



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport and Highways, Government of India)

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NHAI/ Policy Guidelines/ Miscellaneous / 2024

Policy Circular No.18.99/2024 dated 04th December, 2024

{Decision taken in 637th EC Meeting/ E-Office File No. HOUDIV-13013(11)/4/2024-HOU Division (Comp. No. 264613)}

Sub: Initiating Concessionaire Rating for Performance Assessment and Healthy Competition amongst Highway Development Agencies - reg.

It has been observed over the years that the Quality of Assets constructed as well as their state of maintenance in long duration Contracts need to be assessed critically in a more Technical manner so that the Performance of the Concessionaires can be assessed objectively.

2. Accordingly, a Methodology for Rating of Concessionaire in an objective manner has been formulated. The detailed Methodology as well as action to be taken based on the rating is attached as Annexure-I.

3. All ratings would be evaluated and uploaded on NHAI website and displayed on NHAI's Social Media handles which would be updated on intervals of every Six Months through Road Maintenance Division.

4. It is further informed that while NHAI shall adopt above mentioned Concessionaire Rating Methodology for assessing the Non-Performers and initiating further action as per extant Guidelines related to Non-Performers; MoRTH has also been approached to incorporate the same in the Standard RFP/MCA of BOT & HAM Projects for Contractual Binding and Uniform Across all Implementing Agencies.

5. This issues with the approval of Competent Authority.

Encl.: As stated above


04/12/24

(CS. Sanjay Kumar Patel)
General Manager (Coord.)

To:

All Officers of NHAI HQ/ ROs/ PIUs/ CMUs/ Site Offices

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Details of the proposal**1. Assessment Parameters****(I) Parameters proposed to be used for assessing the Performance of the Concessionaire**

- Pavement Condition Index (PCI)
- Defect rectification compliance on NHAI One App

(II) Pavement Condition Index) PCI

- For purpose of obtaining/assigning the overall condition rating, PCI value-based rating mythology in 0 to 100 scale has been proposed in IRC 82:2023.
- Present Pavement condition can be quantified considering functional parameters influencing section's performance and can be quantified in terms of a Pavement Condition Index (PCI). The proposed PCI varies from 0 to 100 where 0 represent pavement in failed condition and 100 corresponds to pavement section in Excellent condition, Representation of different pavement condition corresponding to different value of PCI is tabulated as under (as per IRC 82:2023):

PCI Value Range	Pavement Condition	Maintenance Recommendation
100-90	Excellent	Routine Maintenance
90-80	Good	Preventive Maintenance
80-60	Satisfactory	Renewal
60-40	Fair	Minor Rehabilitation
40-20	Poor	Major Rehabilitation/ structural Overlay
0-20	Failed	Re-construction

- Six functional parameters are used for calculation of PCI value based on weighted sum of each individual index values for determination of Pavement Condition Index. The parameters as well as their weightage is as under:

Distress Parameter	PCI Weightage
IRI	0.40
Pothole	0.16
Rut Depth	0.14
Cracking	0.12
Raveling	0.10
Patch work	0.08

(III) Defect rectification compliance on NHAI One App

Defects are now being notified by AE/IE through NHAI One App, and the rectification of the same as well as its acceptance by the AE/IE is also done through the same. Therefore, the percentage of the defect rectification accepted as a percentage of total defects reported, for the duration for which NHAI One App has been in use for the project shall be calculated.

2. Methodology proposed for assessment of the concessionaire

(I) The assessment of the Concessionaire (all promoters of the concessionaire SPV with 26% or higher ownership stake) is proposed to be done at two levels, firstly at individual project level and secondly at Concessionaire level. The rating value at project level as well as combined Concessionaire rating value would be reviewed every 6 months with every cycle of NSV survey.

(II) The roughness International Roughness Index (IRI) value shall be corrected for the project life cycle age as proposed in IRC SP 127 for Rate of deterioration every year, assuming that the rate of deterioration will be linear, and the trigger limit of the roughness and the corresponding age of the pavement are also related. However, if the actual measured Roughness Values have crossed the trigger limit, the actual measured Roughness value shall be used for calculation of PCI and no reduction on account of deterioration should be considered. The Rate of deterioration are proposed as under:

Project Mode	Base Limit (mm/Km)	Trigger Limit (mm/Km)	Assumed age of Pavement to reach trigger limit	Rate of deterioration per year
BOT	1800	2500	7 years	100 mm/Km
HAM	1800	2750	7 years	135 mm/Km

For Ex.: for BOT projects In case the roughness observed at the end of 2 years from COD is 2000 mm/km, then age corrected roughness value shall be calculated as $2000 \text{ mm/km} - 2 \times 100 \text{ mm/km}$ i.e. 1800 mm/Km for calculation of PCI value. (the observed value of 2000 shall be taken as 1800 for calculating PCI)

(III) The PCI value shall be calculated using the NSV survey being conducted using latest technology (3D/ LCMS Network survey vehicles) and processed centrally by HO Division at HQ through specially created NSV cell functioning at Gurgaon. The scaling/corrected roughness values, as detailed above shall be used for calculation of PCI.

(IV) The NHAI One app compliance data shall be collected from Datalake portal. The cutoff date for assessing the date would be 31st December (July to December Cycle) and 30th June (January to June Cycle) respectively for each of the rating cycle.

(V) Formula for calculating rating value of individual project is as follows:

Project Rating Value = 0.8 x Adjusted PCI value + 0.2 x Percentage of successful defect rectification as per NHAI One App.

Note: The same project level rating would be accorded to all promoters of the concessionaire SPV with 26% or higher ownership stake.

(VI) For each promoter a separate combined concessionaire rating would be generated based on the individual project rating. Formula for combined concessionaire rating is as follows:

Combined Concessionaire Rating Value = (Σ Project Rating) / No. of Projects in NHAI

3. Categorization and Action based on Rating on Value

Based on the assessed Combined Concessionaire Rating Value, the Concessionaire (including all promoters with a stake of 26% or above) may be divided under the following categories:

Combined Concessionaire Rating Value (CCRV)	Performance Category	Action
100-90	Excellent	Nomination for National Highway Excellence Award or Certificate by Chairman, NHAI.
90-80	Good	-
80-70	Average	To be put in list for review
70-60	Poor	Declaration as Non-Performer till CCRV increases above 80.
Less than 60	Unacceptable	Declaration as Non-performer till CCRV increases above 80 or 6 months whichever is later.

4. All rating may be evaluated and uploaded on NHAI website and displayed on NHAI's social media handles which would be updated on intervals of every 6 months through Road Maintenance Division.

