

Table of Contents

2. OVERVIEW OF NHIDCL


2.1	INTRODUCTION	2-1
2.2	ORGANIZATION CHART	2-3
2.3	NATIONAL HIGHWAYS.....	2-4
2.4	NHIDCL CURRENT PROJECTS	2-5
2.5	NHIDCL COMPLETED PROJECTS.....	2-6
2.6	NHIDCL MANDATE.....	2-8
2.7	FUNDS FOR HIGHWAY DEVELOPMENT AND MAINTENANCE	2-9
2.8	BHARATMALA PARIYOJANA	2-10

List of Tables

Table 2-1: Classification of Roads and Length	2-4
Table 2-2: Completed & Ongoing projects of NHIDCL	2-7
Table 2-3: Funds allocated to NHIDCL.....	2-9

List of Figures

Figure 2-1: NHIDCL Organization Chart.....	2-3
Figure 2-2: Administrative Framework of Roads.....	2-5

	Consultancy services for preparation of DPR and Pre-Construction services from (i) Silchar ISBT (Start point of Silchar Bypass) to junction of NH-37 & NH-6 at Dhaleshwari, (ii) End of proposed Badarpur bypass to Churaibari (Assam-Tripura border), (iii) Spur from NH-8 near Karimganj to Sutarkandi (Package-VII)	OVERVIEW OF NHIDCL
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2. OVERVIEW OF NHIDCL

"To meet the nation's need for the provision and maintenance of National Highways network to global standards and to meet user's expectations in the most time bound and cost-effective manner, within the strategic policy framework set by the Government of India and thus promote economic wellbeing and quality of life of the people."

2.1 INTRODUCTION

The National Highways and Infrastructure Development Corporation Limited (NHIDCL) was incorporated as a Public Sector Undertaking under the Companies Act, 2013, on 18th July, 2014 under Ministry of Road Transport & Highways, Government of India, inter alia, with authorized share capital of ₹10 crores and paid up capital of ₹1 crore with an objective to fast pace construction of National Highways and other infrastructure in the North Eastern Region and Strategic Areas of the country which share international boundaries. The effort is aimed at economically consolidating these areas with overall economic benefits flowing to the local population while integrating them in a more robust manner with the mainstream. The company started its effective functioning on 22nd Sep. 2014


The company has been entrusted with the task of developing and improving road connectivity of an approximate aggregate length of 10,000 km including the international trade corridor in the Northeast, and 500 km in the North Bengal and Northeastern region of India to enable efficient and safe transport regionally with other South Asia Sub-Regional Economic Cooperation (SASEC) member countries & promote cross border trade and commerce besides helping safeguard India's international borders.

The company envisages creating customized and specialized skills for addressing issues like complexities of geographical terrains and addressing extensive coordination requirements with security agencies. The company would endeavor to undertake infrastructure projects including but not restricted to urban infrastructure and urban or city transport and to act as an agency for development of all types of Infrastructure. The company envisages working towards cross sharing of technical know-how and enhancing opportunities for business development with other nations and their agencies, including the multilateral organizations and institutions.

NHIDCL has played a major role in the development of the road network in India. It has constructed some of the most challenging roads in the country, including the Rohtang Pass Tunnel and the Bogibeel Bridge.

Here are some of the key achievements of NHIDCL:

- Constructed over 10,000 km of national highways in India.
- Developed some of the most challenging roads in the country, such as the Rohtang Pass Tunnel and the Bogibeel Bridge.

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- Committed to sustainable development and uses innovative technologies and materials to construct roads that are environmentally friendly and durable.
- Achieved an all-time high of 1,408 km of national highway construction in FY 2022-23.
- Paid a dividend of Rs. 33.99 Cr. to the Government of India for the year 2021-22.

NHIDCL is an asset to the Government of India and is playing a vital role in the development of the country's infrastructure.

2.2 ORGANIZATION CHART

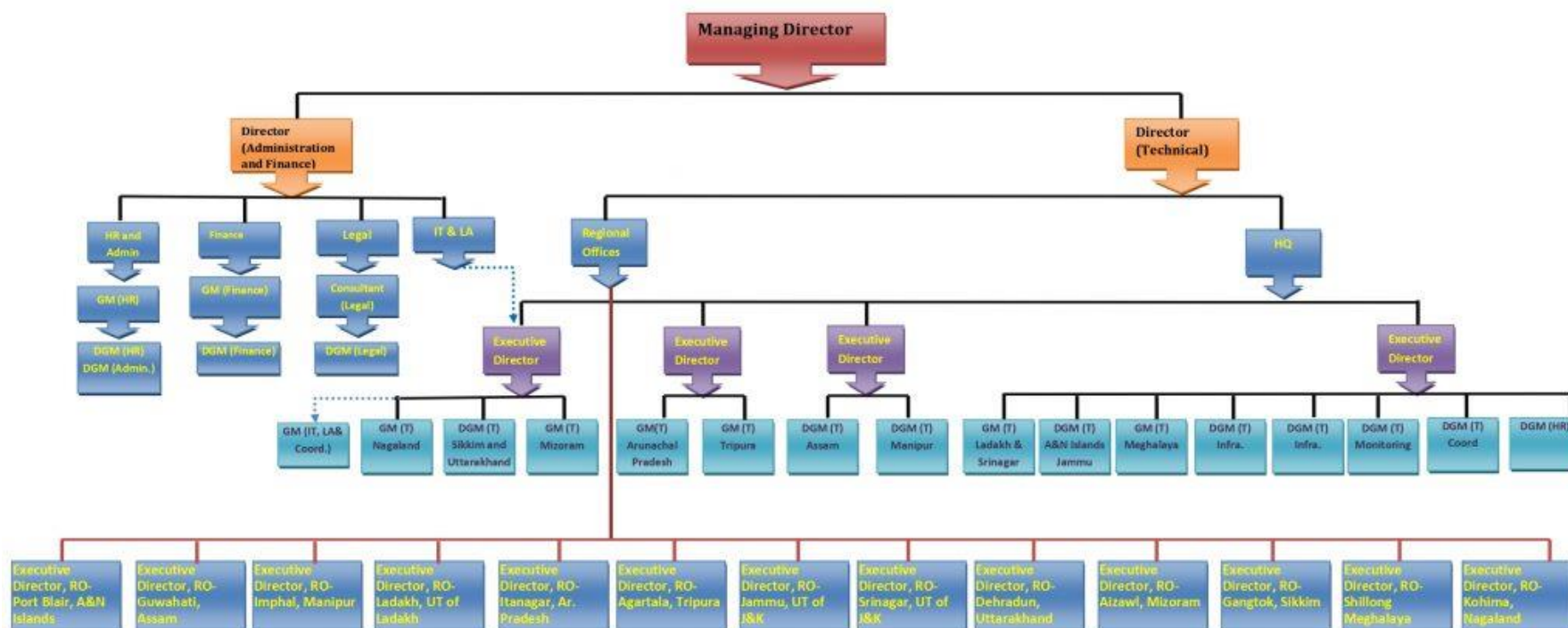


Figure 2-1: NHIDCL Organization Chart

Source: www.nhidcl.com

2.3 NATIONAL HIGHWAYS

National highways in India are a network of trunk roads owned by the Ministry of Road Transport and Highways of the Government of India. As of March 2022, there are 161,350 km (100,260 mi) of national highways in India. National highways constitute only 2.7% of India's total road network but carry about 40% of road traffic.

National highways are numbered according to a systematic scheme based on the orientation and the geographic location of the highway. North-south oriented highways have even numbers increasing from the east to the west, while east-west oriented highways have odd numbers increasing from the north to the south.

The longest national highway in India is National Highway 44, which runs from Srinagar in Jammu and Kashmir to Kanyakumari in Tamil Nadu. It is also the longest highway in Asia.

National highways in India are maintained by the National Highways Authority of India (NHAI) and the National Highways and Infrastructure Development Corporation Limited (NHIDCL). These agencies are responsible for the construction, upgrading, and maintenance of national highways.

National highways play a vital role in the Indian economy and transportation system. They connect major cities and industrial centers, and facilitate the movement of goods and people across the country. The Indian government has been investing heavily in the development of national highways in recent years, and is committed to doubling the length of the network to 200,000 km by 2025. Classification of roads and their lengths are mentioned in Table 1.1

Table 2-1: Classification of Roads and Length

Class	Length (km) (Approx.)
Expressways	1000
Total National Highways	92,852
National Highways (4 / 6 lane)	22,900
State Highways	1,54,522
MDR and Other district roads	25,77,396
Rural and Other roads	14,33,577
Total Approx.	42,45,429

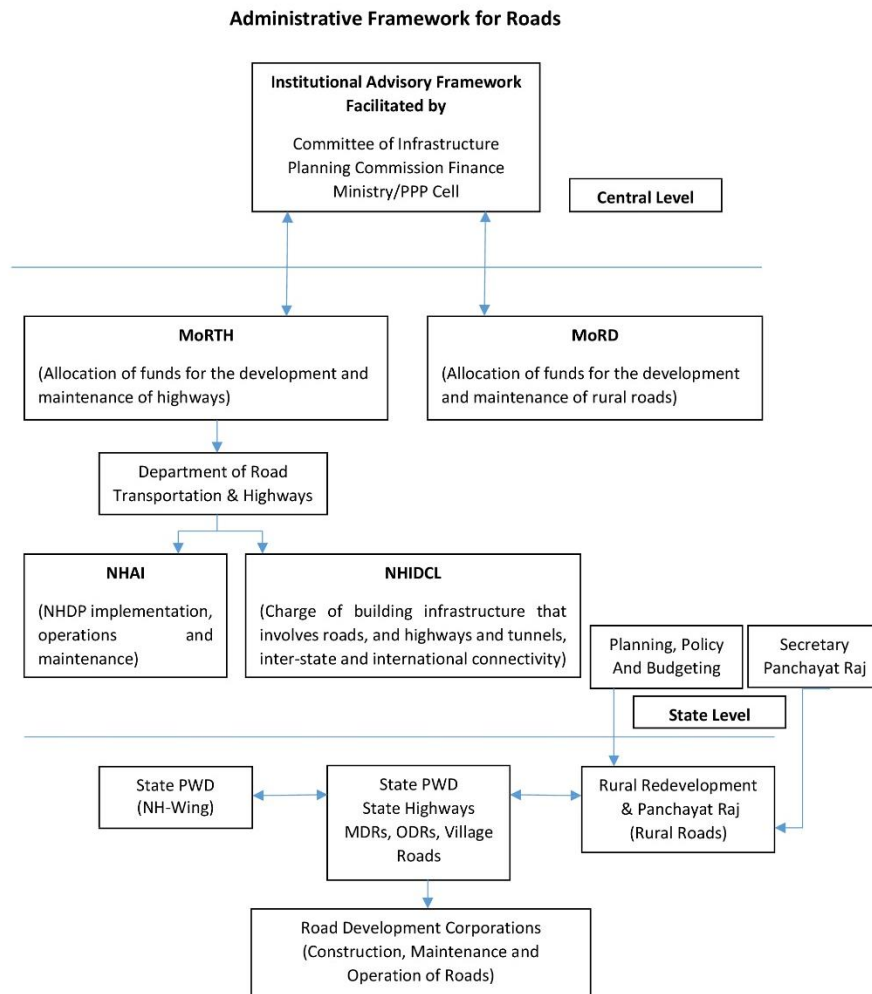



Figure 2-2: Administrative Framework of Roads

2.4 NHIDCL CURRENT PROJECTS

SARDP-NE: NHIDCL is currently implementing several projects under the Special Accelerated Road Development Programme for Northeastern Region (SARDP-NE). These projects include the construction of new highways, bridges, and tunnels.

Bharat Mala Pariyojana: NHIDCL is also implementing a few projects under the Bharat Mala Pariyojana. These projects include the construction of new highways, bridges, and tunnels.

Other projects: NHIDCL is also implementing several other projects, including the development of roads and other infrastructure in strategic areas of the country that share international boundaries.

	<p>Consultancy services for preparation of DPR and Pre-Construction services from (i) Silchar ISBT (Start point of Silchar Bypass) to junction of NH-37 & NH-6 at Dhaleshwari, (ii) End of proposed Badarpur bypass to Churaibari (Assam-Tripura border), (iii) Spur from NH-8 near Karimganj to Sutarkandi (Package-VII)</p>	<p>OVERVIEW OF NHIDCL</p>
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2.5 NHIDCL COMPLETED PROJECTS

NHIDCL has completed several projects, including the construction of over 19,000 km of national highways and over 200 bridges. Some of the notable completed projects include:

Zojila Tunnel: The Zojila Tunnel is a 14.25 km long tunnel that connects Kashmir Valley with Ladakh. It is the highest tunnel in the world and was opened to traffic in 2021.

Sela Tunnel: The Sela Tunnel is a 4.15 km long tunnel that connects Tawang district in Arunachal Pradesh with the rest of the country. It is one of the highest tunnels in the world and was opened to traffic in 2017.

Dhola Sadiya Bridge: The Dhola Sadiya Bridge is a 9.15 km long bridge that connects Assam and Arunachal Pradesh. It is the longest bridge in India and was opened to traffic in 2017.

NHIDCL is playing a vital role in the development of national highways in India. The company is committed to developing high-quality highways that meet international standards and to ensuring that the local communities are benefited from its work



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Table 2-2: Completed & Ongoing projects of NHIDCL


S. No.	Name of Project	NH No. (Old/New)	Length(km)	Sanctioned cost (in crores)	Awarded Cost (in crores)	Target date of completion as per contract	Likely date of completion
1	Improvement and Strengthening of Road Section from Chand Khera to Kurti Bridge on Assam-Tripura Border in the state of Assam on EPC basis	208A	17.95	66.94	60.21	24-01-2018	Completed
2	One time improvement of Moran Town section of NH-37 from km 555.000 to 558.500	NH-37	31.5	14.52	13.5	17-08-2020	Completed
3	One time improvement of Digboi to Ledo Town section (via Powal and Margherita) of NH38 from km 20.000 to 53.000	NH-38	15.5	30.84	26.92	23-09-2020	Completed
4	4-Lane highway connecting km 17.3 of NH 37A and km 182 of NH 52 between Dolabari and Jamuguri on EPC basis	37A &52	16.862	1049.5	1124.58	11-08-2023	11-08-2023

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S. No.	Name of Project	NH No. (Old/New)	Length (km)	Sanctioned cost (in crores)	Awarded Cost (in crores)	Target date of completion as per contract	Likely date of completion
5	4-Laning from Biswanath Chariali by-pass km 208.00 to Gohpur 265.50 (Total length 57.50) in the state of Assam on EPC basis Under SARDP-NE	52	57.5	1099.35	393.482	14-06-2023	14-06-2023
6	Widening/ Improvemnet to 4-Lane with paved shoulders from km 51+246 to 66+000 (Design Chainage 50+710 km to 65+923 km) of ParokhuwaDokm oka section (Package-2)	29	15.21	335.88	138.33	11-01-2024	11-01-2024

2.6 NHIDCL MANDATE

Charge of building infrastructure that involves roads, highways and tunnels, interstate and international connectivity mainly in North Eastern Region (NER), Himalayan region and Andaman & Nicobar Islands. • Implementation of Government's action plan in bringing 'Act East Policy' on the ground and act as Nodal agency in NER. Major objective includes minimum 2-Lane connectivity to each district of NER. • Implementation of SARDP-NE and to act as a Nodal agency for development of NH in the NER. • Implementation of Bharat Mala Pariyojana (BMP) to develop Border roads, Economic Annual Report | 2021-22 5 corridors, Feeder roads for inland waterways, Improvement of choke/congestion points and international connectivity roads. • A 'lean and thin' organization to work with limited staff equipped with expertise in different arena for fast track decision making for cost-effective construction. • Broad improvement in the infrastructure development process through an inclusive development strategy. • Specialized ways to shorten the time span taken by other executing bodies in the states, with better

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technical know-how. • Planning and construction of tunnels in Himalayan region. • To yield IT initiatives on behalf of the Ministry of Road Transport and Highways. Some of the IT initiatives are e-PACE, INAMPRO & INAMPRO+, INFRACON and SAP. • Development of automated parking, multi-modal logistics parks and bus ports. • Other infra works assigned by the Ministry including Project Management Consultancies.

2.7 FUNDS FOR HIGHWAY DEVELOPMENT AND MAINTENANCE

The funds for highway development and maintenance to NHIDCL are provided by the Government of India through the Ministry of Road Transport and Highways (MoRTH). The MoRTH allocates funds to NHIDCL based on the company's annual budget proposal. The budget proposal is prepared by NHIDCL based on its assessment of the funds required for various highway projects and maintenance activities.

In addition to the funds provided by the MoRTH, NHIDCL also raises funds through various other sources, such as:

External borrowings: NHIDCL has borrowed funds from international financial institutions such as the World Bank and the Asian Development Bank to finance its highway projects.

Public-private partnerships (PPPs):* NHIDCL has also entered PPPs with private sector companies to develop and maintain national highways.

Tolls: NHIDCL collects tolls from vehicles that use certain national highways. The toll revenue is used to finance the maintenance and development of these highways.

NHIDCL is also exploring new ways to raise funds, such as through green bonds and infrastructure investment trusts.


Here is a breakdown of the funds allocated to NHIDCL for highway development and maintenance in the last few years:

Table 2-3: Funds allocated to NHIDCL

Financial Year	Budget Estimate (₹ in crores)
2022-23	71,550
2021-22	65,000
2020-21	42,500

The increase in the allocation of funds to NHIDCL in recent years reflects the government's commitment to developing and maintaining high-quality national highways.

NHIDCL is committed to using the funds provided to it in the most efficient and effective manner. The company is working on several initiatives to improve its project execution capabilities and to reduce costs. NHIDCL is also working to improve the quality of its maintenance activities.

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2.8 BHARATMALA PARIYOJANA

Bharatmala Pariyojana (BMP) is a flagship program of the Government of India to develop a world-class road infrastructure in the country. The program includes the construction of new national highways, bridges, and tunnels.

The BMP was launched in 2015 with an estimated cost of ₹5.35 trillion. The program is divided into three phases:

Phase I (2017-2022): This phase involved the construction of 24,800 km of new national highways and bridges.

Phase II (2023-2027): This phase involves the construction of 10,000 km of new national highways and bridges.

Phase III (2028-2030): This phase involves the construction of 5,000 km of new national highways and bridges.

The BMP is expected to improve connectivity between major cities and towns, boost economic growth, and create jobs in India.

The Bharatmala Pariyojana includes the following components:

Economic Corridors: These corridors will connect major economic centers in the country and facilitate the movement of goods and people.

Inter Corridors: These corridors will connect economic corridors and improve connectivity between different parts of the country.

Feeder Routes: These routes will connect economic corridors and inter corridors to smaller towns and villages.

Border and International Connectivity Roads: These roads will improve connectivity to border areas and to neighboring countries.


Coastal and Port Connectivity Roads: These roads will improve connectivity to ports and coastal areas.

Greenfield Expressways: These expressways will provide a high-speed network of roads across the country.

Impact of the Bharatmala Pariyojana:

The Bharatmala Pariyojana is expected to have a significant impact on the development of the Indian economy. The program is expected to:

- **Reduce logistics costs:** The improved connectivity provided by the BMP is expected to reduce logistics costs, which will make Indian goods more competitive in the global market.
- **Boost economic growth:** The BMP is expected to boost economic growth by making it easier for businesses to transport goods and people.
- **Create jobs:** The construction and maintenance of new roads under the BMP is expected to create millions of jobs.

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Challenges faced by the Bharatmala Pariyojana:

The Bharatmala Pariyojana faces several challenges, including:

- **Land acquisition:** The acquisition of land for new roads is a major challenge for the BMP.
- **Environmental impact:** The construction of new roads can have a negative impact on the environment.
- **Cost overruns:** There have been concerns about cost overruns in some BMP projects.

Despite these challenges, the Bharatmala Pariyojana is a major initiative that has the potential to transform the road infrastructure in India.