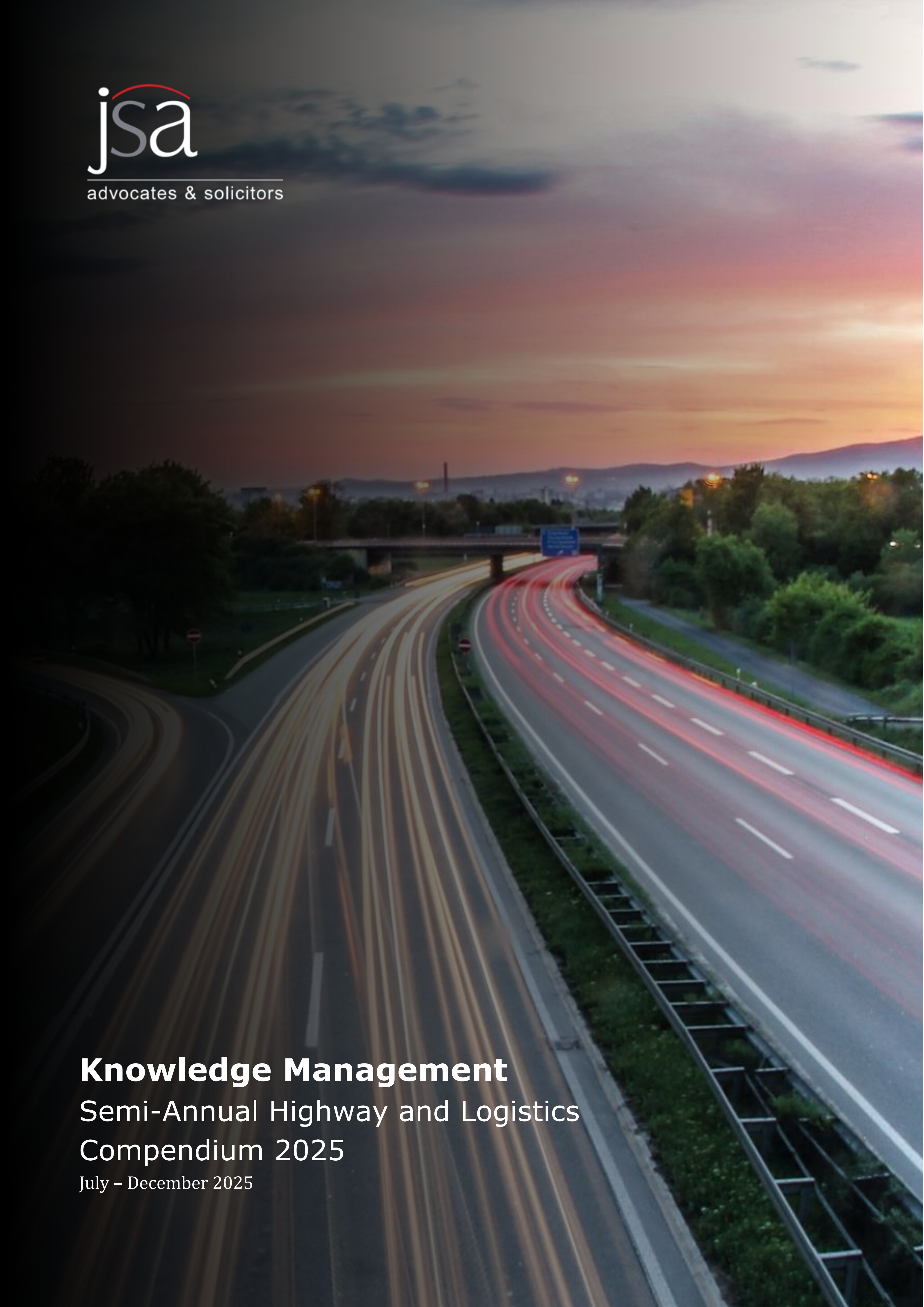

advocates & solicitors

Knowledge Management

Semi-Annual Highway and Logistics Compendium 2025

July – December 2025

Semi-Annual Highway and Logistics Compendium 2025

Introduction

This Compendium consolidates all the key developments undertaken in the Indian roadways and logistics sector which were circulated as JSA Newsletters/Prisms during the calendar period from July 2025 till December 2025.

Ministry of Road Transport and Highways

Circular on foreclosure of delayed Detailed Project Reports

The Ministry of Road Transport and Highways ("**MoRTH**"), *vide* circular dated July 1, 2025, issued directions for the foreclosure of Detailed Project Reports ("**DPRs**"). The circular aims to streamline the project preparation process, ensure timely implementation of national highway projects, and optimise the use of prior consultancy work.

Key points

1. **Foreclosure of DPRs:** Where the project underlying the DPR has not been awarded or have not been taken up for appraisal for a period of 3 (three) years from the date of commencement of DPR consultancy services, the DPR for such projects will be foreclosed.

2. **Other criteria for foreclosure:** In addition to the above, in the following scenarios, DPRs will also be foreclosed: (a) where the draft DPR or alignment plan is not submitted by the DPR consultant and where the DPR consultancy was initiated prior to or in the Financial Year ("**FY**") 2022-23; and (b) where the alignment of the DPRs was approved by Alignment Approval Committee but where the DPRs are still pending statutory clearances such as wildlife clearance or forest clearance and there being no likelihood of the DPRs fructifying into projects in FY 2025–26.

3. **Review of other DPRs:** All other DPRs will be reviewed by zonal head (MoRTH), member (National Highways Authority of India ("**NHAI**")) and director (National Highways & Infrastructure Development Corporation Limited ("**NHIDCL**")) to ascertain whether such DPRs need to be foreclosed on account of factors such as ongoing court cases, defense restrictions, lack of Archaeological Survey of India clearance and forest clearance.
4. **Exemptions:** Projects included in the annual plan 2025–26 of MoRTH are exempt from foreclosure.
5. **Foreclosure procedure**: (a) DPRs identified for foreclosure will be closed on an 'as-is-where-is' basis; (b) as part of the foreclosure, a one-time consolidated proposal will be submitted to MoRTH to determine final payments and financial revalidation; (c) all DPR-related work must be preserved digitally for potential future use; and (d) if revived, previous consultant work should be leveraged to reduce costs.
6. **Future DPR foreclosure**: In the future, if the projects underlying the DPR are not taken up for appraisal or approval within 3 (three) years from the date on which the DPR consultancy services were awarded, then such DPRs will also be foreclosed and payments will be released accordingly.
7. **Compliance:** Executing agencies, including NHAI, NHIDCL, State Public Works Departments ("**PWDs**"), Border Roads Organisation, and Project Implementation Units ("**PIUs**") must submit compliance reports to MoRTH's Planning Zone.

Comprehensive guidelines for bridge inspections and maintenance on national highways

MoRTH, *vide* circular dated July 4, 2025, issued instructions for the regular inspection and maintenance of bridges and other structures on national highways and expressways. The circular mandates that States and highway authorities to conduct inspections and maintenance of bridges and culverts with emphasis on conducting regular audits to ensure structural safety and public safety.

The circular provides detailed guidelines for conducting inspections which are yet to be carried out by executive agencies or through the Authority Engineer, Independent Engineer, or Supervision Consultant, in accordance with Indian Roads Congress ("**IRC**") SP 35:2024. As per IRC SP 35:2024 the following types of inspections are to be carried out:

1. routine inspections (at least once a year, preferably twice, before and after monsoon, and twice in hilly terrain);
2. principal/detailed inspections (before opening the stretch to traffic, at the end of the defect liability period, or at 3 (three)-year intervals);
3. emergent/special inspections (after unusual occurrences); and
4. underwater inspections (for submerged structures or post-flood scour assessments at 5 (five) to 6 (six) year intervals).

Routine inspections of minor bridges and culverts are to be conducted by junior-level officers (below executive engineer/project director), while responsibility of inspection of major bridges will lie with senior officers (executive engineer/project director and above).

Further, based on the findings from these inspections, the regional office of the project executing agency i.e., NHAI, NHIDCL, etc., in consultation with the PIUs/project management unit (PMU)/ national highway division, may formulate an annual inspection and maintenance programme, including detailed examinations and plans for repair, rehabilitation, or replacement.

Circulars on implementation of annual FASTag pass

MoRTH, on June 17, 2025, notified an amendment to National Highways Fee (Determination of Rates and Collection) Rules, 2008 ("**Fee Rules**"), whereby it was specified that a person who owns a motor vehicle registered for non-commercial purpose and having a valid and functional Fastag, will be eligible to obtain an FASTag Annual Pass ("**Annual Pass**") on payment of fee of INR 3,000 (Indian Rupees three thousand). This Annual Pass will be valid for 1 (one) year or for 200 (two hundred) crossings through any fee plaza on a national highway, whichever is earlier, irrespective of the fee leviable at each fee plaza. On August 11, 2025, MoRTH issued another policy circular directing that the Annual Pass facility is made available at all fee plazas located on national highways and national expressways. It is clarified in the circular dated August 11, 2025, that this amendment will be treated as a 'Change in Law' event for the purpose of any contractual implications in Build, Operate, and Transfer ("**BOT**") (Toll) ("**BOT (Toll)**") and Toll, Operate, and Transfer ("**TOT**") and Infrastructure Investment Trust ("**InvIT**") projects whose bid due date was prior to June 17, 2025.

In continuation of the circular dated August 11, 2025, MoRTH, *vide* circular dated September 1, 2025, announced a uniform compensation mechanism for User Fee Collection Agencies ("**UFCA**") and which will also apply to concessionaires operating under BOT (Toll) and TOT models. The mechanism aims to ensure fair reimbursement for toll operators following the introduction of the Annual Pass for non-commercial vehicles from August 15, 2025.

A formula and mechanism for daily compensation to be provided to the UFCA is set out in the circular dated September 1, 2025. The daily compensation to be paid to the UFCA must be a direct function of the number of Annual Pass transactions, single side fare of car/jeep/van applicable on the day and 'plaza constant'. The computation of 'plaza function' is as per a formula provided in the circular.

Compensation for each individual vehicle is capped to 2 (two) crossings per vehicle per day even if the vehicle crosses the plaza multiple times. The compensation payable to the UFCAs will be subject to a quarterly reconciliation on account of reduction in number of exempted vehicles.

Amendments to the Fee Rules to promote digital payments

MoRTH, through the National Highways Fee (Determination of Rates and Collection) (Third Amendment) Rules, 2025, amended the provisions governing collection of fee under the Fee Rules.

Previously, users entering a fee plaza without a FASTag or a valid, functional FASTag, as the case may be, were required to pay twice the user fee applicable to that category of vehicle. However, under the amended Fee Rules, if the user opts to make fee payment through Unified Payment Interface ("**UPI**"), such user will only pay 1.25 (one point two five) times of the applicable user fee as opposed to 2 (two) times the user fee when paying through cash. This amendment reflects MoRTH's objective to promote digital payments, reduce congestion at toll plazas, and enhance transparency and efficiency in toll collection on national highways.

Directions on extension of time limit for arbitral award

MoRTH issued a circular on September 4, 2025, addressing the extension of the time limit for arbitral awards under Section 29A (3) of the Arbitration and Conciliation Act, 1996 ("**Arbitration Act**"). Section 23(4) of the Arbitration Act stipulates that the statement of claim and defense must be completed within 6 (six) months from the date the arbitrators receive written notice of their appointment while Section 29A (1) of the Arbitration Act provides that the arbitral award will be made by the tribunal within 12 (twelve) months from the completion of pleadings under Section 23(4).

Further, Section 29A (3) allows the parties, by mutual consent, to extend this period to an additional term not exceeding 6 (six) months. Section 29A (4) of the Arbitration Act stipulates that if the award is not made within the period specified under Section 29A (1) of the Arbitration Act or the extended period under Section 29A (3) of the Arbitration Act, the arbitrators' mandate will terminate unless the court grants an extension before or after expiry. Where an application under sub-section (5) is pending, the mandate of the arbitrator continues until such application is disposed of.

Noting delays in processing extension requests for the mandate of arbitration tribunals, MoRTH has directed the following:

1. **Extension under Section 29A (3)**: For seeking an extension under Section 29A (3) of the Arbitration Act, the concerned regional officer has to forward the extension proposal to MoRTH headquarters for approval of Director General (Road Development) and Special Secretary at least 1 (one) month before the completion of the 12 (twelve) month period under Section 29A (1) of the Arbitration Act.
2. **Application under Section 29A (4)**: If an application is to be made seeking further extension arbitrator's mandate under Section 29 (4) whereby an application has to be filed on behalf of the project implementing authority before the relevant High Court, then in such case the proposal along with all relevant details, causes and justifications are to be submitted to MoRTH headquarters at least 2 (two) months prior to the completion of the period prescribed in Section 29A (3) of Arbitration Act.

Standard operating procedure to streamline toll notification process and timelines

MoRTH issued Standard Operating Procedure ("**SOP**") dated December 10, 2025, to streamline the process of issuing user fee notifications under the Fee Rules. A user fee notification is an official declaration, published in the Gazette of India, which specifies the toll applicable at a fee plaza. The SOP establishes a transparent and time-bound framework to ensure that all user fee notifications are issued in a timely and consistent manner. It defines clear roles and responsibilities for executing agencies, including NHAI, NHIDCL, and State PWDs, and emphasises coordination with MoRTH to avoid delays.

A key feature of the SOP is the treatment of relaxation for locating the fee plaza under Rules 8(1) and 8(2) of the Fee Rules. Rules 8(1) and 8(2) of the Fee Rules stipulate that a toll plaza will be located no less than 10 (ten) kms beyond municipal or local town area limits, and no other toll plaza on the same section of the national highway in the same direction will be located within 60 (sixty) kms of it.

A relaxation is required when a proposed fee plaza is to be established: (a) within 10 (ten) kms of municipal or town limits; and/or (b) within a distance less than 60 (sixty) kms from an adjoining toll plaza. To review and approve relaxation proposals, a toll committee is constituted.

The SOP specifies the following points in relation to publication of user fee notification for different types of projects:

Projects covered	Key features/ requirements
Newly awarded/to be awarded projects	1. The executing agency (NHAI/NHIDCL/State PWD) will apprise the toll committee regarding the requirement for relaxation under Fee Rules within 6 months from the appointed date. The executing agency will submit the justification, along with technical reasons, drawings and supporting documents to the toll committee. 2. For asset monetisation under TOT/InvIT, the toll committee will be apprised before the bidding process about any proposed relaxations to Rules 8(1) and 8(2) of the Fee Rules. 3. For any national highway stretch where bidding is still pending and requires relaxation under the Fee Rules, the proposal must be placed before the toll committee.
All projects whose construction is ongoing	For all the projects whose construction is ongoing any proposal for relaxation to be submitted before the toll committee upon 80% project progress or 6 months before likely date of completion, whichever is earlier.

Projects covered	Key features/ requirements
BOT/TOT/ InvIT projects where concession period has expired/ going to expire or foreclosed/terminated and is to be converted into public funded fee plazas	The location of fee plazas in case of BOT/ TOT/ InvIT agreements is governed as per the respective concession agreement and therefore in cases where the concession agreement is foreclosed/ terminated or after the expiry of concession period, the user fee notification will be processed for publication such that the fee plaza can be operated on public funded mode under the new notification at the earliest. To clarify further, where the concession agreement is foreclosed/ terminated, fee notification proposal will be moved immediately upon the notice of termination to the concessionaire and where BOT/ TOT/ InVIT agreement is going to expire, fee notification proposal will be moved 6 months prior to the said expiration date mentioning the date from which new notification will be applicable.

National Highways Authority of India

NHAI standardises Joint Measurement Survey process under the National Highways Act, 1956

NHAI, *vide* policy circular dated July 2, 2025, issued directions to standardise the Joint Measurement Survey ("**JMS**") process undertaken under Section 3 of the National Highways Act, 1956 ("**NH Act**"). The objective is to ensure uniformity, accuracy, and transparency in the land acquisition process for national highway development, while also mitigating disputes and claims relating to compensation. Under Section 3B of the NH Act, the Government of India ("**GoI**"), or any person authorised by it, is empowered to carry out surveys, inspections, measurements, valuations, and other related activities for the proposed construction or development of national highways upon a notification being issued under Section 3A (1) of the NH Act. Section 3A (1) states that if the GoI is satisfied that for a public purpose any land is required for the building, maintenance, management or operation of a national highway, it may issue a notification in the Official Gazette declaring its intention to acquire such land.

The surveys specified under Section 3B are to be conducted jointly by representatives of NHAI, relevant State Government departments and landowners. In the light of recurring inconsistencies and omissions in JMS reports, often resulting in disputes or escalated compensation claims, NHAI has developed a standard template for JMS reports. Additionally, NHAI prescribed that the following points must be adhered to while conducting JMS.

Key points

1. **Timelines**: JMS must be completed within 15 (fifteen) days from the date of publication of the notification issued under Section 3A of the NH Act, and the report must be prepared strictly in the prescribed format.
2. **Stakeholder authentication**: The JMS Report must carry the full signatures, not initials, of all participating officials, clearly stating their name, designation, date, and affiliated agency.
3. **Survey accuracy**: Land parcel measurements must be carried out with due diligence and verified against GIS-based Land Acquisition Plan data. Special attention must be given to demarcation of boundaries between adjoining plots (*khasras*).
4. **Asset documentation**:
   a) all structures, trees, plants, and crops falling within the proposed Right of Way ("**ROW**"), as covered under the Section 3A notification, must be photographed in high resolution, with geo-tagging and timestamping;
   b) relevant details of each asset, including type, condition, size, and species, where applicable, must be recorded; and
   c) in case of agricultural land, the type, location, and extent of existing crops must be clearly documented.
5. **Digital integration and upload**: All asset details and photographs are to be uploaded on the *Bhoomirashi* portal in the prescribed digital format. A separate SOP for this purpose will be issued.

6. **Graphical representation**: The dimensions and boundaries of *khasras*/structures within the ROW or proposed ROW ("**PROW**") must be shown with solid lines, while areas falling outside the ROW/PROW should be depicted using dotted lines.

The data collected through the JMS exercise will form the basis for the issuance of the Section 3D notification and for the award under Section 3G (1) of the NH Act by the competent authority for land acquisition. JMS activities fall within the defined scope of work of the DPR consultant, who will be responsible for preparing a comprehensive, geo-tagged inventory of all land-attached assets. This must include photographic and video evidence in a verifiable and standardised format.

Revised qualification criteria for Engineering Procurement and Construction projects under standard Request for Proposal

NHAI, *vide* circular dated July 8, 2025 (and further amended on August 8, 2025), introduced comprehensive modifications to the qualification criteria under the standard Request for Proposal ("**RFP**") for Engineering Procurement and Construction ("**EPC**") projects.

The following are the key revisions which are carried out:

Clause	Previous provision	Revised provision
Single work criteria	The bidder will demonstrate experience in at least 1 similar work with a value of 20% of the estimated project cost. A project will be considered completed if more than 90% of the total value of work is executed and such executed value is equal to or exceeds 20% of the estimated project cost.	The bidder will demonstrate experience in either: 1. 2 similar completed works, each costing at least 25% of the estimated project cost; or 2. 1 similar completed work costing at least 35% of the estimated project cost. A project will be considered completed if more than 90% of its total value of work is executed and such executed value meets or exceeds the above cost criteria in last 5 FYs preceding the bid due date or till the bid due date. Client certificates are required, and for subcontracting or joint venture projects, Government/client approval is needed within allowable limits. It is clarified that 'similar completed work' will mean completed work comprising all major components similar to the work for which bids are invited. Execution of work which does not include all major components will not be considered.
Additional work criteria	In case the project includes any major bridge, road over bridge, flyover, or tunnel, the bidder must demonstrate experience of having constructed at least 1 similar major bridge, road over bridge, flyover, or tunnel within the last 10 FYs preceding the bid due date. For major bridge/road over bridge/flyover works with a span of more than 60 meters, the bidder must have experience in constructing a structure with a span equal to or greater than	The revised criteria reduces the experience period to the last 7 FYs and increase technical thresholds: for bridges/road over bridges/flyovers having length of more than 60 meters, the bidder must have experience covering 80% of the longest span of the structure proposed to be constructed or 100 (hundred) meters, whichever is lesser; and 40% of the total length of the longest structure

Clause	Previous provision	Revised provision
	50% of the longest span or 100 meters of the proposed structure in this project, whichever is less. For tunnel projects exceeding 200 meters in length, the bidder must have experience in constructing a tunnel covering at least 50% of the cross-sectional area of the proposed tunnel or a two-lane highway tunnel, whichever is less, along with at least 20% of the length of the tunnel to be constructed under this project or 2 kms, whichever is less.	proposed to be constructed or 2 kms, whichever is lesser. For tunnels having length greater than 200 meters, experience must cover 80% of the inner cross-sectional area of the widest proposed tunnel or two-lane highway tunnel cross sectional area and 40% of the length of the tunnel to be constructed in this project (excluding cut and cover method) or 2 kms, whichever is lesser.
Standalone specialised projects	The bidder must have completed at least 1 similar work involving a major bridge, road over bridge, or flyover project within the last 10 FYs preceding the bid due date. The completed work should have a span equal to or greater than 50% of the longest span or 100 meters, whichever is less, of the proposed structure under this project, and the cost of such similar completed work will be at least 20% of the estimated project cost.	The revised criteria reduce the experience period to the last 7 FYs. The completed work should have a span equal to or greater than 80% of the longest span or 100 meters, whichever is less, of the proposed structure, and a total length of at least 40% of the length of the proposed major bridge/road over bridge/flyover or 2 kms, whichever is less. Further, the cost of such similar completed work will be at least: 1. 2 similar projects, each of value not at least 25% of the estimated project cost mentioned in the tender; or 2. 1 similar project having value of at least 35% of the estimated project cost mentioned in the tender. A project is considered complete if over 90% of the work is done and such completed value is equal to more than the above criteria. Client certificates are required, and for subcontracting or joint venture projects, Government/client approval is needed within allowable limits.
Tunnel projects	The sole bidder or, in case of a joint venture, any member must have completed at least 1 tunnel project in the last 10 FYs preceding the bid due date. The bidder must demonstrate experience in: 1. **Cross-sectional area**: at least 50% of the proposed tunnel or a two-lane highway tunnel, whichever is less. 2. **Length**: at least 20% of the tunnel length proposed in this project or 2 kms, whichever is less.	The revised criteria reduce the experience period to the last 7 FYs. The bidder must demonstrate experience in: 1. **Cross-sectional area**: at least 80% of the proposed tunnel (other than cut and cover method) or a two-lane highway tunnel, whichever is less. 2. **Length**: at least 40% of the tunnel length proposed in this project or 2 (two) kms, whichever is less. The cost of such project will be at least:

Clause	Previous provision	Revised provision
	The cost of such a project will be at least 20% of the estimated project cost or INR 1000,00,00,000, whichever is less.	1. 2 similar projects, each having value of at least 25% of the estimated project cost mentioned in the tender; or 2. 1 similar project having value of at least 35% of the estimated project cost mentioned in the tender. Client certificates are required, and for subcontracting or joint venture projects, Government/client approval is needed within allowable limits.
Technical capacity- minimum value of work to be completed	The capital cost of the project should be more than 5% of the estimated project cost, and any receipts less than 5% of the estimated project cost will not be considered.	**For projects up to INR 100,00,00,000**: the capital cost of the project being used for prior experience by the bidder must be more than 5% of the estimated project cost set out in the tender. **For projects exceeding INR 100,00,00,000**: 1. the capital cost of the project being used for prior experience by the bidder should be more than 10% of the estimated project cost; and 2. any receipts less than 10% of the estimated project cost will not be considered.

NHAI introduces revised qualification criteria for bidders for Hybrid Annuity Mode projects

NHAI, *vide* circular dated July 10, 2025 (and further amended on August 6, 2025), introduced revised qualification criteria for bidders seeking to undertake Hybrid Annuity Mode ("**HAM**") projects.

The following are the key revisions which are carried out:

Clause	Previous provision	Revised provision
Net worth at the close of the preceding FY	The threshold financial capacity will be 15% of the estimated project cost.	The threshold financial capacity will be 20% of the estimated project cost.
Net worth of consortium members	Each member of the consortium will have a minimum net worth of 7.5% of estimated project cost in the immediately preceding FY.	Each member of the consortium will have a minimum available net worth of 10% of estimated project cost in the immediately preceding FY.
Available net worth calculation method	No such provision	Bidders meeting the minimum qualification criteria will be considered eligible only if their available net worth is equal to or greater than the required net worth value. The available net worth will be calculated as:

Clause	Previous provision	Revised provision
		Assessed available net worth = A – (B × 20%), where: A = Net worth of the bidder; and B = Balance value of existing commitments, public private partnership projects won but not yet awarded or ongoing works to be completed during the period of completion of the project for which tender is floated. The status of assessed available net worth of the bidder to be updated on the date before opening the financial bids.
Single work criteria	The bidder will demonstrate experience in at least 1 similar work with a value of 20% of the estimated project cost. A project will be considered completed if more than 90% of the total value of work is executed and such executed value is equal to or exceeds 20% of the estimated project cost.	The bidder will demonstrate experience in either: 1. 2 similar completed works, each costing at least 25% of the estimated project cost; or 2. 1 similar completed work costing at least 35% of the estimated project cost. A project will be considered completed if more than 90% of its total value of work is executed and such executed value meets or exceeds the above cost criteria in last 5 FYs preceding the bid due date or till the bid due date. Client certificates are required, and for subcontracting or joint venture projects, Government/client approval is needed within allowable limits. It is clarified that 'similar completed work' will mean completed work comprising all major components similar to the work for which bids are invited. Execution of work which does not include all major components will not be considered.
Additional work criteria (bridge and tunnel)	In case the project includes any major bridge, road over bridge, flyover, or tunnel, the bidder must demonstrate experience of having constructed at least 1 similar major bridge, road over bridge, flyover, or tunnel within the last 10 FYs preceding the bid due date. For major bridge/road over bridge/flyover works with a span of more than 60 meters, the bidder must have experience in constructing a structure with a span equal to or greater than 50% of the longest span or	The revised criteria reduces the look back period to the last 7 FYs and increases the technical thresholds: (a) for bridges/road over bridges/flyovers, the bidder must have experience covering 80% of the longest span or 100 meters, whichever is lower, and 40% of the length of longest structure in the project for which tender is floated or 2 kms, whichever is lower; and (b) for tunnels where the length of tunnel to be constructed exceeds 200 meters in length, experience must cover 80% of the cross-sectional area (excluding cut and cover method) of the widest proposed tunnel to be constructed as

Clause	Previous provision	Revised provision
	100 meters of the proposed structure in this project, whichever is less. For tunnel projects exceeding 200 meters in length, the bidder must have experience in constructing a tunnel covering at least 50% of the cross-sectional area of the proposed tunnel or a two-lane highway tunnel, whichever is less, along with at least 20% of the length of the tunnel to be constructed under this project or 2 kms, whichever is less.	part of the project or two-lane highway tunnel cross sectional area, whichever is less, and 40% of the longest tunnel to be constructed or 2 kms, whichever is less.
Stand-alone specialised projects	1. **If the cost of the specialised project is equal to or less than INR 1000,00,00,000:** The sole bidder or, in case of a joint venture, lead member must have completed at least 1 similar major bridge/road over bridge/flyover project in the last 10 FYs preceding the bid due date, with: **Span:** equal to or greater than 50% of the longest span proposed in this project or 100 meters, whichever is less. **Cost:** equal to or greater than 20% of the estimated project cost. A project is considered complete if over 90% of the work is done and completed value of work is equal to or greater than 20% of the estimated project cost. 2. **If the cost of the specialised project is greater than INR 1000,00,00,000:** The sole bidder or, in case of a joint venture, lead member must have completed at least 1 similar major bridge/road over bridge/flyover project in the last 10 FYs preceding the bid due date, with: **Span:** equal to or greater than 50% of the longest span proposed in this project or 100 meters, whichever is less; and **Cost:** equal to or greater than 20% of the estimated project cost or INR 100,00,00,000 (, whichever is less. The project will be considered complete if over 90% of the work is done and the completed value is equal to or greater than 20% of the estimated project cost or INR 1000,00,00,000, whichever is less.	1. If the cost of the specialised project is equal to or less than INR 1000,00,00,000: The revised prior experience criteria reduce the look back period to the last 7 FYs preceding the bid due date or up to the bid due date, with such prior experience projects having: **Span:** equal to or greater than 80% of the longest span proposed in this project or 100 meters, whichever is less. **Cost:** a) 1 similar project with cost equal to or greater than 35% of the estimated project cost; or b) 2 similar projects, each with cost equal to or greater than 25% of the estimated project cost. A project is considered complete if over 90% of the work is done and the completed value meets or exceeds the above mentioned percentage of the estimated project cost. 2. **If the cost of the specialised project is greater than INR 1000,00,00,000:** The revised prior experience criteria reduces the look back period to the last 7 FYs preceding the bid due date or up to the bid due date, with the following: a) **Span**: equal to or greater than 80% of the longest span proposed in this project or 100 meters, whichever is less; b) **Length**: equal to or greater than 40% of the length of the major bridge/road over bridge/flyover to be constructed in this project or 2 kms, whichever is less; and

Clause	Previous provision	Revised provision
		c) **Cost**: i) 1 similar project with cost equal to or greater than 35% of the estimated project cost; or ii) 2 similar projects, each with cost equal to or greater than 25% of the estimated project cost or INR 100,00,00,000, whichever is less. A project is considered complete if over 90% of the work is done and the completed value is equal to or greater than the required percentage of the estimated project cost or INR 1000,00,00,000, whichever is less. Client certificates are required, and for subcontracting or joint venture projects, Government/client approval is needed within allowable limits.
Tunnel project	The sole bidder or, in case of a joint venture, the lead member must have completed at least 1 tunnel project in the last 10 FYs preceding the bid due date. The bidder must demonstrate experience in: 1. **Cross-sectional area**: at least 50% of the proposed tunnel's cross-sectional area or that of a two-lane highway tunnel, whichever is less; and 2. **Length**: at least 20% of the proposed tunnel length in this project or 2 kms, whichever is less. The cost of such a project will be at least 20% of the estimated project cost or INR 1000,00,00,000, whichever is less. For this purpose, a project will be considered completed if the value of completed work is equal to or more than 20% of the estimated project cost or INR 1000,00,00,000, whichever is less.	The revised criteria reduce the experience period to the last 7 FYs preceding the bid due date or up to the bid due date. The bidder must demonstrate experience in: 1. **Cross-sectional area**: at least 80% of the inner cross-sectional area of the widest tunnel to be constructed in this project or that of a two-lane highway tunnel, whichever is less; and 2. **Length**: at least 40% of the length of the longest tunnel to be constructed in this project or 2 (two) kkms, whichever is less. The bidder must meet cost criteria through either: 1. 1 similar project with a cost of at least 35% of the estimated project cost or INR 1000,00,00,000, whichever is less; or 2. 2 similar projects, each with a cost of at least 25% of the estimated project cost or INR 1000,00,00,000, whichever is less. A project is considered complete if over 90% of the work is done and the completed value is equal to or greater than the required percentage of the estimated project cost or INR 1000,00,00,000, whichever is less. Client certificates are required, and for subcontracting or joint venture projects,

Clause	Previous provision	Revised provision
		Government/client approval is needed within allowable limits.
Technical capacity-minimum value of works to be considered	The capital cost of the project should be more than 5% of the estimated project cost; and any receipts less than 5% of the estimated project cost will not be considered.	The capital cost of the project should be more than 10% of the estimated project cost; and any receipts less than 10% of the estimated project cost will not be considered.

NHAI strengthens reporting process for 'Loose FASTags' to ensure efficient tolling

NHAI, on July 11, 2025, announced that it introduced stricter measures requiring toll collecting agencies and concessionaires to promptly report and blacklist 'loose'/'tag-in-hand' FASTags i.e., FASTags which are not affixed on the windscreen of vehicles by its owners. NHAI has ascertained that having such loose FASTags leads to misuse, congestion, and false chargebacks that compromise system efficiency.

A dedicated reporting mechanism is established for quick action – the toll collection agencies must report such cases via a specified email channel, after which the reported FASTags will be blacklisted or hotlisted.

No toll collection from two-wheelers on national highways and expressways

In response to misinformation circulating on social media regarding toll collection from 2 (two) wheelers at toll plazas, NHAI, *vide* press release dated August 21, 2025, clarified that no user fee will be levied on 2 (two) wheelers at toll plazas on national highways and expressways across the country. User fees on national highways are collected in accordance with the Fee Rules. Under the Fee Rules, user fees is leviable only on 4 (four) wheeler or larger vehicles, which include cars, jeeps, vans or other light motor vehicles/light commercial vehicles, light goods vehicles or minibuses, buses or trucks, heavy construction machinery, earth-moving equipment, multi-axle vehicles 3 (three) to 6 (six) axles, and oversized vehicles 7 (seven) or more axles.

Revised policy on standard RFP for procurement of DPR consultancy services

NHAI, *vide* circular dated August 23, 2025, introduced modifications to the standard RFP document for procurement of DPR consultancy services, amending the earlier policy circular dated June 14, 2024. The circular updates the procurement process and eligibility criteria for DPR consultancy services to enhance transparency and efficiency. Modifications are made to the technical and financial evaluation parameters to align with current industry standards and best practices.

Some of the key modifications are as follows:

1. **Bid capacity calculation**: The Residual DPR Bid Capacity formula is revised to consider completed feasibility work for 2 (two) lane with paved shoulders, 4 (four)-6 (six) laning of State/national highways, and expressways in the last 10 (ten) FYs, replacing the previous focus on 4 (four)-6 (six) laning of national highways and expressways over 5 (five) years.
2. **Evaluation criteria**: For roles such as team leader and senior highway engineer, eligible project experience is now based on projects of a minimum

length of 40 (forty) km, compared to the previous 20 (twenty) km threshold. A detailed grading scale is introduced for scoring based on the number of projects handled by the relevant individual.

3. **Special projects clause**: The guidelines specifically exclude special projects, including standalone tunnels, bridges, flyovers, emergency facilities, and underpasses, from the standard DPR consultancy evaluation.

NHAI signs agreement to implement India's first multi-lane free flow system in Gujarat

On August 30, 2025, the Indian Highways Management Company Limited, a company promoted by NHAI, signed an agreement with ICICI Bank to implement India's first comprehensive Multi-Lane Free Flow ("**MLFF**") tolling system on NH-48 in Gujarat. Further, an agreement was also signed with ICICI Bank for the implementation of MLFF on NH-44 in Haryana.

MLFF is a barrier less tolling system that enables transactions through reading of FASTag and vehicle registration number by high performance radio frequency identification (RFID) and automatic number plate recognition (ANPR) cameras. Furthermore, this system facilitates toll collection without requiring vehicles to stop at fee plazas. It is expected to significantly enhance the efficiency and sustainability of the national highway network across the country. By leveraging advanced technologies, MLFF will lay the foundation for a more efficient, transparent, and user-friendly tolling ecosystem.

Additionally, NHAI is planning to roll out MLFF based tolling at around 25 (twenty-five) national highway fee plazas in FY 2025-26. The process of identifying such fee plazas is presently underway.

Revised policy for utility shifting reimbursement in highway projects

NHAI, *vide* policy circular dated September 3, 2025, announced clarifications and revisions for reimbursing statutory and ancillary charges associated with utility shifting works on national highway projects executed under HAM and EPC models. This crucial policy update aims to expedite project timelines, especially where transmission line shifting is a major barrier to timely completion.

Key points

1. **Expanded reimbursement scope**: Earlier, only direct supervision charges were reimbursed to Utility Owning Agencies ("**UOAs**"). The revised policy now covers additional levies such as survey charges, application/registration fees, and Safety NOC fees wherever applicable, making the process more comprehensive and aligned with practical requirements.

2. **Payment and recovery process**: NHAI will directly pay the identified charges to relevant UOAs without delay. These outlays will subsequently be recovered from the next interim payment certificate of the concerned EPC contractor or concessionaire.

3. **Modifications in model concession agreements**: The updated provisions also modify specific clauses such as survey charges, safety NOC fees in the model concession agreements for EPC and HAM contracts so that project and utility shifting costs are now more accurately captured and administered.

4. **Enhancing project execution**: By expanding reimbursable items, the policy seeks to remove key impediments in utility relocation, a frequent cause of project delays. The change is expected to accelerate highway construction schedules nationwide.

NHAI extends reimbursement policy for utility shifting in national highway projects to future projects

Delays in shifting utilities, especially electricity transmission lines, during the DPR stage are among the key factors impacting timely execution of national highway projects under both HAM and EPC modes. To address this, MoRTH, *vide* circular dated February 11, 2021, had stated that supervision charges were to be paid directly by NHAI to UOAs. However, the phrase 'supervision charges' limited the charges to direct supervision fees, while excluding several statutory and ancillary charges such as survey charges, processing fees, application fees, registration fees, and safety no objection certificate fees. The exclusion of statutory and ancillary charges from the estimated cost, along with the absence of a clear reimbursement mechanism, resulted in UOAs deferring approvals and sanctions until such charges were settled.

To resolve this, NHAI, *vide* circular dated September 3, 2025, mandated inclusion of statutory and ancillary charges within supervision costs, payable by NHAI or PIUs to utility-owning agencies with respect to the on-going/existing projects. Thereafter, the charges for the identified utilities were recoverable from the next interim payment certificate of the concessionaire concerned. However, no guidelines were issued in respect of the upcoming/ future projects.

Therefore, NHAI, *vide* circular dated October 23, 2025, through its Executive Committee clarified the mechanism for reimbursement of statutory and ancillary charges for upcoming projects. The circular states that statutory and ancillary charges including survey charges, shutdown charges, processing fees, application fees, registration fees, revenue loss, and safety no objection fees will be paid by NHAI directly to the UOA. In cases where deemed availability is rejected by the regional power committee, NHAI will bear the shutdown charges, payable to the utility owing agency, as per actuals after due verification and certification by the concerned UOAs, independent engineer/authority engineer and NHAI representatives.

It is also clarified that in case the shutdown period is extended beyond the approved period, the excess shutdown charges will be adjusted against the forthcoming concessionaire payments.

NHAI clarifies technical division's role in management of monetised highway stretches

NHAI, *vide* policy circular dated September 9, 2025, outlined the responsibilities of its Technical Division regarding stretches awarded for monetisation under the TOT and InvIT models.

Once a highway section is awarded and the concession agreement is signed, the management of tolling, operation, and maintenance transitions to the concessionaire, overseen by local PIUs. From this point, all contract management will be led by the Technical Division at NHAI headquarters and regional offices, and Asset Monetisation Division will assist Technical Division on a case-to-case basis.

The circular also states that the technical consultants engaged for monetisation assignments will assist the Technical Division with preparation of RFPs, technical schedules, etc., i.e., with all tasks that remain within NHAI's scope.

Modification in empanelment process for agencies undertaking risk and cost measures

NHAI, *vide* policy circular dated September 16, 2025, updated the SOP for empanelling agencies to implement risk and cost measures i.e., agencies which would complete the works which have not been completed by the original contractors at original contractor's risk and cost. Previously, regional offices of NHAI were required to identify and empanel a pool of qualified agencies once every 2 (two) years. The revised policy now mandates this empanelment process will take place annually, in each FY, to ensure a sufficient number of empanelled agencies are available. Additionally, if fewer than 5 (five) agencies are empanelled in any category (A/B/C/D), the relevant regional office can now seek approval to invite applications twice within a FY to address the shortfall.

The categories under which agencies are to be empanelled are as follows:

1. **Class D**: Suitable for executing the work up to INR 25,00,00,000 (Indian Rupees twenty-five crore).
2. **Class C**: Suitable for executing the work up to INR 50,00,00,000 (Indian Rupees fifty crore).
3. **Class B**: Suitable for executing the work up to INR 75,00,00,000 (Indian Rupees seventy-five crore).
4. **Class A**: Suitable for executing the work up to INR 100,00,00,000 (Indian Rupees one hundred crore).

Clarification on time of payment under 'Change in Law' provisions for EPC portion of HAM Projects

NHAI, *vide* policy circular dated September 17, 2025, clarified its earlier policy circular of December 23, 2022, regarding the payments to be made under 'Change in Law' provisions of contracts for EPC portion of HAM projects on account of change in the Goods and Services Tax ("**GST**"). The previous circular stated that the amount attributable to change in law impact will be paid at the time of completion of the construction work whereas the circular of September 17, 2025, clarified that this amount will be payable at the time of issuance of the provisional completion certificate or completion certificate of construction work.

Comprehensive maintenance manual for national highways

NHAI, through its policy circular dated September 27, 2025, released a new maintenance manual, recognising the vital impact of road maintenance on safety, user comfort, project economics, and environmental factors, the manual aims to educate all stakeholders across the spectrum including NHAI officers, supervision consultants, contractors, concessionaires, and operation and maintenance agencies on the essential aspects and best practices of highway maintenance, defects, tests, rectification methods as well as technologies used for maintenance.

The manual offers a structured overview encompassing types of maintenance (routine, preventive, periodic, and major), processes for evaluating asset conditions, and guidelines for defect inspection (visual, close, thorough) with defined inspection items, rectification, and the use of technology. It includes protocols for maintaining not just roadways and pavements, but also structures (like bridges and culverts), road signs and furniture, highway lighting, safety barriers etc. The manual also provides overview of roles and responsibility of key-personnel.

The framework serves as a practical guideline, complementing (but not superseding) more specific IRC codes, contracts/concession agreements, and circulars issued by NHAI/MoRTH.

SOP issued for disbursing compensation to UFCAs

NHAI, *vide* circular dated October 17, 2025, issued a SOP for disbursing compensation to concessionaires on account of the introduction of the Annual Pass. The key features of the SOP are as follows:

1. **Execution of supplementary agreements**: The General Manager ("**GM**") (Technical) will execute a supplementary agreement with BOT project concessionaires, while the GM (Finance and Accounts) will execute the same with TOT and InvIT concessionaires. This supplementary agreement will set out the compensation mechanism payable to such concessionaires and a draft of the said supplementary agreement is approved by NHAI.

2. **Entry-Exit pairs for computation**: Closed toll plazas will be considered as entry-exit pairs for computing compensation.

3. **Data collection**: The concerned GM (Technical) or GM (Finance and Accounts), as the case may be, will obtain Electronic Toll Collection ("**ETC**") data from Indian Highways Management Company Limited. The ETC data will be used to compute the plaza constant in accordance with the supplementary agreement.

4. **Compensation computation**: Compensation will be computed through a dedicated portal integrated with National Payments Corporation of India for Annual Pass transaction data.

5. **Payment release**: Payments will be released weekly by Finance and Accounts division, NHAI Headquarter, with 1 (one) week buffer, and relevant PIU will be notified for record-keeping.

6. **Quarterly reconciliations**: Quarterly reconciliations will be conducted by Finance and Accounts division, NHAI both for payments made and for the vehicle exemption data.

NHAI to deploy Network Survey Vehicles across the country for over 20,000 kms of national highways

With the objective of enhancing commuter experience, strengthening road asset management, and timely corrective measures for better upkeep, NHAI announced on October 22, 2025 that it will deploy Network Survey Vehicles ("**NSVs**"), a specialised tool with advanced sensors and data acquisition systems, across 23 (twenty-three) States, covering 20,933 (twenty thousand nine hundred thirty three) kms of national highways. These NSVs will collect, process, and analyse detailed road inventory and pavement condition data, including defects such as surface cracking, potholes, and patches for the insights.

Data collected through NSV surveys will be uploaded on NHAI's AI-based Data Lake portal, where a dedicated team of experts will analyse the information to generate actionable insights. This data will be preserved in prescribed formats under the road asset management system, as mandated by GoI guidelines. Surveys will cover projects with 2 (two) lane, 4 (four) lane, 6 (six) lane, and 8 (eight) lane configurations conducted before project commencement and at 6 (six) month intervals thereafter. To operationalise this initiative, NHAI invited bids from qualified entities.

Know Your Vehicle process discontinued for new FASTags

NHAI, through its circular dated October 30, 2025, had simplified the Know Your Vehicle ("**KYV**") process for FASTag users. Subsequently, on January 1, 2026, to enhance public convenience, NHAI announced its decision to altogether discontinue the KYV process for cars for all new FASTag issuances with effect from February 1, 2026. It is expected that this reform will bring significant relief to common road users who were facing delays even after FASTag activation due to post-issuance KYV requirements.

For existing FASTags, KYV will no longer be a routine requirement and KYV will only be required in specific cases where complaints are received, such as issues related to loose FASTags, incorrect issuance, or misuse of FASTags. While KYV will be discontinued, to ensure accuracy and system integrity, pre-activation validation norms are strengthened. Some of the measures taken for strengthening these norms include:

1. FASTag activation to be permitted only after validation of vehicle details from VAHAN portal;
2. there will be no post-activation validation of the FASTag;
3. where vehicle details are not available on VAHAN portal, issuer banks to validate details using the registration certificate before activation; and
4. FASTags sold through online channels will also be activated only after complete validation by banks.

NHAI signs memorandum of understanding with Solar Energy Corporation of India as part of the affirmative steps to decarbonise the highways sector

In a major step towards vision of making India net zero by 2070, Solar Energy Corporation of India and NHAI have signed a memorandum of understanding for the installation of solar power plants along the elevated section of Package-1 (Delhi Portion) of the Delhi–Saharanpur–Dehradun highway (NH-709B) in Phase-1. This initiative marks a significant step towards cleaner and sustainable infrastructure development. By harnessing solar energy to power highway infrastructure, the project aims to reduce greenhouse gas emissions, minimise carbon footprint, and set a benchmark for integrating renewable energy with large-scale transport projects.

NHAI establishes Raajmarg Infra Investment Managers Private Limited to lead public InvIT framework

On November 20, 2025, NHAI initiated the formation of the Raajmarg Infra Investment Trust ("**RIIT**") as a public InvIT to strengthen road asset monetisation and widen investment avenues in national highway development, with first issuance for retail and public investors targeted for February 2026. As part of this initiative, NHAI has incorporated Raajmarg Infra Investment Managers Private Limited ("**RIIMPL**") as the investment manager for the proposed InvIT.

As part of its asset monetisation, NHAI has previously monetised INR 48,995 crore (Indian Rupees forty eight thousand nine hundred ninety-five crore) through the TOT model and raised INR 43,638 crore (Indian Rupees forty three thousand six hundred thirty-eight crore) across four rounds of private InvITs. Over the next 3 (three) to 5 (five) years, around 1,500 (one thousand five hundred) kms of completed national highway stretches are expected to be introduced into this public InvIT. RIIMPL will implement strong governance and compliance systems aligned with Securities and Exchange Board of India ("**SEBI**") (InvITs) Regulations, 2014, ensuring transparency, investor confidence, and high-quality reporting standards.

To strengthen NHAI's asset monetisation program, SEBI granted in-principle approval of registration to RIIT as an InvIT under the SEBI (InvITs) Regulations, 2014. As a part of the process to secure final registration, RIIT is required to meet specific conditions over the next 6 (six) months.

Retrospective application of the standard FIDIC bidding document for non-regular civil works on item rate (percentage) basis

On December 1, 2025, NHAI through its policy circular announced that the standard Fédération Internationale des Ingénieurs-Conseils ("**FIDIC**") bidding document for non-regular civil works on item rate (percentage) basis will be applicable retrospectively from February 7, 2025. To ensure transparency, a copy of the standard FIDIC document is annexed with the policy circular.

NHAI introduces amendments to standard RFP document for DPR consultancy services

NHAI, *vide* policy circular dated December 12 2025, introduced amendments to the standard RFP document for DPR consultancy services on fixed basis, originally issued through circular dated June 14, 2024. The present circular updates and streamlines several RFP clauses to align with newer statutory, environmental, and procedural requirements. It consolidates changes issued through subsequent circulars in 2024 to 2025 and formally attaches the updated clauses as an annexure. These modifications aim to ensure uniformity, compliance, and improved clarity for DPR procurement processes. Some of the key modifications which were made are tabled below:

S. No.	Clause in terms of reference	Existing provision	Modified provision
1	3.10	Consultant must get approvals from Railway or Ministry of Environment, Forest and Climate Control ("**MoEF&CC**"), handle utility shifting, and prepare Land Acquisition documents.	Same as before but now it must obtain approval from National Mission for Clean Ganga ("**NMCG**") as per Ministry of Water Resources, River Development and Ganga Rejuvenation dated notification dated October 7, 2016.
2	3.12	Consultants must obtain all project related clearances; clients provide supporting letters or fees as per the demand note issued by the concerned agencies.	Same, but also includes prior NMCG approval where needed.

S. No.	Clause in terms of reference	Existing provision	Modified provision
3	4	Statutory clearances like forest/ environment/Coastal Regulation Zone (“**CRZ**”) were required.	Expanded to all applicable statutory clearances including wildlife clearance, Taj Trapezium Zone (“**TTZ**”) clearance, Central Empowered Committee (of Hon’ble Supreme Court of India (“**Supreme Court**”)) (“**CEC**”) clearance and prior approval from NMCG.
4	4.13	Environment Impact Assessment (“**EIA**”) and Social Impact Assessment (“**SIA**”) to follow GoI/Asian Development Bank (“**ADB**”)/World Bank guidelines.	Must follow EIA 2006, MoRTH and IRC norms, MoEF&CC expert committee report dated July 19, 2023 and supplementary report dated April 1, 2025, Supreme Court directions through an order dated January 19, 2021, and lender guidelines if project is funded through the loan.
5	4.13.1	EIA to be carried out in accordance with ADB's Environmental Assessment Requirements of ADB 1998 guidelines for selected infrastructure projects 1993 as amended from time to time /World Bank guidelines/GoI guidelines, as applicable.	For projects proposed to be funded by MoRTH/its implementing agencies, EIA to be carried out in accordance with EIA notification of September 14, 2006, and its amendments thereafter, MoRTH circulars, IRC guidelines etc. There will also be compliance with the Report of the Expert Committee of MoEF&CC, *vide* office memorandum dated July 19, 2023, supplementary report dated April 1, 2025 issued in compliance with the order of the Supreme Court dated January 19, 2021 in the matter of *NHAI vs. Pandarinathan Govindarajulu & others*[1]. Relevant guidelines of ADB/ World Bank/ JICA are to be followed if the project is funded through their loan for implementation.
6	4.13.1	Consultant to document baseline conditions relevant to the project with the objective to establish the benchmarks.	It is clarified that the benchmarks will be established using primary data, secondary data, survey and investigation and modelling.
7	4.13.1	Consultant will do the analysis of alternatives incorporating environmental concerns. This should include with and without scenario and modification incorporated in the proposed project due to environment considerations.	Consultant will do the analysis of alternatives incorporating environmental concerns relating to topography, engineering, administrative, traffic, financial, carbon footprint, socio-economic, aquatic and territorial ecology, CRZ areas, etc. This should include with and without scenario and modification incorporated in the

[1] SLP(C) No.8665-8667 of 2020

S. No.	Clause in terms of reference	Existing provision	Modified provision
			proposed project due to environmental and social considerations.
8	4.13.1	Consultant will identify and plan for plantation and transplantation of the suitable trees along the existing highway in accordance with IRC guidelines.	Consultant will identify and plan for plantation and transplantation of the suitable trees along the existing highway in accordance with IRC guidelines as well as in consultation with local forest department on the available ROW. Consultant will prepare green belt plan with item wise specification, quantity, cost, maintenance etc.
9	4.13.4	Consultant prepares standalone EIA reports as per ADB/World Bank/Agency.	Consultant prepares EIA and environmental management plan per EIA 2006, including full impact, alternatives, monitoring, cost–benefit, and disclosure.
10	10.5	Consultant submits list of clearances like Environment and Forest.	Consultant must list all applicable clearances such as Environment, Forest, CRZ, Wildlife, TTZ, NMCG, CEC and Ridge Management Board).

Government of India

GST Council approves major GST rationalisation for road transport and automobile sector

GST Council, in its 56th meeting, approved a significant rationalisation of GST rates applicable to the road transport and automobile sector, providing tax relief for 2 (two) wheelers, cars, tractors, buses, commercial vehicles, and auto components. The following were the key changes:

S. No.	Category	Previous GST Rate	New GST Rate
1	Two-wheelers	28%	18%
2	Small Cars	28%	18%
3	Large Cars	28% + Cess	40% (Flat)
4	Tractors	12%	5%
5	Buses	28%	18%
6	Commercial Goods Vehicles	28%	18%
7	Auto Components	28%	18%
8	Insurance for Goods Carriage	12%	5% (with ITC)

Union Cabinet approves several major highway projects

The Union Cabinet Committee on Economic Affairs, chaired by the Hon'ble Prime Minister of India, approved of several major national highway projects. Some of these approved projects are listed below:

1. **Widening and strengthening of existing 2 (two) lane highway to 2 (two) lane highway with paved shoulder from 68.600 (sixty- eight point six) kms to 311.700 (three hundred and eleven point seven) kms of NH-326 in the State of Odisha on EPC mode:** The total capital cost for the project is INR 1,526.21 crore (Indian Rupees one thousand five hundred and twenty-six point twenty-one crore), which includes a civil construction cost of INR 966.79 crore (Indian Rupees nine hundred and sixty-six point seventy-nine crore). It is observed that this section of NH-326 has sub-standard geometry and that the existing road alignment, carriageway width and geometric deficiencies prevent safe movement of heavy vehicles thereby reducing freight throughput to coastal ports and industrial centres. By way of this upgradation, which will include geometric corrections removal of black spots and pavement strengthening, safe and uninterrupted movement of goods and passengers will be enabled. The work is targeted to be completed in 24 (twenty-four) months from the appointed date for each package, followed by a 5 (five) year defect liability/maintenance period.

2. **Construction of 6 (six) lane greenfield access-controlled Nashik-Solapur-Akkalkot Corridor in the State of Maharashtra on BOT (Toll) mode:** This project will be in the nature of a greenfield corridor from Nashik to Akkalkot and is proposed to be connected to the Delhi-Mumbai Expressway near Vadhawan port interchange, Agra-Mumbai corridor at Nashik at junction with NH-60 (Adegaon) and Samruddhi Mahamarg at Pangri (near Nashik). The proposed corridor will provide connectivity from west coast to east coast. The controlled greenfield corridor with close tolling will support average vehicular speeds of 60 (sixty) km/h with design speed of 100 (one hundred) km/h. This will reduce the overall travel time to approximately 17 (seventeen) hours (from 31 (thirty-one) hours), while offering safer and faster connectivity for both passenger and freight vehicles. The total capital cost of this project is estimated to be INR 19,142 crore (Indian Rupees nineteen thousand one hundred and forty-two crore).

3. **Widening and improvement of existing 2 (two) lane carriageway in Kalibor- Numaligarh section of NH-715 to 4 (four) lane on EPC mode:** The existing stretch has a configuration of 2 (two) lanes passing through densely built-up areas with a major part of the highway passing either through the Kaziranga National Park or along the southern boundary of the park, having restricted ROW of 16 (sixteen) meters to 32 (thirty-two) meters. This is further aggravated by substantially poor geometrics. During the monsoons, the area inside the park gets flooded leading to the movement of the wildlife from the park towards the existing highway. This results in frequent accidents and deaths of wild animals. To address this challenge, the project will include construction of an elevated corridor of about 34.5 (thirty-four point five) kms, for free and un-interrupted passage of wildlife, upgradation of 30.22 (thirty point two two) kms of existing road and construction of 21 (twenty-one) kms of greenfield bypasses. These measures will decongest the existing corridor, improve safety, and enhance the direct connectivity between Guwahati, Kaziranga National Park and Numaligarh. The project will be developed on EPC mode with a total length of 85.675 (eighty-five point six seven five) kms and total capital cost of INR 6,957 crore (Indian Rupees six thousand nine hundred and fifty-seven crore).

Highways & Logistics Practice

In the highways sector, JSA provides end to end assistance to its clients in all aspects of development and operations including but not limited to setting up of green field projects and documentation in respect thereof such as joint venture agreements, shareholders agreements, foreign direct investment approvals, project financing, EPC contracts, O&M contracts, vetting of tender documents including review of concession agreements and regulatory issues including competition, licensing and tariff matters before various regulatory fora.

JSA advises clients on across the spectrum of contractual, commercial, policy, regulatory and legal issues at all stages of the value chain in the logistics sector – infrastructure such as roads, railways, inland waterways, aviation, ports, and logistics parks, as well as services such as transportation, cold chain facilities, and warehousing. JSA has been regularly engaged in advising project developers, investors, suppliers and contractors on commercial/transactional issues, advising financial institutions and borrowers in relation to financing transactions and dispute resolution (including arbitration, litigation and representation before various judicial fora).

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19 Practices and
40 Ranked Lawyers

7 Ranked Practices,
21 Ranked Lawyers

15 Practices and
20 Ranked Lawyers

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