

GUIDELINES FOR CONSTRUCTION OF ROADS UNDER 'PUBLIC PRIVATE PARTNERSHIP'
SCHEME IN BBN AREA

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Good Roads are essentially a basic infrastructure for development of society in general and industries in particular. But cost of construction of new roads proves a very costly affair and a considerable financial burden on this account, sometimes, can't be singularly borne by the Govt. or the industrial unit alone. therefore, BBND A has evolved a scheme for providing road connectivity to industrial units in BBN area under '*Public Private Partnership*' pattern where under the cost of construction would shared by the Government and industrial Units to facilitate the creation of this most important infrastructure. The following guidelines have been framed to implement this scheme:

A- ELIGIBILITY:

1. Minimum 4 (Four) industrial units should be linked with the proposed road under this scheme.
2. The width of the road proposed for funding under this scheme shall not be less than 5 meters.
3. The proposal of the road should be on Government land/ land surrendered by the beneficiaries for this purpose for which a specific affidavit shall be submitted by the beneficiary.

In case, some land is to be acquired/purchased for the construction of road, the cost of land/acquisition cost would be borne by the beneficiary industries.

4. The contributor Industries would have no objection for use of the road by the general public.

B- ESTIMATES COST:

1. The estimates would be prepared and scrutinized by the engineers deputed by the BBND A.
2. The estimates would be based on the designs and specifications according to the standard CPWD Norms.

C- COST SHARING:

- 1 50 % (Fifty percent) of the total construction cost would be borne by the beneficiary Industries.
- 2 The balance 50 % (Fifty percent) of the cost would be contributed by the BBND A.
- 3 In case of Special repair of these roads after completion of the work, the funding would be 50:50 basis.

D- OTHER CONDITIONS:

1. In case the Government of Himachal Pradesh/GOI intends to extend/expand the length/ width of the road, the beneficiary industries would have no objection.
2. No advertising rights along the road would vest with any beneficiary.
3. The execution shall be done by the BBND A either through its engineering wing or through other executing agency.

E- MODALITIES/ PROCEDURE:

1. The intending industrial units would give an application to the BBND A proposing therein the main features i.e. start and end points, length of proposed road, names and locations of the beneficiaries etc.
2. BBND A shall then get the survey done and estimate prepared through its own agencies and the cost of this service @ Rs.5000/- Per KM of proposed road will have to be deposited with the BBND A with the application itself in the shape of D.D. in favour of C.E.O.,BBND A payable at Baddi. Applications received without the prescribed fee shall not be entertained. Length of proposed road for the purpose of calculating the application fee shall be on

presumption basis and the actual differential amount of the fee shall be adjusted subsequently on actual survey of the road.

3. The estimate would be sent to the applicants who shall deposit 50% of the estimated cost with the BBNDA.
4. After receiving the 50% share from the applicants, the BBNDA shall execute the work.
5. In case actual cost going beyond the estimated cost the differential amount would be shared on 50:50 basis by both the parties.

Sd/-
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