	8,35,32,387
			12,85,11,364			18,70,535		12,85,11,364
			20,78,61,860			18,70,535		20,38,94,164



COSTING OF MINOR BRIDGE @ KM 107+328

TOTAL COST OF GHAGGAR BRIDGE (23.825 RM) 75,18,750
 COST OF MINOR BRIDGE MAIN STRUCTURE (23.825 RM) 63,90,938
 COST OF MINOR BRIDGE APPROACHES EXCLUDING CRUST (300 RM) 11,27,813

					RA-25		Cumulative	
S.No.	Particulars	Payment %	Amount	BOQ	Qty	Amount	Qty	Amount
MINOR BRIDGE MAIN STRUCTURE								
1	Open Foundation	25%	18,79,687.50	2			2.00	18,79,688
2	Abutment & Pier Walls upto Cap Bottom	15%	11,27,812.50	2			2.00	11,27,812
1	Abutment/Pier Cap	10%	7,51,875.00	2			2.00	7,51,875
4	RCC Precast Girders- Launching including Supply & Fixing Bridge Bearings	25%	18,79,687.50	5			5.00	18,79,688
5	RCC Deck Slab	10%	7,51,875.00	1			1.00	7,51,875
			63,90,938			-		63,90,938
MINOR BRIDGE APPROACHES INLCUDING RE WALL EXCLUDING HIGHWAY CRUST								
1	Approach Filling Including Crash Barrier	15%	11,27,812.50	17,760	3,000	1,90,509	9,000.00	5,71,527
			11,27,813			1,90,509		5,71,527
			75,18,750			1,90,509		69,62,464



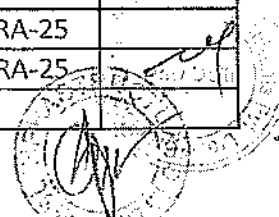
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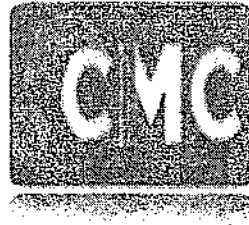
COSTING OF GHAGGAR BRIDGE @ KM 163+286

					RA-25		Cumulative	
S.No.	Particulars	Payment %	Amount	BOQ	Qty	Amount	Qty	Amount
GHAGGAR BRIDGE MAIN STRUCTURE								
3	Abutment/Pier Cap	5%	11,72,136.75	4			4	11,72,137
4	RCC Precast Girders- Launching including Supply & Fixing Bridge Bearings	15%	75,16,410.25	15			18	75,16,410
5	RCC Deck Slab	5%	21,72,136.75	3		-	3	21,72,137
			1,08,60,684			-		1,08,60,684
GHAGGAR BRIDGE APPROACHES INLCUDING RE WALL EXCLUDING HIGHWAY CRUST								
1	Approach Filling Including Crash Barrier	15%	65,16,410.25	71,040	2,000	1,83,457	68,214	62,57,215
			65,16,410			1,83,457	-	62,57,215
			1,73,77,094			1,83,457		1,71,17,899



Development of Bikaner Suratgarh Section of NH-15 (from km 553.869 of NH-11 to						
Detailed Measurement Sheet						
GSB- Service Road AT SURATGARH						
Sl. No	Chainage		Side	Length	Bill No	Remarks
	From	To				
1	171200	171500	LHS	300	RA-25	
	Total Length			300		
Development of Bikaner Suratgarh Section of NH-15 (from km 553.869 of NH-11 to						
Detailed Measurement Sheet						
WMM- Service Road AT SURATGARH						
Sl. No	Chainage		Side	Length	Bill No	Remarks
	From	To				
1	171200	171500	LHS	300	RA-25	
	Total Length			300		
Development of Bikaner Suratgarh Section of NH-15 (from km 553.869 of NH-11 to						
Detailed Measurement Sheet						
Line drain						
Sl. No	Chainage		Side	Length	Bill No	Remarks
	From	To				
1	172450	172300	RHS	150	RA-25	
	Total Length			150		
Development of Bikaner Suratgarh Section of NH-15 (from km 553.869 of NH-11 to						
Detailed Measurement Sheet						
GSB- APPROACH OF ROB ON A2 SIDE						
Sl. No	Chainage		Side	Length	Bill No	Remarks
	From	To				
1	46050	46700	BHS	650	RA-25	
	Total Length			650		
Development of Bikaner Suratgarh Section of NH-15 (from km 553.869 of NH-11 to						
Detailed Measurement Sheet						
WMM- APPROACH OF ROB ON A2 SIDE						
Sl. No	Chainage		Side	Length	Bill No	Remarks
	From	To				
1	46050	46700	BHS	650	RA-25	
	Total Length			650		
Development of Bikaner Suratgarh Section of NH-15 (from km 553.869 of NH-11 to						
Detailed Measurement Sheet						
Design Charges / Pile Load Test for IGNP Canal Bridge						
Sl. No	Description		No.	Amount	Bill No	Remarks
1	Design Charges		1	15,15,936	RA-25	
2	Initial Pile Load Test		1	2,60,015	RA-25	
3	Lateral Pile Load Test		1	20,790	RA-25	
	Total Length			17,96,741		





ANNEXURE -VI
O&M BILL VERIFICATION



CREDIBLE

Management & Consultants Pvt. Ltd.
An ISO 9001 : 2015 (QMS)

Ref No. : CMC/LIE/SBTPL/22-23/731

Date: 10th August 2022

To,
M/S Suratgarh Bikaner Toll Road Company private limited,
303, Baani Corporate One, 3rd Floor,
Plot No. 5 Commercial Center, Jasola,
New Delhi -110076
Tel: +91-11-49593300-10
Fax :+91-11-49593320
Email: delhi@mblinfra.com

Subject: Development and operation of Bikaner – Suratgarh Section of NH – 62 by Two Laning with paved shoulder in the state of Rajasthan under through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer (“DBFOT”) Toll Basis.

Dear Sir,

Please find the enclosed herewith Operation and Maintenance Charges bill no. 32nd for July -2022 for an amount of Rs 60,12,942/-, in original duly verified by us during the site visit on 09.08.2022 and as per documents maintained towards the work done by the concessionaire, against their claimed amount of Rs. 60,12,942/-.

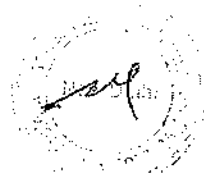
Please acknowledge the same.

For, CREDIBLE MANAGEMENT & CONSULTANTS PVT. LTD.

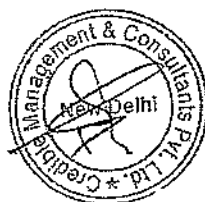
Authorized Signatory



Encl :- Verified O&M Charges Bill 32nd for the Month of July– 2022.



Escalation preceding Year	Details of Bill Claimed by M/s Suratgarh Bikaner Toll Road Company Pvt. Ltd.						Remarks
	Details	From	To	Claimed Bill Amt.			
	32th Bill (01.07.2022 to 31.06.2022)	01.07.2022	31.07.2022	60,12,942			
	Total Claimed Amt.			60,12,942			
	Details of Bill certified by LIE						
	PCOD Length	156.635					
	Additional Length Achieved as per LIE letter ICT:687:TPV:1672 dated 18.03.2021	9.78					
	New Completed Length	166.415					
	Rate	3,50,000.00					
	Add. 5 % Escalation preceding Year as per Clause no. 1 (1.1) A of Contract Price and Payment of the O&M Agreement.	17,500.00					
01.04.2019	Old Rate with add. 5% on 01.04.2019	3,67,500.00					
01.04.2020	New Rate with add. 5% on 01.04.2020 (New Rate) (Rs.367500x5%=18375, 367500+18375 = Rs. 385875)	3,85,875.00					
01.04.2021	New Rate with add. 5% on 01.04.2021 (New Rate) (Rs.385875x5%=19294, 385875+19294 = Rs. 405169)	4,05,169.00					
01.04.2022	New Rate with add. 5% on 01.04.2021 (New Rate) (Rs.4,05,169x5%=20,258, 4,05,169+20,258 = Rs. 4,25,427 including of GST)	4,25,427.45	Excluding of GST of Rs, 3,60,532 /-				
	Total	7,07,97,509	12	58,99,792.42	365	1,93,966	
	Details	From	To	Total Days	Amt.		
	32th Bill (01.07.2022 to 31.06.2022)	01.07.2022	31.07.2022	31	60,12,942		
	Total Verified Amt.				60,12,942		



Ref No- SBTRCPL/2022/1353

Date: - 05th August, 2022

The General Manager (Tech.) (L.I.E.)
M/s Credible Management & Consultants Pvt. Ltd.,
Villaggio Vista, C-3376, Greenfield,
Faridabad- Haryana (121010)

Subject:-Development and Operation of Bikaner- Suratgarh Section of NH-62{from Km.553.869 of NH-11 to Km.173.000}via Km 10.630 of NH-62 by Two Laning with paved shoulder in the State Of Rajasthan through Public – Private- Partnership on Design, Build, Finance, Operate and Transfer (DBFOT) basis

Dear Sir

Please find enclosed herewith O & M Charges bills of M/s MBL Infrastructures Limited. RA bills details are as below:

S.No.	RA Bills	Amount
1	RA Bill No. 32 (July, 2022)	60,12,942/-
	Grand Total	60,12,942/-

You are requested to please certify the bill.

Thanking You

Yours Faithfully

For Suratgarh Bikaner Toll Road Co. Pvt. Ltd.,


Mukesh Baheti
Chief Financial Officer



Suratgarh Bikaner Toll Road Company Private Limited

Corporate Office : Baani Corporate One, Suite no. 303, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 025
Tel. : +91-11-48593300 - 10, Email : delhi@mblinfra.com Website : www.mblinfra.com, CIN-U45400WB2012PTC174476
Registered Office : "Divine Bliss", 2/3, Judges Court Road, 1st Floor, Kolkata - 700 027. Tel. : +91-33-33411800, Website : www.mblinfra.com

Invoice No. : MBL/O&M-SBTRCPL/2022-23/07
Date: 31.07.2022

Suratgarh Bikaner Toll Road Company Pvt.Ltd
Baani Corporate One,
303, 3rd Floor, Plot No 5,
Commercial Centre,
Jasola, New Delhi - 110025

Subject: - Development and Operation of Bikaner-Suratgarh Section of NH-62 (from km 553.869 of NH-11 to km 173.000) via km 10.630 of NH-62 by Two-Laning with paved shoulder in the state of Rajasthan through Public-Private Partnership on Design, Build, Finance, Operate and Transfer (DBFOT) basis – Regarding submission of RA-32 for O & M Expenses

Dear Sir,

We are pleased to submit herewith our bill for Rs. 60,12,942/- towards O & M Charges incurred from 01.07.2022 to 31.07.2022 -

Particulars	Amount (Rs.)
Being submission of RA Bill-32 for O & M Charges in Bikaner -Suratgarh Section of NH-62 (earlier NH-15) (For the Month of July, 2022)	60,12,942/-
Total	60,12,942/-

(Rupees Sixty Lakh Twelve Thousand Nine Hundred Forty Two Only)

Our Pan Number is AACCM0564C.

For MBL Infrastructures Ltd.


Authorised Signatory



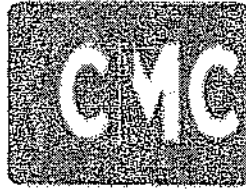
MBL Infrastructures Ltd.

Registered & Corporate Office : Baani Corporate One, Suite no. 308, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 02
Tel. : +91-11-48593300 - 10, Email : delhi@mblinfra.com Website : www.mblinfra.com, CIN-L27109DL1995PLC3384C

MBL INFRASTRUCTURES LTD.							
ROUTINE MAINTENANCE WORK - (MONTH: July'22)							
S.No.	Date	Supervisor Name	Chainage		Side		Description of work in detail
			From	To			
1	01-Jul-22	Vipin	024+500		RHS	Signage	Hazard mark Repairing
2	02-Jul-22	Vipin	130+000	136+00	LHS	Signage	Hazard mark Repairing
3	03-Jul-22	Vipin	142+200		RHS	Signage	ISLAND TRACK PAINTING
4	03-Jul-22	Vipin	127+00	000+133	LHS	Signage	RAIN CUT FILLING WORK
5	03-Jul-22	Vipin	127+00	130+00	RHS	Signage	RAIN CUT FILLING WORK
6	03-Jul-22	Vipin	126+400	126+600	LHS	Signage	Remove soil road shoulder
7	03-Jul-22	Vipin	125+540	126+200	RHS	Signage	Plants Pond Making on Median
8	03-Jul-22	Vipin	129+600	135+200	LHS	Signage	RAIN CUT FILLING WORK
9	04-Jul-22	Vipin	142+200		RHS	Painting Work	ISLAND Kerb PAINTING WORK
10	04-Jul-22	Vipin	000+148	000+144	LHS	Maintenance Work	RAIN CUT FILLING WORK
11	05-Jul-22	Vipin	142+200		RHS	Head Wall	ISLAND Kerb PAINTING WORK
12	05-Jul-22	Vipin	142+200		RHS	Painting Work	Footpath PAINTING WORK
13	05-Jul-22	Vipin	139+700		LHS	Head Wall	Head Wall Plaster work
14	05-Jul-22	Vipin	120+00	170+00	LHS	Stone	KM Stone Repairing
15	05-Jul-22	Vipin	000+145		LHS	Maintenance Work	Tool Plaza Kerb Cleaning Work
16	05-Jul-22	Amresh	23+900	23+940	LHS	Maintenance Work	Crack Sealing work
17	05-Jul-22	Amresh	25+250	25+280	RHS	Maintenance Work	Crack Sealing work
18	05-Jul-22	Amresh	23+400	23+500	LHS	Maintenance Work	Crack Sealing work
19	06-Jul-22	Amresh	000+141		RHS	Maintenance Work	ISLAND Bus Lay PAINTING WORK
20	06-Jul-22	Amresh	000+141		LHS	Maintenance Work	ISLAND Bus Lay PAINTING WORK
21	06-Jul-22	Amresh	141+200		RHS	Maintenance Work	bus shetter painting work
22	06-Jul-22	Vipin	141+100		LHS	Maintenance Work	bus shetter painting work
23	06-Jul-22	Vipin	157+600		BHS	Head Wall	Head Wall Repairing
24	06-Jul-22	Vipin	161+100		LHS	Painting Work	ISLAND Bus Lay PAINTING WORK
25	06-Jul-22	Vipin	161+100		LHS	Painting Work	ISLAND Bus Lay PAINTING WORK
26	06-Jul-22	Vipin	000+161		RHS	Painting Work	ISLAND Bus Lay PAINTING WORK
27	06-Jul-22	Amresh	08+700	02+700	BHS	Maintenance Work	Rain cut shoulder repairing
28	07-Jul-22	Amresh	157+600		LHS	Head Wall	Head Wall Repairing
29	07-Jul-22	Amresh	164+600		RHS	Maintenance Work	RAIN CUT FILLING WORK
30	07-Jul-22	Vipin	126+300		BHS	Painting Work	median kerb painting work
31	07-Jul-22	Vipin	150+170	150+500	LHS	Maintenance Work	BC pote hole reapiers Work
32	08-Jul-22	Vipin	126+300	126+400	BHS	Painting Work	median kerb painting work
33	08-Jul-22	Vipin	141+100		LHS	Painting Work	ISLAND Bus Lay PAINTING WORK
34	08-Jul-22	Vipin	141+200		RHS	Painting Work	ISLAND Bus Lay PAINTING WORK
35	08-Jul-22	Vipin	150+165	000+150	LHS	Maintenance Work	BC pote hole reapiers Work
36	09-Jul-22	Vipin	157+600		LHS	Head Wall	HEAD WALL REPAIRNG
37	09-Jul-22	Vipin	126+200		LHS	Painting Work	Approech Road Median Kerb Painting work
38	09-Jul-22	Vipin	149+670	144+700	BHS	Maintenance Work	BC pote hole reapiers Work
39	10-Jul-22	Vipin	142+500	143+472	LHS	Maintenance Work	BC pote hole reapiers Work
40	10-Jul-22	Vipin	145+200		RHS	Maintenance Work	RAIN CUT FILLING WORK
41	10-Jul-22	Amresh	5+000			Painting Work	KM Stone painting
42	10-Jul-22	Amresh	8+000			Stone	KM Stone painting
43	11-Jul-22	Vipin	142+451	139+400	BHS	Maintenance Work	BC pote hole reapiers Work
44	11-Jul-22	Vipin	144+600		BHS	Maintenance Work	RAIN CUT FILLING WORK
45	11-Jul-22	Amresh	24+555		RHS	Maintenance Work	Truck lay bushes cutting
46	12-Jul-22	Vipin	136+600	134+600	LHS	Maintenance Work	BC pote hole reapiers Work
47	12-Jul-22	Vipin	000+145		BHS	Maintenance Work	Labour Room Floor Work
48	12-Jul-22	Vipin	145+200	145+400	RHS	Maintenance Work	Brick Work & Plaster
49	13-Jul-22	Vipin	144+650		LHS	Maintenance Work	RAIN CUT FILLING WORK
50	13-Jul-22	Vipin	137+65		LHS	Maintenance Work	RAIN CUT FILLING WORK
51	13-Jul-22	Vipin	137+65		RHS	Maintenance Work	RAIN CUT FILLING WORK
52	13-Jul-22	Vipin	137+66		RHS	Maintenance Work	RAIN CUT FILLING WORK
53	13-Jul-22	Vipin	145+400		BHS	Maintenance Work	Labour Room outer wall Work
54	14-Jul-22	Vipin	136+200		RHS	Maintenance Work	RAIN CUT FILLING WORK
55	14-Jul-22	Vipin	128+600		RHS	Maintenance Work	RAIN CUT FILLING WORK
56	14-Jul-22	Amresh	12+300	12+350	BHS	Maintenance Work	Bushes Cutting
57	14-Jul-22	Vipin	127+300		RHS	Maintenance Work	RAIN CUT FILLING WORK
58	14-Jul-22	Vipin	148+650		RHS	Maintenance Work	Rain Water Remove
59	14-Jul-22	Vipin	155+002	147+900	BHS	Maintenance Work	RAIN CUT FILLING WORK

60	15-Jul-22	Vipin	138+800		LHS	Maintance Work	RAIN CUT FILLING WORK
61	15-Jul-22	Vipin	138+800		RHS	Maintance Work	RAIN CUT FILLING WORK
62	15-Jul-22	Vipin	138+810		RHS	Maintance Work	RAIN CUT FILLING WORK
63	15-Jul-22	Vipin	138+810	079+100	LHS	Maintance Work	RAIN CUT FILLING WORK
64	15-Jul-22	Vipin	138+820		LHS	Maintance Work	RAIN CUT FILLING WORK
65	15-Jul-22	Amresh	08+800	08+900	RHS	Maintance Work	Bushes Cutting
66	15-Jul-22	Vipin	128+600		RHS	Maintance Work	RAIN CUT FILLING WORK
67	15-Jul-22	Vipin	144+750		RHS	Maintance Work	RAIN CUT FILLING WORK
68	16-Jul-22	Vipin	144+750		RHS	Maintance Work	RAIN CUT FILLING WORK
69	16-Jul-22	Vipin	144+745		RHS	Maintance Work	RAIN CUT FILLING WORK
70	16-Jul-22	Vipin	144+740		RHS	Maintance Work	RAIN CUT FILLING WORK
71	16-Jul-22	Amresh	13+800		LHS	Maintance Work	Rain cut shoulder soil fixing
72	16-Jul-22	Amresh	09+845		LHS	Maintance Work	Bushes Cutting
73	16-Jul-22	Vipin	144+690	130+000	LHS	Maintance Work	RAIN CUT FILLING WORK
74	17-Jul-22	Vipin	145+000	138+400	BHS	Maintance Work	RAIN CUT FILLING WORK
75	17-Jul-22	Amresh	170+100	147+600	BHS	Maintance Work	RAIN CUT FILLING WORK
76	17-Jul-22	Amresh	145+00	143+00	BHS	Maintance Work	RAIN CUT FILLING WORK
77	17-Jul-22	Amresh	170+100		LHS	Maintance Work	RAIN CUT FILLING WORK
78	17-Jul-22	Amresh	166+00		LHS	Maintance Work	RAIN CUT FILLING WORK
79	17-Jul-22	Amresh	147+600		LHS	Maintance Work	RAIN CUT FILLING WORK
80	18-Jul-22	Amresh	138+950	133+600	BHS	Maintance Work	RAIN CUT FILLING WORK
81	18-Jul-22	Vipin	147+600	000+140	BHS	Maintance Work	RAIN CUT FILLING WORK
82	19-Jul-22	Vipin	136+200	127+750	BHS	Maintance Work	RAIN CUT FILLING WORK
83	19-Jul-22	Amresh	136+400	000+135	RHS	Maintance Work	RAIN CUT FILLING WORK
84	19-Jul-22	Amresh	135+2		LHS	Maintance Work	RAIN CUT FILLING WORK
85	19-Jul-22	Amresh	126+9		BHS	Maintance Work	RAIN CUT FILLING WORK
86	19-Jul-22	Amresh	127+75		RHS	Maintance Work	RAIN CUT FILLING WORK
87	19-Jul-22	Vipin	128+6		RHS	Maintance Work	RAIN CUT FILLING WORK
88	19-Jul-22	Vipin	128+8		RHS	Maintance Work	RAIN CUT FILLING WORK
89	19-Jul-22	Vipin	127+000	126+900	BHS	Maintance Work	RAIN CUT FILLING WORK /remove soil from shoulder
90	20-Jul-22	Vipin	000+127	000+135	BHS	Maintance Work	Rain Cut Soil Filling
91	20-Jul-22	Amresh	21+750	21+800	LHS	Maintance Work	Rain Cut Soil Filling
92	20-Jul-22	Amresh	21+750	21+780	RHS	Maintance Work	Rain Cut Soil Filling
93	20-Jul-22	Amresh	21+800		LHS	Maintance Work	Rain Cut Soil Filling
94	20-Jul-22	Amresh	21+850		LHS	Maintance Work	Rain Cut Soil Filling
95	20-Jul-22	Amresh	21+650		LHS	Maintance Work	Bushes Cutting
96	20-Jul-22	Vipin	126+050	126+200	LHS	plantation work	median Plantation work
97	20-Jul-22	Vipin	126+220	126+300	LHS	plantation work	median Plantation work
98	20-Jul-22	Amresh	126+215		RHS	plantation work	median Plantation work
99	20-Jul-22	Amresh	125+400		LHS	plantation work	median Plantation work
100	20-Jul-22	Amresh	126+215		BHS	plantation work	median Plantation work
101	20-Jul-22	Amresh	141+100		LHS	plantation work	median Plantation work
102	20-Jul-22	Amresh	141+200		RHS	plantation work	median Plantation work
103	20-Jul-22	Amresh	142+200		RHS	plantation work	median Plantation work
104	21-Jul-22	Amresh	161+100		LHS	plantation work	median Plantation work
105	21-Jul-22	Amresh	161+180		RHS	plantation work	median Plantation work
106	21-Jul-22	Vipin	167+6		BHS	MBCB	Reflector Radiun on MBCB
107	21-Jul-22	Vipin	164+400		BHS	MBCB	Reflector Radiun on MBCB
108	21-Jul-22	Vipin	162+400		BHS	MBCB	Reflector Radiun on MBCB
109	21-Jul-22	Vipin	153+00		RHS	MBCB	Reflector Radiun on MBCB
110	21-Jul-22	Vipin	151+00		RHS	MBCB	Reflector Radiun on MBCB
111	21-Jul-22	Vipin	146+250		RHS	MBCB	Reflector Radiun on MBCB
112	21-Jul-22	Vipin	145+300		BHS	MBCB	Reflector Radiun on MBCB
113	21-Jul-22	Amresh	145+200		BHS	MBCB	Reflector Radiun on MBCB
114	22-Jul-22	Amresh	123+600		LHS	Head Wall	Head Wall Painting Work
115	22-Jul-22	Amresh	131+285		BHS	Head Wall	Head Wall Painting Work
116	22-Jul-22	Amresh	132+300		BHS	Head Wall	Head Wall Painting Work
117	22-Jul-22	Amresh	133+600		BHS	Head Wall	Head Wall Painting Work
118	22-Jul-22	Amresh	135+050		LHS	Head Wall	Head Wall Painting Work
119	22-Jul-22	Amresh	139+650		BHS	Head Wall	Head Wall Painting Work
120	22-Jul-22	Amresh	141+740		BHS	Head Wall	Head Wall Painting Work
121	22-Jul-22	Amresh	156+620		BHS	Head Wall	Head Wall Painting Work
122	22-Jul-22	Amresh	157+600		BHS	Head Wall	Head Wall Painting Work
123	22-Jul-22	Amresh	159+350		LHS	Painting Work	Sign Board Pole painting work
124	22-Jul-22	Vipin	159+550		RHS	Painting Work	Sign Board Pole painting work
125	22-Jul-22	Vipin	145+400	147+500	BHS	Maintance Work	Rain Cut Soil Filling

126	22-Jul-22	Amresh	000+130		BHS	Maintance Work	steel bar cutting
127	23-Jul-22	Amresh	158+400		BHS	Head Wall	Head Wall Painting Work
128	23-Jul-22	Amresh	165+600		BHS	Head Wall	Head Wall Painting Work
129	23-Jul-22	Amresh	130+		RHS	Maintance Work	road work
130	23-Jul-22	Vipin	143+400	138+600	BHS	Maintance Work	rain cut soil filling work
131	23-Jul-22	Amresh	000+144	143+800	BHS	Maintance Work	Weephole Cleaning for Remove Rain Water From VUP
132	24-Jul-22	Amresh	144+150		RHS	Signage	Hectrometre Stone
133	24-Jul-22	Amresh	139+900		LHS	Signage	Dumping Material
134	24-Jul-22	Vipin	125+540		LHS	Signage	Ecectrical Fibre Cable Shifting
135	24-Jul-22	Amresh	166+300		BHS	Head Wall	Rain Water
136	24-Jul-22	Amresh	000+145		RHS	Painting Work	Repairing Head Wall
137	24-Jul-22	Vipin	000+145		LHS	Maintance Work	Bushes Cutting
138	24-Jul-22	Vipin	000+146	150+000	BHS	Maintance Work	Bushes Cutting
139	24-Jul-22	Amresh	24+000	15+000	BHS	Maintance Work	Rain Cut Soil Filling
140	24-Jul-22	Amresh	24+800		RHS	Maintance Work	Rain Cut Soil Filling
141	24-Jul-22	Amresh	21+300		BHS	Maintance Work	Rain Cut Soil Filling
142	24-Jul-22	Amresh	15+000		LHS	Maintance Work	Rain Cut Soil Filling
143	24-Jul-22	Amresh	14+410	14+900	BHS	Maintance Work	Cat eye fixing
144	24-Jul-22	Amresh	21+020		BHS	Maintance Work	Cat eye fixing
145	24-Jul-22	Amresh	14+400	13+000	RHS	Maintance Work	Bushes Cutting
146	24-Jul-22	Vipin	136+000	138+600	BHS	Maintance Work	Bushes Cutting
147	25-Jul-22	Vipin	000+146	144+950	LHS	Maintance Work	Crack Repairing Work
148	25-Jul-22	Vipin	000+126	000+126	BHS	Maintance Work	Delineators Fixing
149	25-Jul-22	Vipin	000+126	000+126	RHS	Maintance Work	Delineators Fixing
150	25-Jul-22	Amresh	142+900		BHS	Maintance Work	Delineators Fixing
151	25-Jul-22	Amresh	000+145			Maintance Work	Brick Work & Plaster
152	25-Jul-22	Vipin	000+145			Painting Work	kerb painting
153	25-Jul-22	Vipin	000+145	143+000	BHS	Maintance Work	Soil Removing
154	26-Jul-22	Vipin	131+00		RHS	Maintance Work	Delineators Fixing
155	26-Jul-22	Vipin	127+400	127+600	RHS	Maintance Work	Delineators Fixing
156	26-Jul-22	Vipin	145+00			Painting Work	kerb painting
157	26-Jul-22	Vipin	000+145			Maintance Work	Brick Work & Plaster
158	26-Jul-22	Vipin	135+200		LHS	Maintance Work	Rain Cut Soil Filling
159	27-Jun-22	Vipin	144+950	143+600	LHS	Maintance Work	Crack Repairing Work
160	27-Jun-22	Vipin	155+100		RHS	Signage	Sign board fixing work
161	27-Jun-22	Vipin	153+300		LHS	Signage	Sign board fixing work
162	27-Jun-22	Amresh	53+750		LHS	Signage	School sign board fixing
163	27-Jun-22	Amresh	54+750		LHS	Signage	Stop sign board fixing
164	27-Jun-22	Amresh	54+150		LHS	Signage	T sign board fixing
165	27-Jun-22	Amresh	54+150		LHS	Stone	Hectometer stone fixing
166	27-Jun-22	Amresh	45+200			Stone	KM stone fixing
167	27-Jun-22	Vipin	153+300		LHS	Signage	Sign board fixing work
168	27-Jun-22	Amresh	161+550		RHS	Signage	Sign board fixing work
169	27-Jun-22	Amresh	000+145			Maintance Work	chamber cover casting work
170	28-Jun-22	Amresh	000+143	000+144	LHS	Maintance Work	Crack Repairing Work
171	28-Jun-22	Amresh	000+144	000+144	LHS	Signage	signage board fixing
172	28-Jun-22	Amresh	000+162		RHS	Maintance Work	Rain Water
173	28-Jun-22	Vipin	000+143		RHS	Maintance Work	Painting Work
174	28-Jun-22	Vipin	000+129	000+133	RHS	Painting Work	Painting Work
175	28-Jun-22	Vipin	000+158		BHS	Painting Work	Painting Work
176	28-Jun-22	Vipin	000+155		RHS	Painting Work	Painting Work
177	28-Jun-22	Vipin	000+146		LHS	Painting Work	Painting Work
178	29-Jul-22	Vipin	000+144	000+143	RHS	Painting Work	Painting Work
179	29-Jul-22	Anil Rai	000+135	000+137	BHS	Maintance Work	Crack Repairing Work
180	29-Jul-22	Anil Rai	136+43		LHS	Maintance Work	Rain Cut Soil Filling
181	29-Jul-22	Anil Rai	136+200		BHS	Signage	signage board fixing
182	29-Jul-22	Anil Rai	000+141		LHS	Maintance Work	mbcb wedlign work
183	30-Jul-22	Anil Rai	169+180	163+400	BHS	Maintance Work	Painting Work
184	30-Jul-22	Anil Rai	127+700	141+600		Maintance Work	Painting Work
185	30-Jul-22	Anil Rai	000+145		BHS	Maintance Work	Painting Work
186	31-Jul-22	Anil Rai	144+700	144+112	BHS	Maintance Work	BC pote hole reapirs Work
187	31-Jul-22	Anil Rai	109+00		BHS	Maintance Work	BC pote hole reapirs Work
188	31-Jul-22	Navin	151+00	168+900	BHS	Maintance Work	Bushes Cutting
189	31-Jul-22	Navin	162+00	145+500	BHS	Signage	signage board repairs



ANNEXURE -VII
STATEMENT FOR BILL VERIFICATION

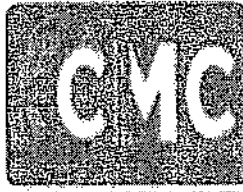
Details of Certified Bills of EPC Works & O & M Works by Lender Independent Engineer From February -2019 to July-2022.

Details of EPC Certified Bills

Sl. No.	Bill No.	(SBTRCPL) Claimed Invoice Ref. no.	Claimed Amount by (SBTRCPL)	L.I.E. Certified Amount	Reference of Letter	Period Of Bills
1	1	SBTRCPL/2019-20/0858 dt. 20.07.2019	10,92,46,022.00	10,92,46,022.00	CMC/LIE/19-20/1817 dt.09.08.2019	Feb-2019 to June-2019
2	2	SBTRCPL/2019-20/1309 dt. 30.10.2019	7,10,80,715.00	7,10,80,715.00	CMC/LIE/19-20/1961 dt.12.11.2019	July-2019 to September-2019
3	3	SBTRCPL/2020/0573 dt. 16.03.2020	3,18,30,143.00	1,52,01,194.00	CMC/LIE/20-21/108 dt.26.08.2020	October- 2019 to February-2020
4	4	SBTRCPL/2020/859dt. 22.06.2020	1,20,72,496.00	1,20,72,496.00	CMC/LIE/20-21/109 dt.26.08.2020	March-2020 to May-2020
5	5	SBTRCPL/2020/1085 dt. 06.08.2020	3,07,90,549.00	3,07,90,549.00	CMC/LIE/20-21/110 dt.26.08.2020	June-2020 to July-2020
6	6	SBTRCPL/2020/1303 dt. 16.09.2020	6,54,12,004.00	6,54,12,004.00	CMC/LIE/20-21/137 dt.29.09.2020	Aug-20
7	7	SBTRCPL/2020/1477 dt. 16.10.2020	3,31,75,798.00	3,22,36,648.00	CMC/LIE/20-21/164 dt.31.10.2020	Sep-20
8	8	SBTRCPL/2020/1544 dt. 16.11.2020	3,93,80,715.00	3,93,80,715.00	CMC/LIE/20-21/176 dt.24.11.2020	Oct-20
9	9	SBTRCPL/2020/1642 dt. 16.12.2020	3,43,82,667.00	3,25,33,973.00	CMC/LIE/20-21/205 dt.25.12.2020	Nov-20
10	10	SBTRCPL/2020/137 dt. 06.02.2021	3,67,43,020.00	3,67,43,020.00	CMC/LIE/20-21/265 dt.17.02.2021	Upto Jan-2021
11	11	SBTRCPL/2020/273 dt. 19.03.2021	2,30,47,212.00	2,30,47,212.00	CMC/LIE/20-21/020 dt.23.03.2021	Upto Feb-2021
12	12	SBTRCPL/2021/0 dt. 01.05.2021	3,77,99,674.00	3,61,28,780.00	CMC/LIE/21-22/065 dt.13.05.2021	Upto April-2021
13	13	SBTRCPL/2021/666 dt. 30.06.2021	2,58,96,162.00	2,58,96,162.00	CMC/LIE/21-22/133 dt.06.07.2021	Upto June-2021
14	14	SBTRCPL/2021/812 dt. 31.07.2021	2,64,87,577.00	2,59,69,535.00	CMC/LIE/21-22/157 dt.04.08.2021	Upto July-2021
15	15	SBTRCPL/2021/0976 dt. 31.08.2021	2,97,87,440.00	2,59,91,159.00	CMC/LIE/21-22/198 dt.09.09.2021	Upto August-2021
16	16	SBTRCPL/2021/1112 dt. 30.09.2021	1,44,35,689.00	1,44,35,689.00	CMC/LIE/21-22/274 dt. 09.10.2021	Upto Sept.-2021
17	17	SBTRCPL/2021/1260 dt. 31.10.2021	2,84,83,442.00	2,80,86,690.00	CMC/LIE/21-22/280 dt. 29.11.2021	Upto Oct.-2021
18	18	SBTRCPL/2021/1529 dt. 15.12.2021	2,00,62,337.00	1,76,61,184.00	CMC/LIE/21-22/424 dt. 22.12.2021	Upto Nov.-2021
19	19	SBTRCPL/2021/065 dt. 14.01.2022	1,71,70,201.00	1,63,76,696.00	CMC/LIE/21-22/473 dt. 24.01.2022	Upto Dec.-2021
20	20	SBTRCPL/2021/322 dt. 18.02.2022	1,10,80,065.00	1,10,80,065.00	CMC/LIE/21-22/527 dt. 23.02.2022	Upto Jan.-2022
21	21	SBTRCPL/2021-22/22 dt. 31.03.2022	3,17,05,971.00	2,28,98,966.32	CMC/LIE/21-22/527 dt. 11/04/2022	Upto March -2022
22	22	SBTRCPL/2021-22/827 dt. 30.04.2022	1,77,54,464.00	1,02,73,553.39	CMC/LIE/21-22/611 dt. 18/05/2022	Upto April -2022
23	23	SBTRCPL/2022/992 dt. 09/06/2022	2,03,64,439.00	1,41,73,926.00	CMC/LIE/22-23/668 dt. 24/06/2022	Upto May -2022
24	24	SBTRCPL/2022/1122 dt. 01/07/2022	2,58,41,565.00	77,36,173.00	CMC/LIE/22-23/691 dt. 13/07/2022	Upto June -2022
25	25	SBTRCPL/2022/1354 dt. 05/08/2022	1,43,53,262.00	87,40,048.00	CMC/LIE/22-23/730 dt. 10/08/2022	Upto July -2022
Total			80,83,83,629.00	73,31,93,174.71		

Details of O&M Certified Bills

1	(1 to 3)	SBTRCPL/2020/0030 dt. 06.01.2020	6,76,25,107.00	4,93,62,555.00	CMC/LIE/19-20/3004 dt.13.03.2020	Feb-2019 to December-2019
2	4	SBTRCPL/2020/0572 dt. 01.03.2020	99,28,094.00	99,28,094.00	CMC/LIE/20-21/09 dt.27.04.2020	January-2020 to February-2020
3	5	SBTRCPL/2020/0703 dt. 20.04.2020	48,88,948.00	48,88,948.00	CMC/LIE/20-21/111 dt.26.08.2020	Mar-20
4	6	SBTRCPL/2020/858 dt. 22.06.2020	1,11,16,820.00	1,01,01,187.00		April-2020 to May-2020
5	7	SBTRCPL/2020/1005 dt. 23.07.2020	54,67,288.00	49,67,797.00		June-2020
6	8	SBTRCPL/2020/1086 dt. 06.08.2020	56,49,531.00	51,33,390.00		July-2020
7	9	SBTRCPL/2020/1302 dt. 16.09.2020	51,33,395.00	51,33,395.00	CMC/LIE/20-21/136 dt.29.09.2020	Aug-20
8	10	SBTRCPL/2020/1478 dt. 16.10.2020	49,67,797.00	49,67,797.00	CMC/LIE/20-21/165 dt.31.10.2020	Sep-20
9	11	SBTRCPL/2020/1545 dt. 16.11.2020	51,33,395.00	51,33,395.00	CMC/LIE/20-21/177 dt.24.11.2020	Oct-20
10	12	SBTRCPL/2020/1643 dt. 16.12.2020	49,67,797.00	49,67,797.00	CMC/LIE/20-21/204 dt.25.12.2020	Nov-20
11	13	SBTRCPL/2020/14 dt. 31.12.2020	51,33,395.00	51,33,395.00	CMC/LIE/20-21/222 dt.13.01.2021	Dec-20
12	14	SBTRCPL/2020/138 dt. 06.02.2021	51,33,395.00	51,33,395.00	CMC/LIE/20-21/266 dt.17.02.2021	Jan-21
13	15	SBTRCPL/2020/246 dt. 08.03.2021	46,36,615.00	46,36,615.00	CMC/LIE/20-21/021 dt.23.03.2021	Feb-21
14	16	SBTRCPL/2021/0 dt. 01.05.2021	51,33,395.00	51,33,395.00	CMC/LIE/21-22/066 dt.13.05.2021	Mar-21
15	17	SBTRCPL/2021/0 dt. 01.05.2021	55,42,026.00	55,41,843.00	CMC/LIE/21-22/067 dt.23.05.2021	Apr-21
16	18&19	SBTRCPL/2021/665 dt. 30.06.2021	1,12,68,495.00	1,12,68,495.00	CMC/LIE/21-22/132 dt.06.07.2021	May & June-2021
17	20	SBTRCPL/2021/811 dt. 31.07.2021	57,26,612.00	57,26,612.00	CMC/LIE/21-22/158 dt.04.08.2021	Jul-21
18	21	SBTRCPL/2021/0975 dt. 31.08.2021	57,26,612.00	57,26,612.00	CMC/LIE/21-22/199 dt.09.09.2021	Aug-21
19	22	SBTRCPL/2021/1111 dt. 30.10.2021	55,41,883.00	55,41,883.00	CMC/LIE/21-22/275 dt. 09.10.2021	Sept.-21
20	23	SBTRCPL/2021/1259 dt. 31.11.2021	57,26,612.00	57,26,612.00	CMC/LIE/21-22/281 dt. 29.11.2021	Oct-21
21	24	SBTRCPL/2021/1528 dt. 31.11.2021	55,41,883.00	55,41,883.00	CMC/LIE/21-22/423 dt. 22.12.2021	Nov-21
22	25	SBTRCPL/2021/064 dt. 14.01.2022	57,26,612.00	57,26,612.00	CMC/LIE/21-22/471 dt. 24.01.2022	Dec-21
23	26	SBTRCPL/2021/323 dt. 18.02.2022	57,26,612.00	57,26,612.00	CMC/LIE/21-22/528 dt. 23.01.2022	Jan-22
24	27&28	SBTRCPL/2021/599 dt. 31.03.2022	1,08,99,036.00	1,08,99,036.00	CMC/LIE/21-22/579 dt. 11.04.2022	Feb-2022 & March 2022
25	29	SBTRCPL/2021/826 dt. 30.04.2022	58,19,128.00	58,18,976.00	CMC/LIE/21-22/613 dt. 15.04.2022	Apr-22
26	30	SBTRCPL/2021/991 dt. 09/06/2022	60,12,942.00	60,12,942.00	CMC/LIE/22-23/669 dt. 24.06.2022	May-22
27	31	SBTRCPL/2022/1121 dt. 01/07/2022	58,18,976.00	58,18,976.00	CMC/LIE/22-23/692 dt. 13/07/2022	Jun-22
28	32	SBTRCPL/2022/1353 dt. 05/08/2022	60,12,942.00	60,12,942.00	CMC/LIE/22-23/731 dt. 10/08/2022	Jul-22
Total			23,60,05,343.00	21,57,11,191.00		



ANNEXURE -VIII
TOLL COLLECTION DETAILS

4-10-2012

Toll Collection Details Toll Plaza Wise			
Jul-22			
Sl. No.		Fee Statement (Cash)	Fee Statement (Fastag)
1	Toll Plaza-I Km.25+435	65,53,360.00	2,12,45,460.00
2	Toll Plaza-II Km.84+895	63,37,435.00	1,83,45,235.00
3	Toll Plaza-III Km.145+200	59,57,940.00	1,39,05,435.00
Total		1,88,48,735.00	5,34,96,130.00
Total Fee Statement for the Month of July - 2022 (Cash)			1,88,48,735.00
Total Fee Statement for the Month of July -2022 (Fastag)			5,34,96,130.00
Grand Total			7,23,44,865.00

Ref:SBTRCPL/2022/1386

Date: 10.08.2022

The Chief Engineer (NH)
Public Works Department,
Govt. of Rajasthan,
Room No.201, 2nd Floor,
A-Block, Nirman Bhawan,
Civil Lines, Jacob Road, Jaipur-302006

**Sub: Toll Collection Report for the month of July' 2022 of Bikaner- Suratgarh
Toll Road**

Dear Sir,

Please find enclosed herewith Toll Collection Report for the month of July' 2022
within prescribed format as 'SCHEDULE-M' as per Concession Agreement.

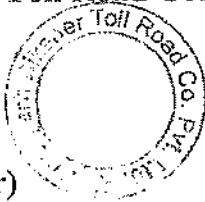
Thanking you,

Yours faithfully,

For Suratgarh Bikaner Toll Road Company Private Limited



Mukesh Baheti
(Chief Financial Officer)



Suratgarh Bikaner Toll Road Company Private Limited

Corporate Office : Baani Corporate One, Suite no. 303, 3rd Floor, Plot No. 5, Commercial Centre, Jasola, New Delhi-110 025
Tel. : +91-11-46593300 - 10, Email : delhi@mblinfra.com Website : www.mblinfra.com, CIN-U45400WB2012PTC174476
Registered Office : "Divine Bliss", 2/3, Judges Court Road, 1st Floor, Kolkata - 700 027. Tel. : +91-33-33411800, Website : www.mblinfra.com

SCHEDULE-M (See Clause 19.5)

MONTHLY FEE STATEMENT

Reporting Month	01.07.2022	To	31.07.2022	Preceding	01.06.2022	To	30.06.2022	
Toll plaza Name	Khara Toll Plaza			Toll Plaza Location		KM 25+000		
Stretch Name	Suratgarh-Bikaner			PIU Name		Bikaner		
Concessionaire	Suratgarh-Bikaner Toll Road Company Pvt.Ltd.			Regional		Jaipur		
Type of Vehicles	For Preceding Month				For the Month reported upon			
	Nos. of Vehicles		Fee Collected (Rs.)		Nos. of Vehicles		Fee Collected (Rs.)	
	Cash	FasTag	Cash	FasTag	Cash	FasTag	Cash	FasTag
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Cash / FasTag Transactions								
A. Single Trip								
A.1 Car/Jeep/Van/Light Motor Vehicle	5,283	36,123	5,28,030	17,85,150	4,763	35,810	4,76,000	17,66,425
A.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	1,179	8,569	2,35,540	6,29,095	1,084	7,864	2,16,850	5,74,660
A.3 Tractor With Trailer	285	-	72,785	-	226	-	61,830	-
A.4 Bus / Truck (Two Axles)	181	12,453	1,86,837	19,58,615	147	11,996	1,68,245	18,76,005
A.5 Three Axle Commercial Vehicles	65	8,004	6,33,205	14,55,590	71	7,843	7,20,490	14,13,505
A.6 Mav 4-6 Axles	225	56,976	42,37,999	1,51,50,655	164	52,164	48,62,735	1,38,46,590
A.7 Oversized Vehicle (Seven or More Axles)	-	44	-	14,740	-	51	-	17,085
Sub Total (A)	7,218	1,22,169	58,94,396	2,09,93,845	6,455	1,15,728	65,06,150	1,94,94,270
B. Daily Pass / Return Trip								
B.1 Car/Jeep/Van/Light Motor Vehicle	-	17,121	-	5,13,630	-	17,651	-	5,29,530
B.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	-	3,096	-	1,23,840	-	2,787	-	1,11,480
B.3 Tractor With Trailer	-	-	-	-	-	-	-	-
B.4 Bus / Truck (Two Axles)	-	2,810	-	2,52,900	-	2,851	-	2,56,590
B.5 Three Axle Commercial Vehicles	-	645	-	61,275	-	795	-	75,525
B.6 Mav 4-6 Axles	-	6,701	-	9,04,635	-	5,739	-	7,74,765
B.7 Oversized Vehicle (Seven or More Axles)	-	-	-	-	-	20	-	3,300
Sub Total (B)	-	30,373	-	18,56,280	-	29,843	-	17,51,190
C. Total Traffic								
C.1 Car/Jeep/Van/Light Motor Vehicle	5,283	53,244	5,28,030	22,98,780	4,763	53,461	4,76,000	22,95,955
C.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	1,179	11,665	2,35,540	7,52,935	1,084	10,651	2,16,850	6,86,140
C.3 Tractor With Trailer	285	-	72,785	-	226	-	61,830	-
C.4 Bus / Truck (Two Axles)	181	15,263	1,86,837	22,11,515	147	14,847	1,68,245	21,32,595
C.5 Three Axle Commercial Vehicles	65	8,649	6,33,205	15,16,865	71	8,638	7,20,490	14,89,030
C.6 Mav 4-6 Axles	225	63,677	42,37,999	1,60,55,290	164	57,903	48,62,735	1,46,21,355
C.7. Oversized Vehicle (Seven or More Axles)	-	44	-	14,740	-	71	-	20,385
Total (A) + (B)	7,218	1,52,542	58,94,396	2,28,50,125	6,455	1,45,571	65,06,150	2,12,45,460
POS Transactions [Multiple trips/Local monthly pass]								
D. Total Traffic								
D.1 Car/Jeep/Van/Light Motor Vehicle	149		47,010		149		47,210	
D.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus								
D.3 Tractor With Trailer								
D.4 Bus / Truck (Two Axles)								
D.5 Three Axle Commercial Vehicles								
D.6 Mav 4-6 Axles								
D.7. Oversized Vehicle (Seven or More Axles)								
Sub Total (D)			47,010	-			47,210	-
Grand Total (C)+(D)	7,218	1,52,542	59,41,406	2,28,50,125	6,455	1,45,571	65,53,360	2,12,45,460

Note 1: Traffic data does not include exempt and violation vehicles.

Note 2: Total Fee collection included overload collection.

Note 3: Toll collection was affected due to Covid-19 pandemic.

Remarks, if any:



SCHEDULE-M (See Clause 19.5)

MONTHLY FEE STATEMENT

Reporting Month	01.07.2022	To	31.07.2022	Preceding	01.06.2022	To	30.06.2022
Toll plaza Name	Bhadra Toll Plaza			Toll Plaza Location	KM 85+000		
Stretch Name	Suratgarh-Bikaner			PIU Name	Bikaner		
Concessionaire	Suratgarh-Bikaner Toll Road Company Pvt.Ltd.			Regional	Jaipur		

Type of Vehicles (1)	For Preceding Month				For the Month reported upon			
	Nos. of Vehicles		Fee Collected (Rs.)		Nos. of Vehicles		Fee Collected (Rs.)	
	Cash	FasTag	Cash	FasTag	Cash	FasTag	Cash	FasTag
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Cash / FasTag Transactions								
A. Single Trip								
A.1 Car/Jeep/Van/Light Motor Vehicle	4,600	27,440	4,59,500	13,54,225	4,158	25,654	415,200	12,64,325
A.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	800	7,228	2,59,590	4,85,880	891	6,668	236,430	4,36,600
A.3 Tractor with trailer	518	-	41,840	-	403	-	32,400	-
A.4 Bus / Truck (Two Axles)	160	11,349	1,35,265	17,80,240	114	10,681	1,02,563	16,62,005
A.5 Three Axle Commercial Vehicles	84	7,976	9,33,610	14,19,985	67	7,368	8,58,825	13,06,555
A.6.Mav 4-6 Axles	142	53,440	42,07,600	1,37,66,725	100	48,444	46,84,007	1,24,60,335
A.7. Oversized Vehicle (Seven or More Axles)	-	34	-	10,880	-	25	-	8,000
Sub Total (A)	6,304	1,07,467	60,37,405	1,88,17,935	5,733	98,840	63,29,425	1,71,37,820
B. Daily Pass / Return Trip								
B.1 Car/Jeep/Van/Light Motor Vehicle	-	9,401	-	2,35,025	-	9,698	-	2,42,450
B.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	-	2,047	-	81,880	-	1,762	-	70,480
B.3 Tractor with trailer	-	-	-	-	-	-	-	-
B.4 Bus / Truck (Two Axles)	-	2,658	-	2,25,930	-	2,754	-	2,34,090
B.5 Three Axle Commercial Vehicles	-	743	-	66,870	-	768	-	69,120
B.6.Mav 4-6 Axles	-	5,743	-	7,46,590	-	4,547	-	5,91,110
B.7. Oversized Vehicle (Seven or More Axles)	-	3	-	495	-	1	-	165
Sub Total (B)	-	20,595	-	13,58,790	-	19,530	-	12,07,415
C. Total Traffic								
C.1 Car/Jeep/Van/Light Motor Vehicle	4,600	36,841	4,59,500	15,89,250	4,158	36,362	4,16,200	15,06,775
C.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	800	9,275	2,59,590	5,67,760	891	8,430	2,36,430	5,07,080
C.3 Tractor with trailer	518	-	41,840	-	403	-	32,400	-
C.4 Bus / Truck (Two Axles)	160	14,007	1,35,265	20,06,170	114	13,435	1,02,563	18,96,095
C.5 Three Axle Commercial Vehicles	84	8,719	9,33,610	14,86,855	67	8,136	8,58,825	13,75,675
C.6.Mav 4-6 Axles	142	59,183	42,07,600	1,45,13,315	100	52,991	46,84,007	1,30,51,445
C.7. Oversized Vehicle (Seven or More Axles)	-	37	-	11,375	-	26	-	8,165
Total (A) + (B)	6,304	1,28,062	60,37,405	2,01,74,725	5,733	1,18,370	63,29,425	1,83,45,235
POS Transactions [Multiple trips/Local monthly pass]								
D. Total Traffic								
D.1 Car/Jeep/Van/Light Motor Vehicle	23	-	7,380	-	25	-	8,010	-
D.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus	-	-	-	-	-	-	-	-
D.3 Tractor with trailer	-	-	-	-	-	-	-	-
D.4 Bus / Truck (Two Axles)	-	-	-	-	-	-	-	-
D.5 Three Axle Commercial Vehicles	-	-	-	-	-	-	-	-
D.6.Mav 4-6 Axles	-	-	-	-	-	-	-	-
D.7. Oversized Vehicle (Seven or More Axles)	-	-	-	-	-	-	-	-
Sub Total (D)	23	-	7,380	-	25	-	8,010	-
Grand Total (C)+(D)	6,327	1,28,062	60,44,785	2,01,74,725	5,758	1,18,370	63,37,435	1,83,45,235

Note 1: Traffic data does not include exempt and violation vehicles.

Note 2: Total Fee collection included overload collection.

Note 3: Toll collection was affected due to Covid-19 pandemic.

Remarks, if any:



SCHEDULE-M (See Clause 19.5)
MONTHLY FEE STATEMENT

Reporting Month			01.07.2022	To	31.07.2022	Preceding Month		01.06.2022	To	30.06.2022
Toll plaza Name			Hindor Toll Plaza			Toll Plaza Location		KM 145+200		
Stretch Name			Suratgarh- Bikaner section NH-62			PIU Name		Bikaner		
Concessionaire			Suratgarh- Bikaner toll Road Company pvt.Ltd.			Regional Office		Jaipur		
Type of Vehicles			For Preceding Month				For the Month reported upon			
			Nos. of Vehicles		Fee Collected (Rs.)		Nos. of Vehicles		Fee Collected (Rs.)	
			Cash	FasTag	Cash	FasTag	Cash	FasTag	Cash	FasTag
(1)			(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Cash / FasTag Transactions										
A. Single Trip										
A.1 Car/Jeep/Van/Light Motor Vehicle			4,849	26,019	3,87,800	10,38,320	4,256	24,045	3,39,870	9,58,860
A.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus			837	4,892	3,74,784	3,10,770	805	4,084	1,44,612	2,59,370
A.3 Tractor with Trailer			832	-	1,03,740	-	346	-	1,14,630	-
A.4 Bus / Truck (Two Axles)			203	10,303	1,48,680	13,70,045	152	9,366	78,865	12,40,540
A.5 Three Axle Commercial Vehicles			127	8,107	13,62,635	11,74,395	82	7,355	10,45,555	10,65,915
A.6 Mav 4-6 Axles			235	49,338	43,74,151	1,02,01,380	160	45,087	42,26,323	93,02,465
A.7 Oversized Vehicle (Seven or More Axles)			1	42	510	10,710	-	31	-	7,905
A.8 HCM/EME			14	5	5,880	1050	13	4	5,880	840
Sub Total (A)			7,098	98,706	67,48,180	1,41,06,670	5,814	89,972	59,55,735	1,28,35,895
B. Daily Pass / Return Trip										
B.1 Car/Jeep/Van/Light Motor Vehicle			-	8627	-	1,72,540	-	8071	-	1,61,420
B.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus			-	1958	-	58,740	-	1584	-	47,520
B.3 Tractor with Trailer			-	-	-	-	-	-	-	-
B.4 Bus / Truck (Two Axles)			-	3367	-	2,18,855	-	3018	-	1,96,170
B.5 Three Axle Commercial Vehicles			-	1405	-	1,05,375	-	957	-	72,525
B.6 Mav 4-6 Axles			-	7045	-	7,39,725	-	5634	-	5,91,570
B.7 Oversized Vehicle (Seven or More Axles)			-	5	-	625	-	1	-	125
B.8 HCM/EME			-	1	-	105	-	2	-	210
Sub Total (B)			-	22,408	-	12,95,965	-	19,277	-	10,69,540
C. Total Traffic										
C.1 Car/Jeep/Van/Light Motor Vehicle			4,849	34,646	3,87,800	12,10,860	4,256	32,116	3,39,870	11,20,280
C.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus			837	6,850	3,74,784	3,69,510	805	5,668	1,44,612	3,06,890
C.3 Tractor with Trailer			832	-	1,03,740	-	346	-	1,14,630	-
C.4 Bus / Truck (Two Axles)			203	13,670	1,48,680	15,88,900	152	12,384	78,865	14,36,710
C.5 Three Axle Commercial Vehicles			127	9,512	13,52,635	12,79,770	82	8,322	10,45,555	11,38,440
C.6 Mav 4-6 Axles			235	56,383	43,74,151	1,09,41,105	160	50,721	42,26,323	98,94,035
C.7 Oversized Vehicle (Seven or More Axles)			1	47	510	11,335	-	32	-	8,030
C.8 HCM/EME			14	6	5,880	1,165	13	6	5,880	1,050
Total (A) + (B)			7,098	1,21,114	67,48,180	1,54,02,635	5,814	1,09,249	59,55,735	1,39,05,435
POS Transactions [Multiple trips/Local monthly pass]										
D. Total Traffic										
D.1 Car/Jeep/Van/Light Motor Vehicle			11	-	3,465	-	7	-	2,205	-
D.2 Light Commercial Vehicle / Light Good Vehicle or Mini Bus			-	-	-	-	-	-	-	-
D.3 Tractor with Trailer			-	-	-	-	-	-	-	-
D.4 Bus / Truck (Two Axles)			-	-	-	-	-	-	-	-
D.5 Three Axle Commercial Vehicles			-	-	-	-	-	-	-	-
D.6 Mav 4-6 Axles			-	-	-	-	-	-	-	-
D.7 Oversized Vehicle (Seven or More Axles)			-	-	-	-	-	-	-	-
D.8 HCM/EME			-	-	-	-	-	-	-	-
Sub Total (D)			11	-	3,465	-	7	-	2,205	-
Grand Total (C)+(D)			7,109	1,21,114	67,51,645	1,54,02,635	5,821	1,09,249	59,57,940	1,39,05,435

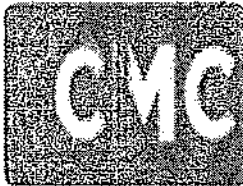
Note 1: Traffic data does not include exempt and violation vehicles.

Note 2: Total Fee collection include overload collection.

Note 3: Toll collection was affected due to Covid-19 pandemic.

Remarks, if any:



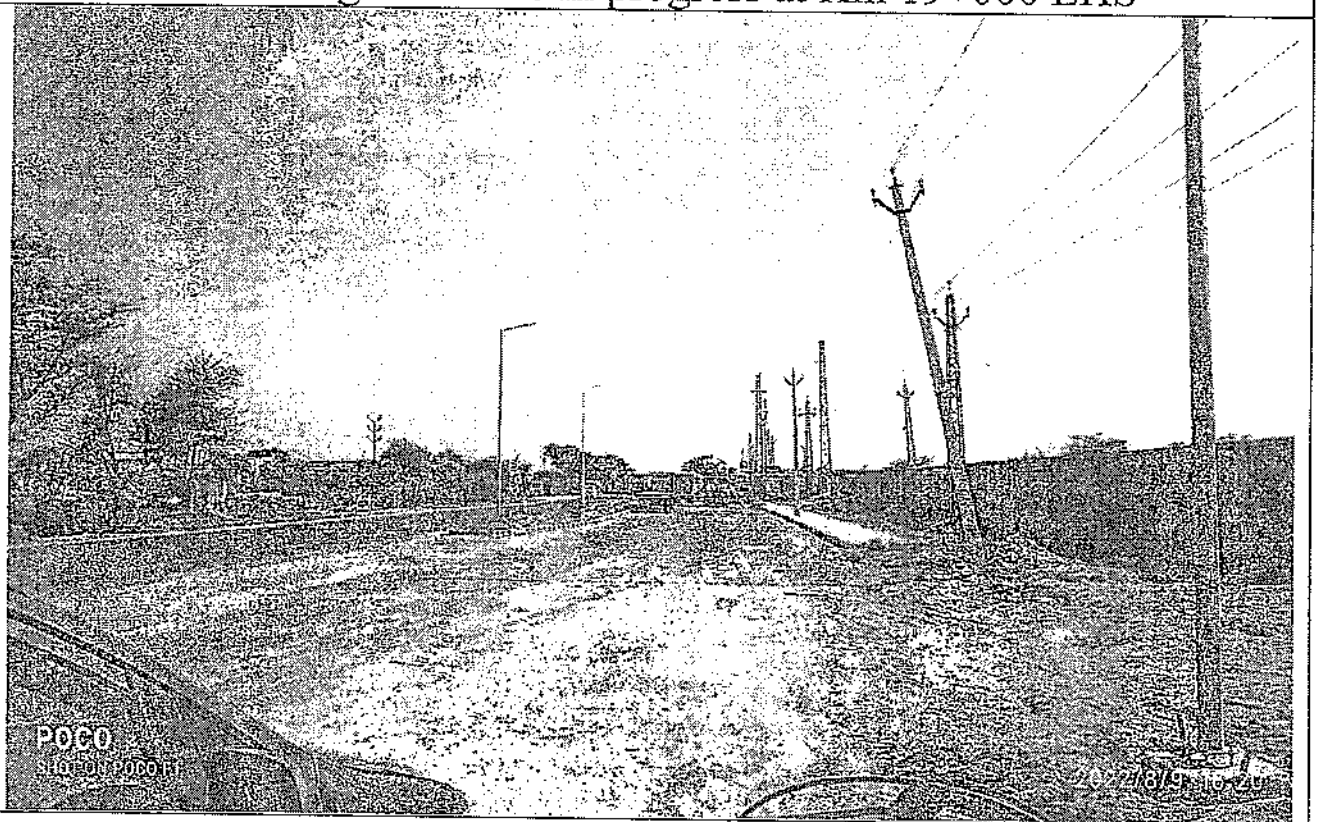


SITE VISIT PHOTOGRAPHS

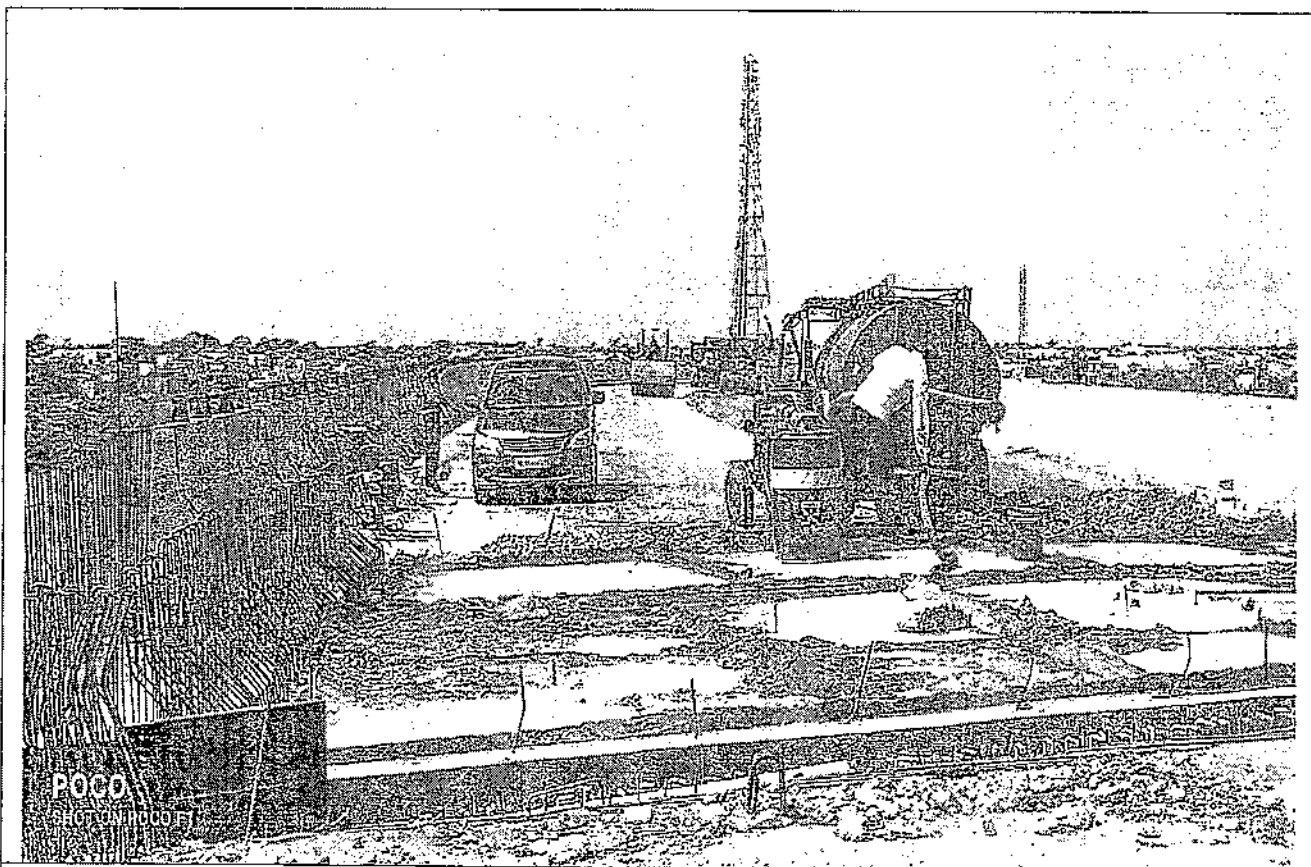
SITE PHOTOGRAPH



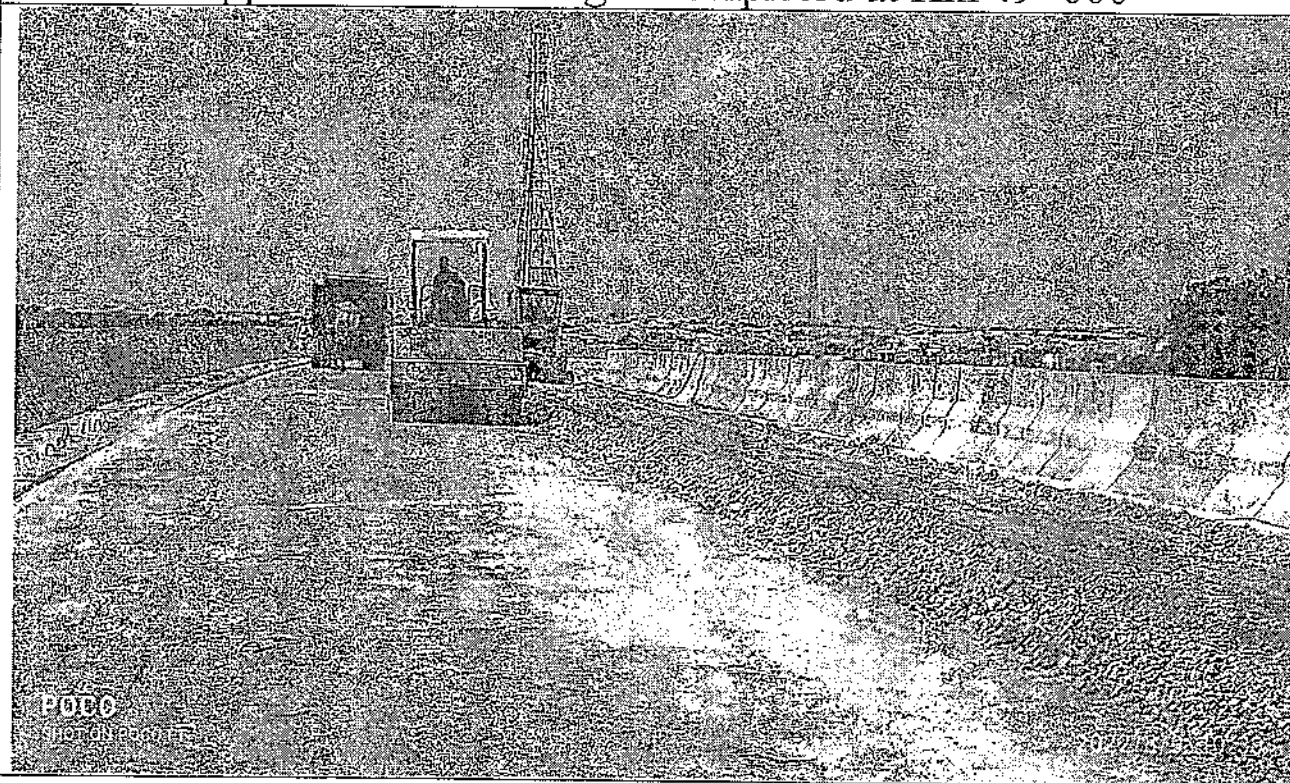
Street Light work is in progress at Km 19+000 LHS



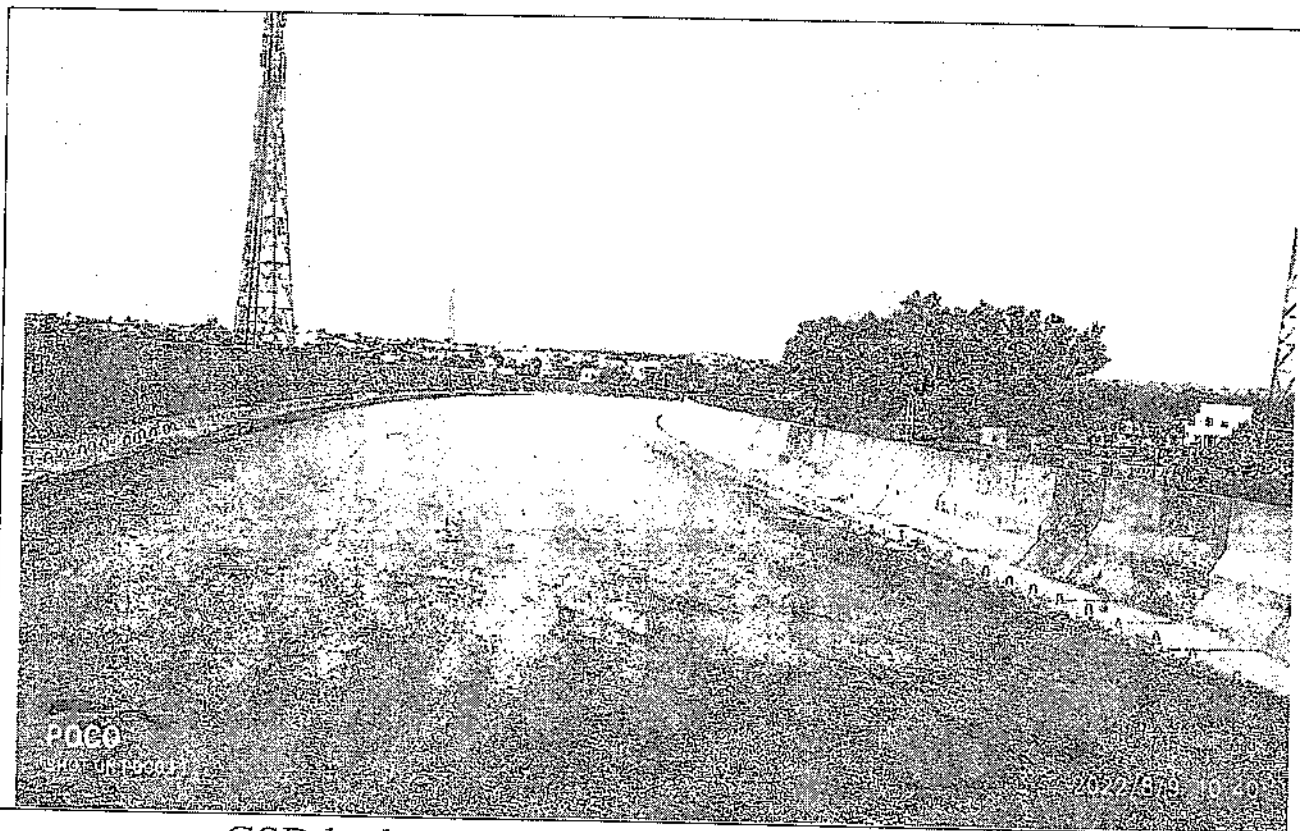
Street Light work is in progress at Km 19+000 LHS



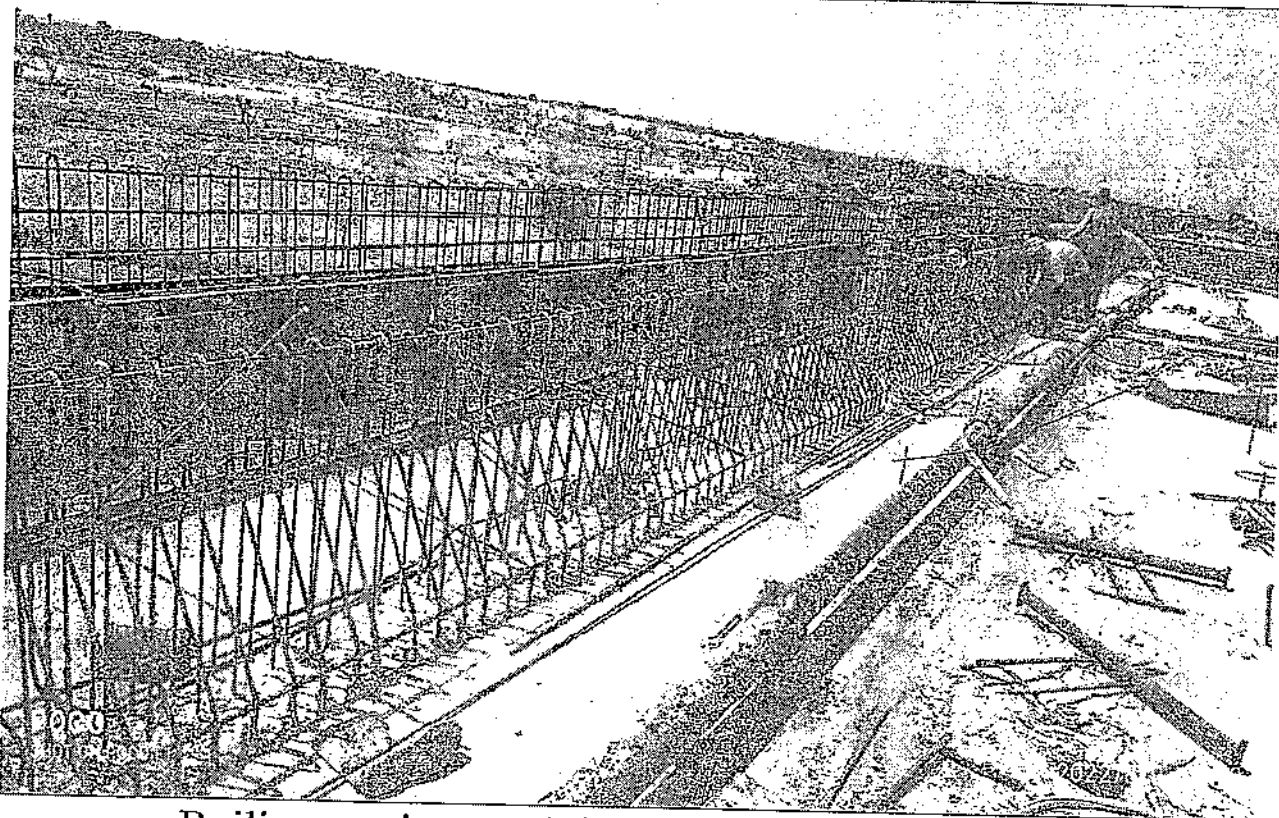
Approach Slab casting is completed at Km 49+000



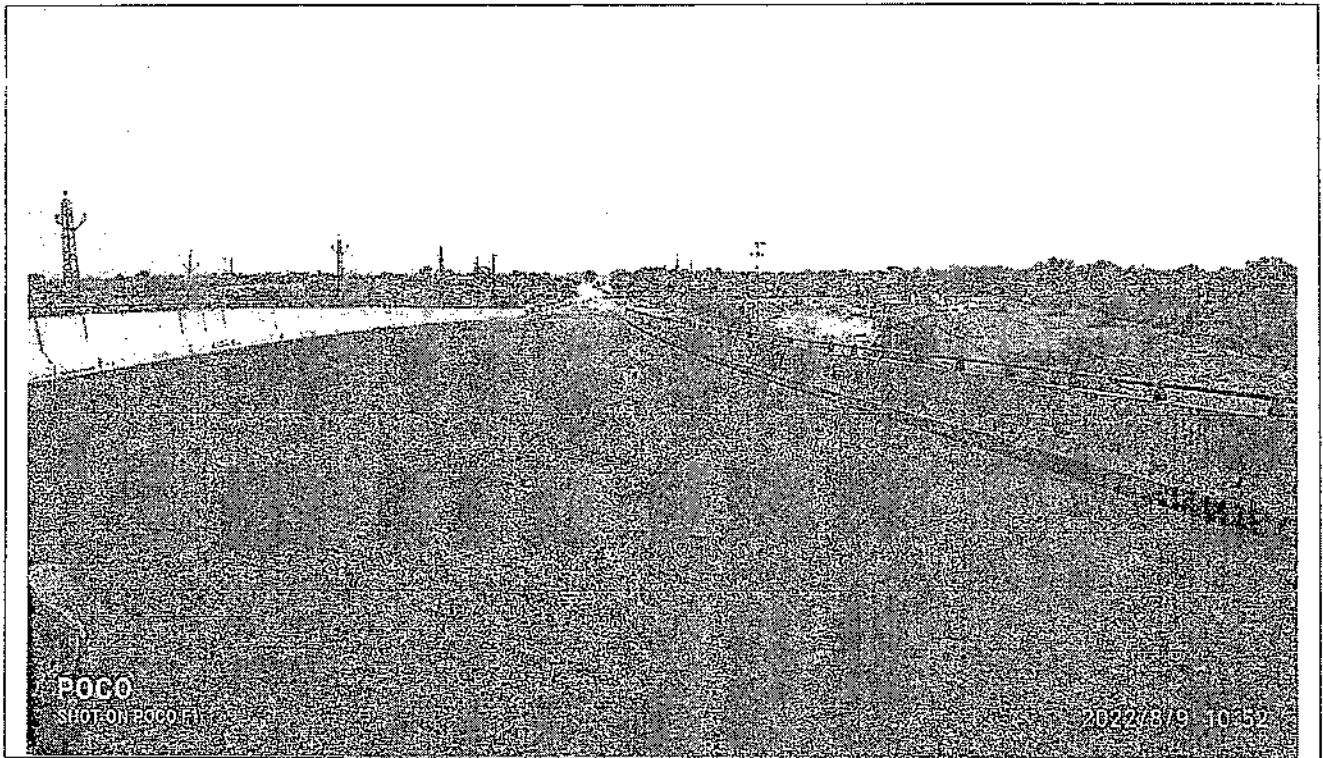
GSB laying work is in progress at Km 49+000 towards Bikaner side



GSB laying work is completed at Km 49+000



Railing casting work is in progress at km 49+000

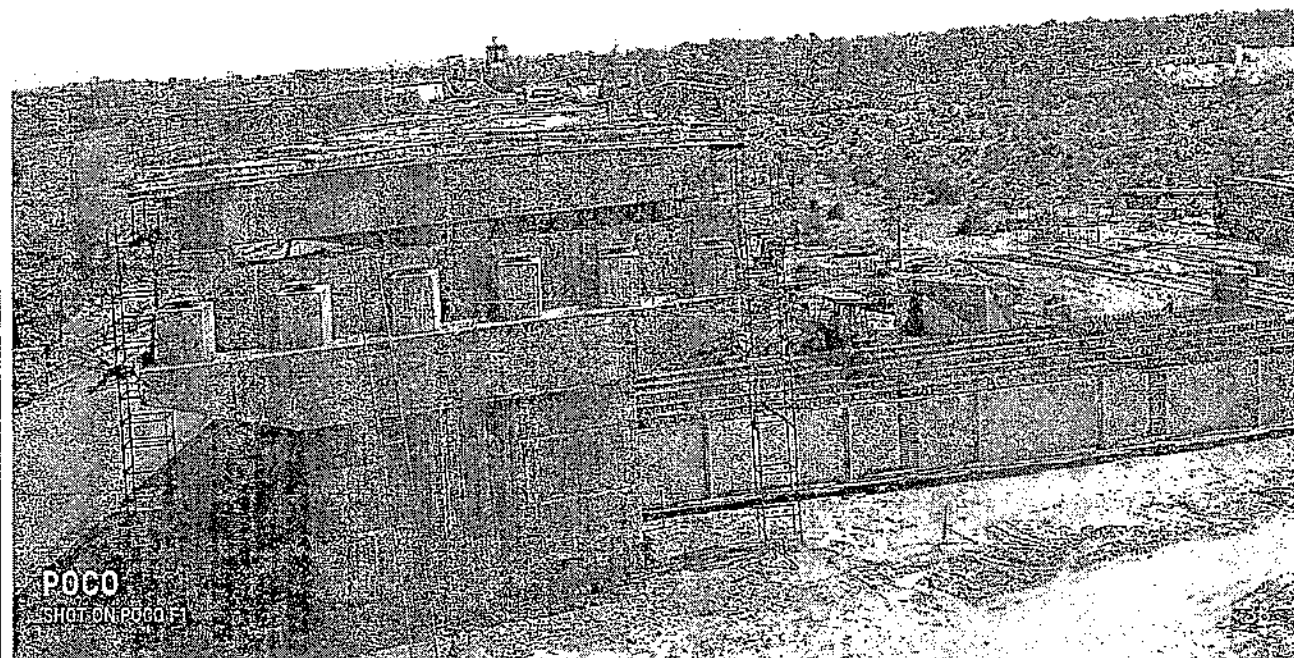


DBM laying work completed at km 49+000 towards Suratgarh

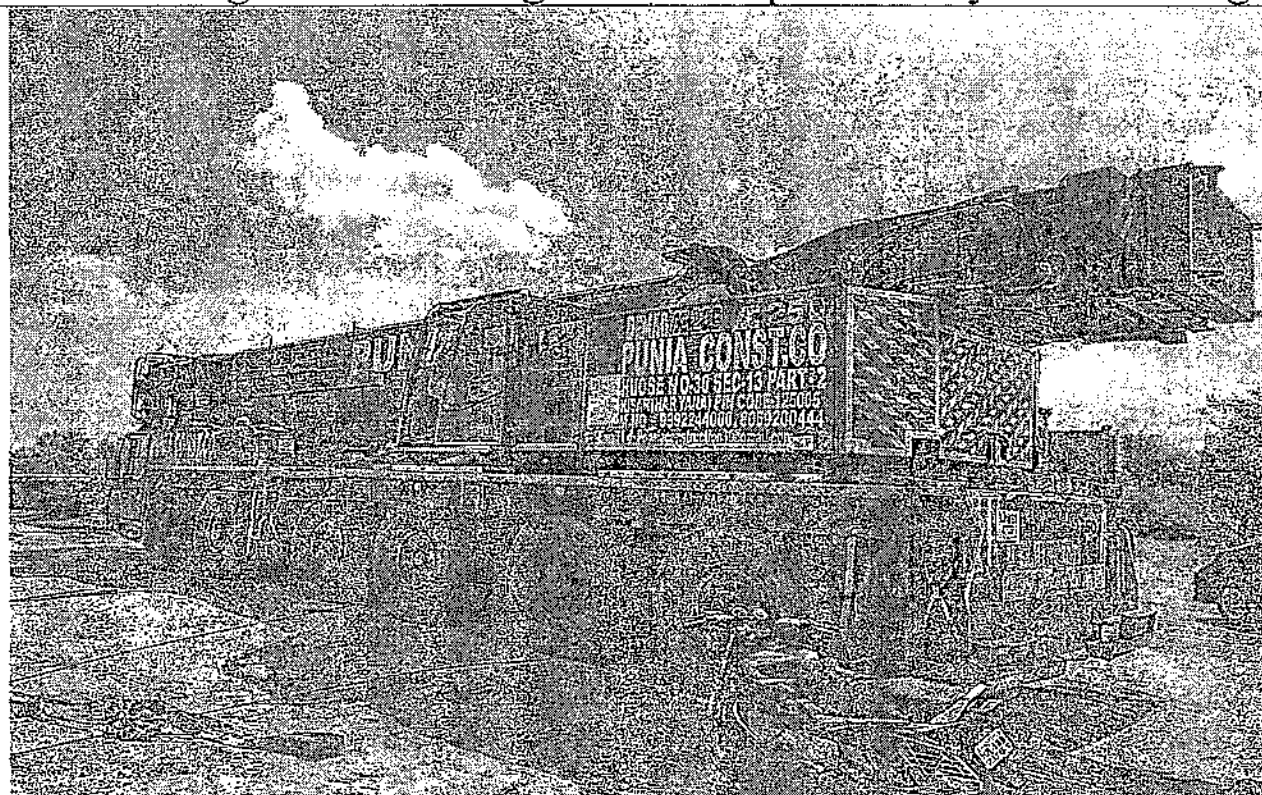


Assembling work of Plate girder is completed ready for launching

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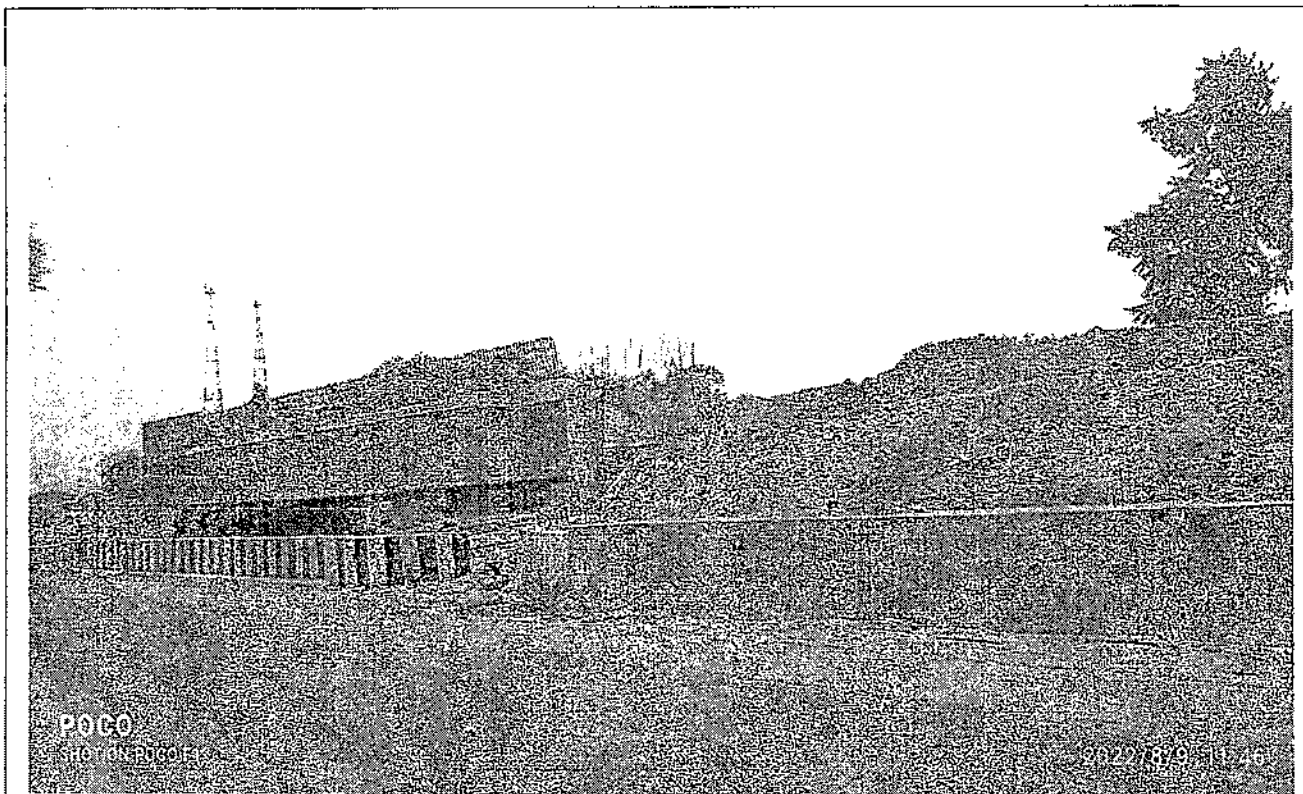


Assembling work of Plate girder is completed ready for launching



Two nos. of crane reached at ROB location 49+000 for launching

sp



Approach filling towards Bikaner is in progress at MNB 107+100



Approach filling towards Bikaner is in progress at MNB 107+100





POCO
SHOT ON POCO F1

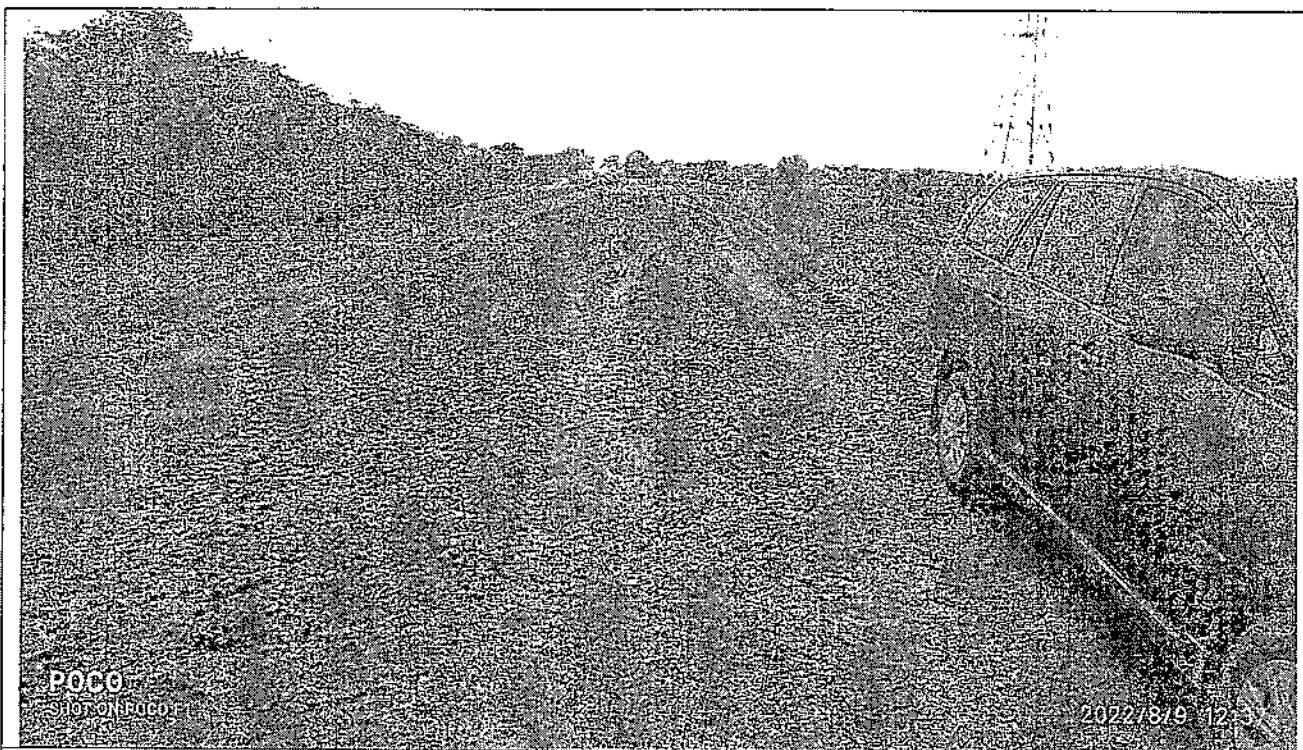
2022/8/9 11:27

Approach filling towards Suratgarh is in progress at MNB 107+100

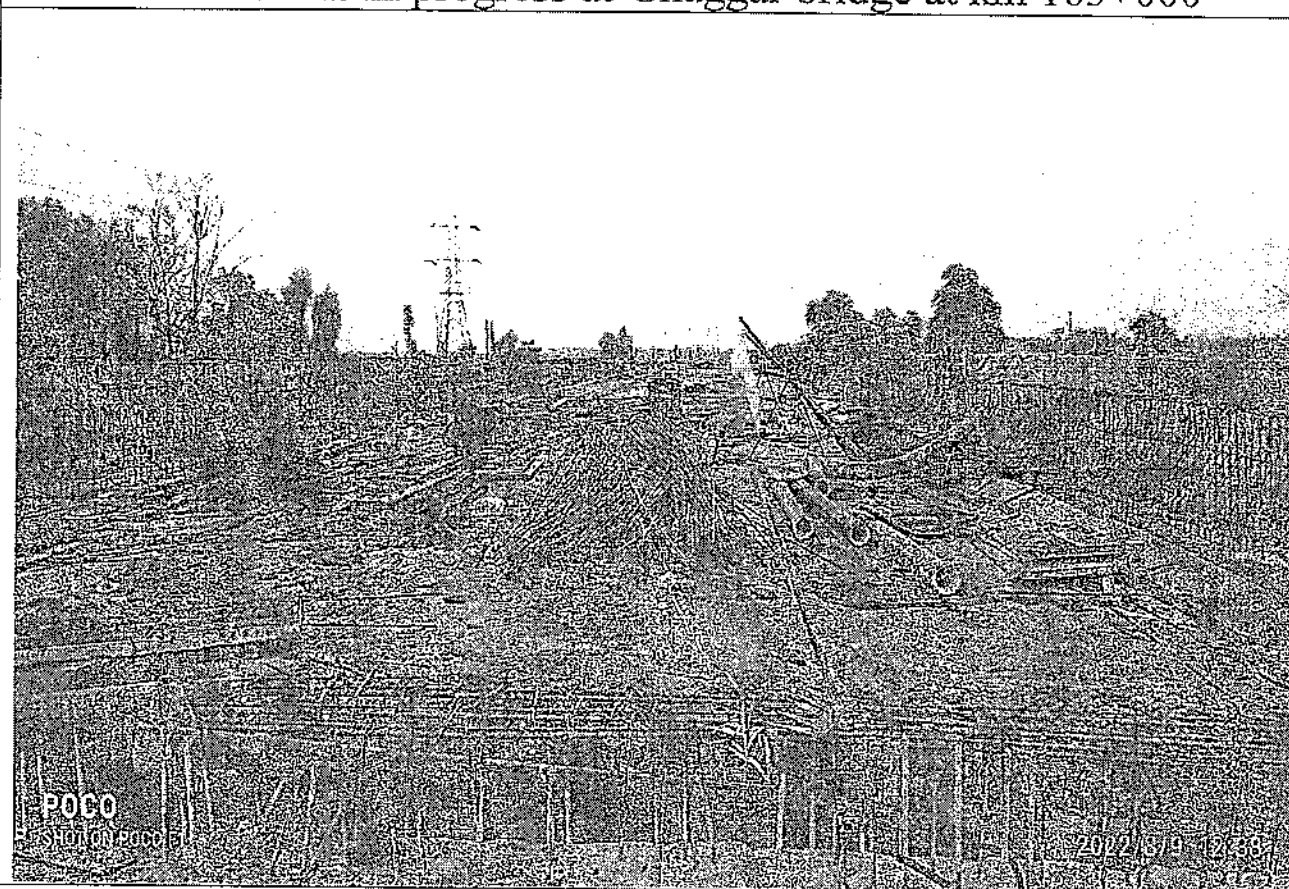


Approach filling towards Bikaner is in progress at MNB 107+100

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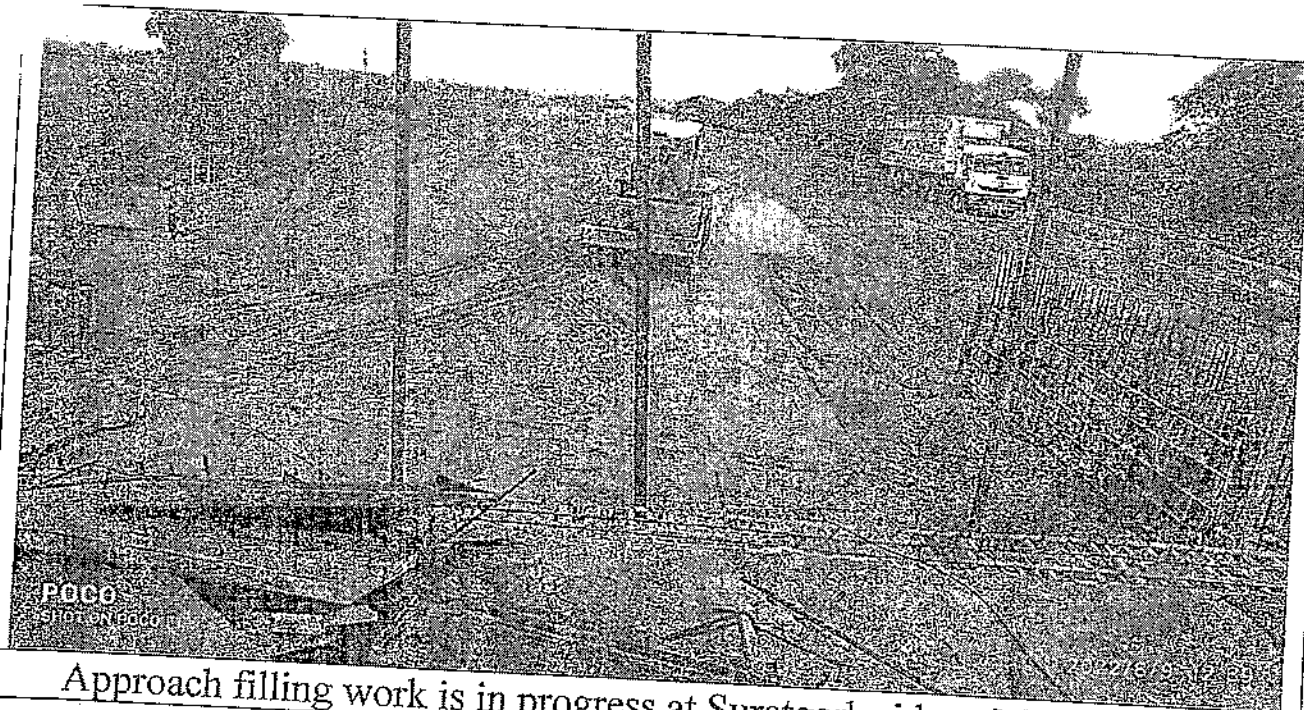


GSB work is in progress at Ghaggar bridge at km 163+000

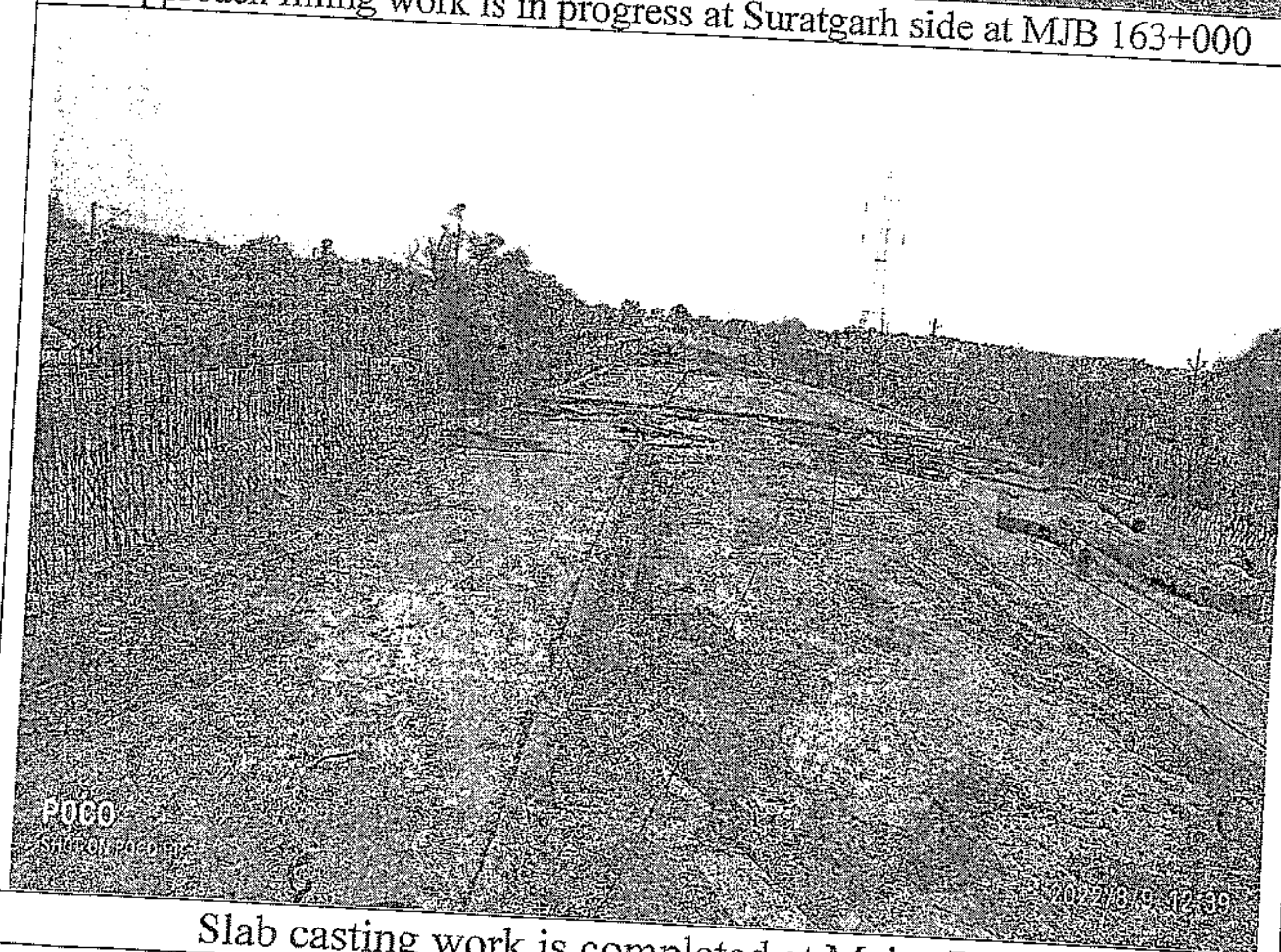


Footpath railing work is in progress at MJB





Approach filling work is in progress at Suratgarh side at MJB 163+000



Slab casting work is completed at Major Bridge

24