

SECTION-IV**The norms set by it for the discharge of its functions**

4.1 The functioning of the Deptt. is guided by the Manual of orders and PWD Code issued by the Chief Engineer, Punjab, P.W.D. (B&R) Branch and published by the Govt. of Punjab. The contents of these two books pertains to the procedure rules, duties and accountability of the officers/officials of the Department.

- (a) The other important documents for estimation of project is Common Schedule of Rates & Data Book of MORT&H which are being revised regularly on the basis of market trend prevailing at that time; cost of material and labour.
- (b) The documents which governs the specifications for execution of building work is PWD Specifications, and for Roads & Bridges MORT&H specifications is issued by the Govt. of India.
- (c) For the constn. of Roads under Prime Minister Gram Sarak Yojna, National Rural Road Dev. Agency also issued the guidelines for the implementation of the programme in the form of rural road manual and specifications.

4.2 **Quality Assurance**

The Dept. has quality control Cell which independently carry out the quality control test as per Govt. Policy guidelines Notification Nos. 10/126/2016-BR1(3)/896565/1 and 10/126/2016-BR1(3)/896574/1 dt.22/12/2016, on the works under execution throughout the State and upload the report on the PWD website. Any deficiency noticed is brought to the notice of concerned Chief Engineer, Superintending Engineer and the Govt. The Quality Control Cell is headed by the Chief Engineer(QC). One Superintending Engineer, 3 nos. Executive Engineer, 6 nos. Sub-Divisional Engineers are under the control of the Chief Engineer(QC).

The Dept. has well equipped Research laboratory at Patiala under the charge of Deputy Director(Research lab.), to carry out the tests for road and building materials and to provide Road crust design/ Job-mix formulae. The Deputy Director(Research lab.) is in the rank of Executive Engineer. The Chief Engineer (QC) is the overall incharge of this

Research Laboratory. The Research Laboratory Patiala has One Sub-Divisional Engineer, Two Junior Engineer and One Research Assistant which conduct the required tests/ job-Mix Formulae as per guidelines of the MORT&H Specifications.

4.3 **Conduct of Traffic Census**

The Department has independent Traffic Engineering Cell to monitor the traffic Census on Plan Road and ODR. The Traffic Census on Plan roads and ODR is being conducted by construction circles to assess the growth of traffic and the data is being used for future planning and design of roads. Regarding traffic census of NH, it is brought to your kind notice that traffic census on National Highways is not being conducted by this office because Ministry of Shipping, Road Transport & Highways had conveyed vide their letter no RW-CH-NH-TC/ dated 12.02.09 that "Ministry has been conducting traffic census on all National Highways, so that state PWD's may not conduct the traffic census". It is also intimated that at present traffic Engg. Cell is headed by Executive Engineer, assisted by 2 Nos Sub Divisional Engineer, Two Senior Assistant, One Junior Assistant and One Divisional Head Draftsman. No numerator is posted in this office, since last 10 years.

4.4 **Construction of Cinema Building**

The construction of cinema building by private owners is governed by the Punjab cinemas (Regulation) Rules, 1952 issued under Section 9 of the Punjab Cinema (Regulation) Act, 1952. In order that the buildings should conform to the provision of the said Rules as well as PUDA Building bye-laws.



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001

No.RW/NH-33023/19/99-DO-III

Dated: 24th July, 2013

To

1. The Chief Secretaries of all State Governments/U.Ts.
2. The Principal Secretaries /Secretaries of all States/U.Ts. Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Engineers-in-Chief and Chief Engineers of Public Works Departments of States/U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
4. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi-110 075.
5. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.

Sub: Guidelines/Norms for access permission to Fuel Stations, Private Properties, Rest Area Complexes and such other facilities along National Highways.

Sir,

Ministry had issued separate guidelines on access permission to Fuel Stations, Service Stations; Rest Areas etc. vide Circular No. RW/NH-33023/19/99-DO-III dated 25.09.2003/17.10.2003, & access permission to Private Properties etc. along National Highways vide Circular No. RW/NH-33023/19/99-DO-III dated 31.08.2000. With the improvement in the National Highway network, a greater need for road safety of the users has been felt along with stricter enforcement of the guidelines. It has also been decided that unified norms for access to Fuel Stations, Service Stations, Private Properties, Rest areas and other such facilities along the National Highways may be evolved.

2. Accordingly, the existing Norms and guidelines have now been modified and the unified Guidelines/Norms are enclosed at **Appendix-I & Appendix-II**. The Norms at Appendix-I will be applicable for access permission to all Fuel stations, Service stations, Rest areas, etc. and Norms at Appendix-II will be applicable for access permission to Private Properties, from the date of the issue of this Circular. These norms shall be followed for seeking and granting permissions for the access to National Highways.

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- 2 -
3. The power to give permission for access to National Highways lies with the Highway Administration as per the Highway Administration Rules, 2004 under the Control of National Highways (Land and Traffic) Act, 2002. All such access permissions to the National Highways are to be given under Section 28 and 29 of Chapter IV and Section 38 of Chapter VI of the Control of National Highways (Land & Traffic) Act, 2002. These permissions are to be given by the concerned Highway Administration notified by the Central Government under sub-section (1) of Section 28 as per the Guidelines and instructions issued by the Central Government under sub-section (2) of Section 28 of the Control of National Highways (Land & Traffic) Act, 2002.
4. The applicant shall submit a self-certified proposal for seeking access permission to the Highway Administration and will be responsible for all the documents submitted with the application. The Oil Companies shall engage registered Architects/Consultants, empanelled with the Ministry, in preparation of drawings/layouts of the proposed locations and other features of Fuel Stations, Private Properties, Rest Area Complexes and such other facilities so that these are in conformity with the Norms. The Architects/Consultants will also ensure video recordings (before & after completion of the construction work) and that the work is executed as per the approved drawings, failing which action will be initiated to blacklist such Architects/Consultants and to de-energize the fuel station.
5. The Oil Company/Owner of private property shall have to enter into an Agreement for signing the license deed for five years with the Highway Administration (as per Highway Administration Rules, 2004) for the use of NH land. The license shall be issued to the Oil Company on payment of Rs. 2,00,000/- as one-time license fee for the calendar year in which this Circular is issued, alongwith the application, with 5% license fee to be increased every subsequent year. A non-refundable processing fee of Rs. 10,000/- per application shall also be deposited with the application. The amount of license fee to be charged from the Owners of Private Properties shall be as under:

(i)	for Residential properties as defined in Appendix II of the Circular	
	Rural area	No license fee
	Urban area (population less than 10 lakhs)	
	Urban area (population 10 to 20 lakhs)	
Urban area (population more than 20 lakhs)		
(ii)	for Other properties as defined in Appendix II of the Circular	
	Rural area	Rs. 1,50,000/-
	Urban area (population less than 10 lakhs)	Rs. 1,50,000/-
	Urban area (population 10 to 20 lakhs)	Rs. 3,00,000/-
	Urban area (population more than 20 lakhs)	Rs. 6,00,000/-

- 3-
6. On the expiry of lease, the access-permission may be renewed by the Highway Administration on payment of Rs. 10,000/- as renewal fee, if it conforms to the stipulated norms of the Ministry. The Oil Company/Owner of private property shall apply, with all the documents, for renewal at least four months before the expiry of license deed. The Highway Administration shall process the application for renewal and seek for any rectifications/clarifications within 60 days of receipt of the application. The concerned Oil Company/Owner of private property shall respond within 30 days on receipt of such communication from Highway Administration. The Highway Administration shall give final decision on renewal of the license deed within next 30 days, failing which the renewal will be deemed to have been granted.
 7. In case of existing fuel stations constructed as per Ministry's norms but for which prior approval has not been obtained from the Ministry, a penalty of Rs. 25,00,000/- shall be imposed on the Oil Company to regularize such fuel stations. However, in case of fuel stations existing on newly declared National Highways, there shall be no penalty but, such Oil Companies shall have to pay the processing fee of Rs. 10,000/- to the Highway Administration and will be granted 6 months' time to comply with the Ministry's norms. If the deviations from Ministry's norms are non-rectifiable, such cases shall be dealt on case to case basis.
 8. That on any breach of the condition imposed by the Highway Administration or the officer authorized by such administration on his behalf may terminate the lease or license, as the case may be.
 9. In order to make the system of granting access permissions from National Highways easier and transparent, there shall be a website, developed by NIC, in which each Highway Administration will be provided an account for signing in. The Highway Administration will periodically update the status of an application for access permission from National Highways on the web site. For this purpose, a computer and internet facility shall be made available to each Highway Administration. With the development of web based monitoring system, it is envisaged that delays, if any, will be regularly monitored in the meetings of the Relaxation Committee of the Ministry.
 10. After the payment of the processing fee, the application may be processed subject to submission of complete set of documents including the license fee and approved 'in-principle' and Provisional NOC may be issued by Highway Administration to the applicant. The date of 'in-principle' approval may be put on the website & the applicant may be informed within 30 days of the receipt of the application alongwith the prescribed fee.
 11. The Oil Company/Owner may construct the Fuel Station/Private Property along with its access as per approved drawings at their own cost within 6 months of the issue of Provisional NOC. After the construction as per approved drawings and to the satisfaction of the Highway Administration, the final approval may be given within

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- 4 -

30 days of the receipt of communication from the applicant about the completion of construction work and License deed may be signed by the Competent Authority (i.e. Highway Administration). In case, the construction is not done in one year, the provisional approval shall be deemed to be cancelled, unless renewed by the Highway Administration.

12. Inspections for determining the deviations from prescribed Norms shall be done any time, even after signing of the License Deed, by the Highway Administration. In cases of defaults/deviations found during inspections by Highway Administration, each deficiency shall be immediately rectified, which in no case should exceed 30 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by Highway Administration.

13. The Highway Administration will keep a register of record of Fuel Stations, Private Properties, Rest Area Complexes and such other facilities, for which access permission has been granted. This will also be regularly updated on the website.

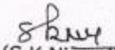
14. The competent authority in the Ministry shall notify the Appellate Authorities for their respective Highway Administration.

15. The contents of this Circular may please be brought to the notice of all the concerned in your Organization.

16. This Circular issues with the approval of Secretary (RT&H).

Encl: As above

Yours faithfully,


(S K Nirmal)

Superintending Engineer (S,R&T) (Roads)
for Director General (RD) & Special Secretary

Copy to:

1. PPS to Secretary (RT&H) – for kind information
2. All the Technical officers in the Ministry of Road Transport & Highways
3. JS (EIC) & CVO, Ministry of Road Transport & Highways
4. All ROs and ELOs of Ministry of Road Transport & Highways
5. The Secretary General, Indian Roads Congress
6. The Director, IAHE
7. M/o Petroleum & Natural Gas, Govt. of India, with the request to issue suitable instructions to the Oil Companies to adhere to these Norms, while planning, installation and operation of fuel stations along National Highways
8. Technical Circular File of SR&T (R) Section
9. NIC - for office intranet

-5-

(Enclosure to Ministry of Road Transport & Highways letter no. RW/NH-33023/19/99-DOIII dated the 24th July, 2013)

APPENDIX - I

I- NORMS FOR LOCATION, LAYOUT AND ACCESS TO FUEL STATIONS ALONG NATIONAL HIGHWAYS.

1. These norms have been finalized in conformity to IRC: 12, ' Guidelines for Access, Location and Layout of Roadside Fuel Stations and Service Stations' and in substantial modification to the Ministry's Circular No. RW/NH-33023/19/99-DOIII dated 25.09.2003/17.10.2003 on "Norms for the Access for Fuel Stations, Service Stations and Rest Areas along National Highways". These norms shall be applicable to all new fuel stations with effect from the date of issue of this Circular.

2. Petrol / Diesel retail outlets and service stations with or without Rest Area Amenities etc. are hereinafter referred to as Fuel Stations.

3. These norms are applicable to all Fuel Stations with or without other user facilities of rest areas, along un-divided carriageway and divided carriageway sections of National Highways in plain, rolling and hilly terrain and passing through urban stretches. For this purpose hilly or mountainous terrain would be, when the cross slope of the country is more than 25%. The urban stretches would be, where National Highway passes through a town of population of 20,000 and more (Census 2011 will apply)

4.0 General Conditions of Siting

4.1 The fuel stations shall generally be a part of the rest area complex along the highways. Rest areas should have various amenities for users e.g. places for parking, toilets, restaurants, rest rooms, kiosks for selling sundry items, bathing facilities, repair facilities, crèche etc. These aspects should be incorporated while planning for improvement and upgradation of highways and/or planning for new fuel stations along the highways. The rest area complex can be planned subject to their commercial viability.

4.2 It should be ensured that the location of the proposed fuel station does not interfere with future improvements of the highway and the nearby intersections/junctions.

4.3 The fuel stations would be located where the highway alignment and profile are favourable i.e. where the grounds are practically level, there are no sharp curves not less than those specified for minimum design speed or steep grades (more than 5%) and where sight distances would be adequate for safe traffic operations. The location would not interfere with placement and proper functioning of highways signs, signals, lighting or other devices that affect traffic operation.

4.4 While considering the proposal for new fuel stations it would be ensured that the fuel stations on a corridor are well distributed on both sides of the highways so that vehicles normally do not have to cut across the traffic to reach them. The fuel stations would be serving only the traffic moving on the adjacent lane. For the vehicles travelling in the lanes in opposite direction, separate fuel stations need to be planned for which permission would be considered keeping also in view of its location and distance norms. In urban areas with population more than 2 million, fuel stations will not be allowed to be set up within the municipal limits along the National Highways even though with service roads, as these can be located on side roads for local traffic.

4.5 In order to provide safe length for weaving of traffic, fuel stations along National Highways shall be located at the minimum distance from an intersection (gap in the central median be treated as intersection) as given below. For single carriageway section, these minimum distances would be applicable for both sides. All the distances shall be measured between the tangent points of the curves of the side roads at intersections / the median openings and the access / egress roads of the fuel stations, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the National Highway.

4.5.1 Non-Urban (Rural) Stretches

1.	Plain and Rolling Terrain	Distance
(i)	Intersection with NHs / SHs / MDRs	1000m
(ii)	Intersection with Rural Roads/approach roads to private and public properties	300m
2.	Hilly / Mountainous Terrain	
(i)	Intersection with NHs / SHs / MDRs	300m
(ii)	Intersection with all other roads and tracks	100m

4.5.2 Urban Stretches

I.	Plain and Rolling Terrain	Distance
A	Urban Area with population of more than 20,000 and less than one lakh.	
1.	Intersection with any category of roads of carriageway width of 3.5m and above	300m
(i)	Intersection with roads of carriageway width of less than 3.5m	100m
B	Urban Area with population of one lakh and above	
(i)	Intersection with any category of road (irrespective of carriageway width)	100m
II.	Hilly and Mountainous Terrain	
(i)	Intersection with any category of road (irrespective of carriageway width)	100m

4.5.3 There shall not be any median gap on a divided carriageway within a distance of 300 m on each side of the fuel station. This minimum distance i.e. 300 m shall be measured between the start of the median gap and the nearest tangent point of access/egress road of the fuel station, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the National Highway.

This stipulation shall be applicable for such median gaps, which are located neither in front of nor in proximity of any intersection or intersecting roads. For intersecting road median gaps or median gaps in proximity of intersections, the provisions stipulated under para 4.5.1 and para 4.5.2 shall apply.

4.6 The minimum distance between two fuel stations along the National Highway would be as given below:-

4.6.1	Plain and Rolling Terrain in Non-Urban (Rural) Area	Distance
(i)	Undivided carriageway (for both sides of carriageway)	300m (Including deceleration and acceleration lanes)

- 7 -

(ii)	Divided carriageway (with no gap in median at this location and stretch)	1000m (Including deceleration and acceleration lanes)
4.6.2 Hilly / Mountainous Terrain and Urban Stretches		
(i)	Undivided carriageway (for both sides of carriageway)	300m (clear)
(ii)	Divided carriageway (with no gap in median at this location and stretch)	300m (clear)

Note:- (i) The minimum distance of 300 m between two fuel stations on both sides of the highway is applicable for undivided carriageway only. In case of divided carriageway, with no gap in medians, the distance restriction is not applicable on the opposite side of the fuel station and the minimum distance between two fuel stations on the same side shall be 1000 m unless the access is through service road. Any deviation will be considered as clustering. In such a case, service road shall be provided and entry/exit point of the service road shall meet the requirements specified for acceleration/deceleration lanes.

(ii) The distances between the fuel stations shall be measured between the tangent points of the access / egress roads of the fuel stations, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the National Highway.

4.6.3 If two or more fuel stations are to be sited in close proximity for some reasons these would be grouped together to have a common access through a service road of 7.0m width and connected to the highway through acceleration, deceleration lanes. From these considerations, the permission for the new fuel stations would be considered only if it is either in proximity to the existing one so that the common access can be provided or the new one located at a distance of more than 1000m. Any objection from the existing fuel station owner against granting of access permission from NH for the proposed new fuel station are to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists which may itself act as deceleration / acceleration lane, no separate deceleration / acceleration lane is required.

4.6.4 For installation of new fuel station within the 1000 m distance of existing fuel station in plain/rolling terrain and 300 m in hilly/mountainous terrain and urban stretch, new entrant would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control devices. Wherever, available ROW is inadequate to accommodate such service roads, deceleration / acceleration lanes, etc. the additional land by the side of ROW to accommodate such service roads shall also be acquired by the new entrant Oil Company. In case of hilly / mountainous terrain, common service roads at all such locations may not be possible as per the site conditions and, therefore, common access through service roads would not be a pre-condition.

4.7 The fuel station would not be located within the distance of 1000 m from any barrier including that of toll plaza and railway level crossing. No check barrier/toll plaza should be located within 1000 m of a fuel station. However if such barriers are located on service roads only and are separated from the main carriageway, then this requirement shall not apply. Fuel Stations should be located at a minimum distance of 200 m and 500 m from the start of an approach road of a Road Over Bridge (ROB) and the start of a grade separator or a ramp respectively.

8

5.0 Plot size for fuel station.

5.1 The minimum size and shape of the plot for the fuel station would need to be such that it suitably accommodates fuel pumps, offices, stores, compressor room, air pump and kiosks without causing any hindrance to the movement of vehicles of expected maximum dimensions, within fuel stations and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill on to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting for refuelling.

5.2 From these considerations, the minimum size of the plot for fuel stations along National Highways shall be as follows:-

S.No		Frontage (In Metre)	Depth (In Metre)
(i)	On undivided carriageway in plain and rolling terrain	35	35
(ii)	On divided carriageway in plain / rolling terrain	35	45
(iii)	In hilly and mountainous terrain	20	20
(iv)	In urban stretches	20	20

Note:-The proposed plot of new fuel stations should be such that the minimum frontage is achieved within the minimum total area, as stipulated above.

5.3 For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities, shops etc. would be extra but there would be a single access/egress.

6.0 Access Layout

6.1 Access for New Fuel Stations along Un-divided Carriageway Sections

6.1.1 The access to the fuel stations along un-divided carriageway sections of National Highway shall be through deceleration and acceleration lanes. The deceleration and acceleration lanes may be dispensed with for the fuel stations located along urban roads and roads in hilly and mountainous terrain. The access to the fuel stations located on National Highways with service road shall be only through that service road.

6.1.2 The deceleration lane would take off from the edge of the paved shoulder taken up to the edge of the Right of Way (ROW) of National Highway, beyond which, the boundary of fuel station shall start. Its minimum length would be 70 m measured along the travelled direction of highway. Its width would be minimum 5.5 m. The shoulder of 2.25 m would be provided towards the outer side of the access / egress (i.e. on the side farthest from the carriageway) for this deceleration lane.

6.1.3 The acceleration lane would take off from the edge of the fuel station on exit side having minimum length of 100 m with parallel type layout. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650 m and the remaining 30 m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner. Wherever, available ROW is inadequate to accommodate the service roads and / or deceleration / acceleration lanes in plain and rolling terrain of non-urban

- 9

- 9 -

stretches, the additional marginal land by the side of ROW to accommodate the deceleration / acceleration lanes shall be acquired by the owner of the fuel station. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.

6.1.4 A separator island would be provided in front of the fuel station so that no right turning take place. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in **Figures 1 and 2** of these norms. Its shape for isolated fuel station would be as shown in Figure 1, and that for the cluster of fuel stations with common service roads, as shown in Figure 2. It would have minimum width of 3m. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5m.

6.1.5 There would be buffer strip from the edge of the ROW and would extend minimum 3 m inside the fuel station plot. Its minimum length would be 12 m. In urban/hilly or mountainous areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole would be permitted, which may be provided outside the ROW. The buffer strip as well as the separator island would be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitable shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

6.1.6 The radius for turning curve would be 13 m and that for non-turning curve be from 1.5 to 3 m so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.

6.1.7 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient strength for the expected traffic for the designed period. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM) (other than WBM-Grading No. 1), each of 75 mm thickness topped by 50 mm thick Bituminous Macadam (BM) and 25 mm thick Semi Dense Bituminous Carpet (SDBC). Interlocking Concrete Blocks as per IRC:SP:63 can also be considered.

6.1.8 A typical access layout for the new fuel station with relevant details for deceleration and acceleration lanes, connecting approaches, Separator Island, buffer strip, drainage, signs and marking on un-divided carriageway section of National Highway would be as shown in Figure 1 of these norms.

6.1.9 The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in Figure 2 of these Norms.

6.2 Access for New Fuel Stations on Divided Carriageway Sections.

6.2.1 The access to the fuel station on divided carriageway sections of National Highways shall be through deceleration and acceleration lanes.

6.2.2 The deceleration lane would take off from the edge of the paved shoulder and taken upto the edge of ROW, from where the boundary of fuel station would start. Its length would be 70 m, measured along the travel direction on the highway. The acceleration lane would be of 100 m length. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650 m and the remaining 30 m tapered so as to facilitate vehicles coming out of fuel stations, merging with fast moving through

- 9 -

- 10 -

traffic on main carriageway in a safe manner. The width of deceleration and acceleration lane shall be 5.5 m with shoulder of 2.25 m. The shoulder shall be provided towards the outer side of the access / egress (i.e. on the side farthest from the carriageway). Wherever, available ROW is inadequate to accommodate the service roads and / or deceleration / acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration / acceleration lanes shall be acquired by the owner of the fuel station. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.

6.2.3 A separator island would be provided in front of the fuel station. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in Figures 3 and 4. Its shape for isolated fuel station would be as shown in **Figure 3**, and that for the cluster of fuel stations with common service roads, as shown in **Figure 4**. It would have minimum width of 3 m. The width of approaches connecting deceleration and acceleration lanes along Separator Island should be 5.5 m.

6.2.4 There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12 m. In urban/hilly or mountainous areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole, would be permitted which may be provided outside the ROW. The buffer strip as well as the separator island should be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitably shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

6.2.5 The radius for turning curves should be 13 m and that for non-turning curves should be from 1.5 to 3 m, so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.

6.2.6 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient designed strength for the expected traffic. It would have minimum pavement composition of 150 mm thick GSB overlaid by three layers of WBM, each of 75 mm thickness (other than WBM-Grading No. 1), topped by 50 mm thick BM and 25 mm thick SDBC. Interlocking Concrete Blocks as per IRC:SP:63 can also be considered.

6.2.7 The typical access layout for the new fuel station with relevant details for deceleration/acceleration lanes connecting approaches, separator island buffer strip, drainage, signs and marking on divided carriageway sections of National Highway would be as shown in Fig. 3 of these Norms.

6.2.8 The access for cluster of Fuel Stations situated in close proximity shall be through acceleration lane, service road and acceleration lane as shown in Fig. 4 of these norms.

6.3 The typical layout for fuel station and signs and markings along National Highways in hilly / mountainous terrains and in urban stretches is given in **Figure 5**.

- 10 -

7.0 Drainage

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the highway or any water logging takes place. For this purpose, the fuel station and access area would be at least 300 mm below the level at the edge of the shoulder on the highway. The surface water from fuel station and access road would need to be collected in a suitable underground drainage system and led away to a natural course through culvert. Only slab culvert with iron grating of adequate strength shall be constructed in the approaches so that surface water is drained through the openings in the grating. Construction of Pipe culverts shall not be permissible for this purpose. The drainage arrangement would be either by the method mentioned above or as per the satisfaction of the Highway Administration/Ministry. The applicant has to prepare separate detailed drawings indicating the drainage arrangements and to be submitted along with the application for permission.

8.0 Enforcement of Right of Way and Building Line

While planning the layout for various facilities inside the fuel stations, it has to be ensured that fuel pumps are located beyond the Building Lines as prescribed in IRC:73, 'Geometric Design Standards for Rural (Non-Urban) Highways' and Fuel Station office building etc. at a safe distance as prescribed by Fire Department or other authorities. The buffer strip would extend minimum 3 m inside the Fuel Station plot, beyond the available ROW. The future widening of the highway shall also be kept in view while setting up and preparing the layout plan of the proposed fuel station. The ROW for this purpose shall be the maximum of the actual available ROW at site at the proposed location and the ROW prescribed in IRC:73 brought out above. The owner of the fuel station shall acquire additional land, if required, to accommodate access/egress roads for fuel stations, service roads, acceleration/deceleration lanes, etc.

9.0 System for Signs and Markings

9.1 An adequate system for signs and marking would be provided at the locations of fuel stations for the guidance of the highway users. The pavement markings would be in the form of chevron at entry and exit locations, give way for the exit from the fuel station. Informatory sign for fuel station would be provided at 1Km ahead, 500 m ahead and at the entry point.

9.2 On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel Station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at a location of about 200 m ahead of the opposite side fuel station.

9.3 The pavement markings would conform to IRC:35, 'Code of Practice for Road Markings' and the Road Signs to IRC:67, 'Code of Practice for Road Signs' and IRC:SP:55, 'Guidelines on Safety in Road Construction Zones'.

9.4 These should be as per Sections 801 and 803 of Ministry's Specifications for Road and Bridge Works, as updated from time to time.

-12-

9.5 The system for signs and markings with their type and locations would be as shown in Figures 1,2,3 and 4 for the chosen access layout.

10.0 License Deed

10.1 A License Deed would be required to be signed between the Oil Company wanting to install the Fuel Station (Licensee), and Government of India through their designated officers (Highway Administration). The specimen copy of the licence deed is enclosed at **Annex-III to Appendix-I**.

10.2 The license deed would be drawn on a non-judicial stamp paper and all expenses in this regard be borne by the licensee.

10.3 The validity of the licence for the use of National Highway land for access to fuel station would be for a period of five years and on the expiry of lease after which the same would be required to be renewed which could be for a similar period. During this validity period, the owner shall maintain in good condition the deceleration / acceleration lanes, service roads (free from any potholes/patches), toilet & drinking water facilities, drainage arrangement (clean conditions to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).

11.0 Payment

11.1 A payment of license fee to the Highway Administration at the rate specified in Para 11.2 below would be payable by the licensee to the Government in consideration of this Agreement for the land for which the license is issued. The license deed is not required to be registered. This fee amount would be paid through a Demand Draft in favour of the concerned **Pay & Accounts Officer** of the Ministry of Road Transport and Highways and would be debitable to the **Major Head 1054 (Revenue Receipt Head)**. The above Demand Draft may be forwarded to the Highway Administration on demand. The license deed shall be executed only after the Demand Draft has been remitted in the concerned P&AO office and successfully realized in the Consolidated Fund of India.

11.2 The license shall be issued to the Oil Company on payment of Rs. 2,00,000/- as one-time license fee for the calendar year in which this Circular is issued, alongwith the application, with 5% license fee to be increased every subsequent year. A non-refundable processing fee of Rs. 10,000/- per application shall also be deposited with the application. On the expiry of lease, the access permission may be renewed by the Highway Administration on payment of Rs. 10,000/- as renewal fee, if it conforms to the stipulated norms of the Ministry.

11.3 In case of existing fuel stations constructed as per Ministry's norms but for which prior approval has not been obtained from the Ministry, a penalty of Rs. 25,00,000/- shall be imposed on the Oil Company to regularize such fuel stations. However, in case of fuel stations existing on newly declared National Highways, there shall be no penalty but, such Oil Companies shall have to pay the processing fee of Rs. 10,000/- to the Highway Administration and will be granted 6 months' time to comply with the Ministry's norms. If the deviations from Ministry's norms are non-rectifiable, such cases shall be dealt on case to case basis.

12. Responsibilities of Oil Companies/Owner

12.1 Ministry of Petroleum and Natural Gas / Oil Companies while entertaining any application for the installation of Fuel Station, would supply a copy of these norms to

-13-

the applicant so that he may assess his position to fulfil the requirements of these norms. Ministry of Petroleum and Natural Gas / Oil Companies would ensure that the plot identified by the applicant conforms to the requirement of these norms in terms of its location, access layout and signs and markings. It shall also be the responsibility of the applicant / owner of Fuel Station to provide the prescribed layout for access as given in Figs. 1/2/3/4/5, as the case may be while preparing the layout.

12.2 After obtaining 'In-principle' approval, Oil Companies / Owner shall be responsible for the construction and maintenance of deceleration / acceleration lanes, service roads, channelizers, drainage arrangement, drinking water & toilet facilities, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. On completion of the construction in accordance with checklist and conforming to the approvals, a Completion Certificate would be issued by the field unit of NHAI/PWD/BRO/ or any other agency (as the case may be) for getting approval of Highway Administration. The concerned Oil Company would be allowed to energize the fuel station only after the final approval by Highway Administration.

12.3 If the approach roads for access to fuel stations cannot be constructed owing to 4/6/8 laning of National Highway being in progress or even in award stage, permission for constructing temporary access, satisfying the norms, from the National Highway shall be accorded by the Regional Officer, Ministry/NHAI. There shall, however, be no deviations from the approved plan while approving the layout for temporary access and safe & smooth flow of traffic shall be ensured. The Oil Company/Owner shall furnish an undertaking for not hindering the construction work of 4/6/8 laning of the National Highway and that the temporary access shall be replaced by permanent access on completion of the work of National Highway. The dismantling of temporary access shall be borne by the Oil Company/Owner of fuel station.

12.4 Inspections for determining the deviations from prescribed Norms shall be done any time, even after signing of the License Deed, by the Highway Administration. In cases of defaults/deviations found during inspections by Highway Administration, each deficiency shall be immediately rectified, which in no case should exceed 30 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by Highway Administration.



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001

RW/NH-33023/19/99-DO-III

Dated: 25th August, 2014

To,

1. The Chief Secretaries of all States Governments/ U.Ts.
2. The Principal Secretaries/ Secretaries of all States/ U.Ts./ Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Engineers-in-Chief and Chief Engineers of Public Works Department of States/ U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
4. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
5. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010

Subject: Guidelines/Norms for access permission to Fuel Stations, Private Properties, Rest Area Complexes and such other facilities along National Highways - Corrigendum.

Sir,

In continuation to Ministry's Circular of even no. dated 24.07.2013 on the subject captioned above, the following Corrigendum is issued:

S. No.	Existing	Amendment
1.	At the end of para 8 of Appendix-I and before para 1 of Appendix-II	To be added In this regard, all the State Governments are advised for leaving minimum set back distance as open space/ Green Belt alongside the National Highways beyond ROW in accordance with stipulations of IRC: 73 to deter ribbon development along the National Highways.
2.	Para 2 (iii) of Appendix-II	Deleted Modified Figure at Annex-IV is enclosed.
3.1	At the end of Para 9 of main circular.	To be deleted "If the deviations from Ministry's norms are non-rectifiable, such cases shall be dealt on case to case basis."

3.2	At the end of Para 7 of main circular.	<p><u>To be deleted</u></p> <p>" in the meetings of the Relaxation Committee of the Ministry"</p> <p><u>To be added</u></p> <p>The cases involving deviation from Ministry's norms will not be entertained since the Relaxation Committee in the Ministry ceases to exist.</p>			
4	Before para 1 of Appendix-II	<p><u>To be added</u></p> <p>"In urban area, the spacing of access to National Highways should be restricted to 500m interval. If the National Highways is likely to be developed as Expressway, the spacing should be 1000m. In rural areas, the spacing of connections from parallel service roads and of intersections should not be closer than 750m. As far as possible, a number of property owners along the highway should be grouped together and parallel service roads (i.e. frontage roads) constructed to give access at selected points."</p>			
4.1	Checklist (S. No.1, of Annex-I) to Appendix-II	<p><u>To be modified.</u></p> <table border="1"> <tr> <td>Minimum distance between merging point of a service road including acceleration and deceleration of 100 m and 70 m respectively</td> <td>Minimum 500 m/ minimum 1000 m (in case of National Highways to be developed as Expressway)</td> <td>Minimum 750 m/ minimum 1000 m (in case of National Highways to be developed as Expressways)</td> </tr> </table>	Minimum distance between merging point of a service road including acceleration and deceleration of 100 m and 70 m respectively	Minimum 500 m/ minimum 1000 m (in case of National Highways to be developed as Expressway)	Minimum 750 m/ minimum 1000 m (in case of National Highways to be developed as Expressways)
Minimum distance between merging point of a service road including acceleration and deceleration of 100 m and 70 m respectively	Minimum 500 m/ minimum 1000 m (in case of National Highways to be developed as Expressway)	Minimum 750 m/ minimum 1000 m (in case of National Highways to be developed as Expressways)			
5.	Appendix-I Para 4.4(Last sentence)	<p><u>To be deleted</u></p> <p>"In urban areas with population more than 2 million, fuel stations will not be allowed to be set up within the municipal limits along the National Highways even though with service roads, as these can be located on side roads for local traffic"</p>			

2. The contents of this Circular may be brought to the notice of all concerned in your organization.
3. This Circular issues with the approval of Competent Authority.


(Gulshan)

Assistant Executive Engineer (S, R&T) (Roads)
For Director General (Road Development) & SS

Copy for information and necessary action to:

1. All ROs and ELOs of the Ministry
2. The Secretary General, Indian Roads Congress
3. The Director, IAHE
4. Technical circular file of S&R Section
5. NIC-for uploading on Ministry's website under "What's new"

Copy for kind information to:

1. PS to Hon'ble Minister (RT&H)/ PS to Hon'ble MOS (RT&H)
2. Sr. PPS to Secretary (RT&H)
3. PPS to DG (RD) & SS
4. PPS to AS&FA
5. PPS to ADG-I/ ADG-II/ ADG-III
6. PPS to JS (T)/ PS to JS (H)/ PS to JS (LA&C)/ PS to JS (IC&E)
7. All Technical Officers in the Ministry of Road Transport & Highways

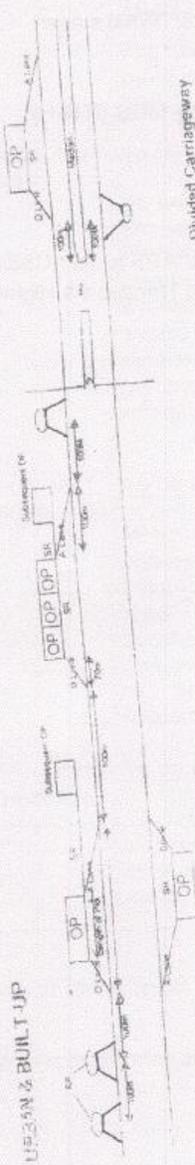


Modified Annex-IV

dated 25th August, 2014

Enclosure to Ministry of Road Transport & Highways Co-23/Gen/Secy No. RUP/HT/3002/19/99-D.O-III

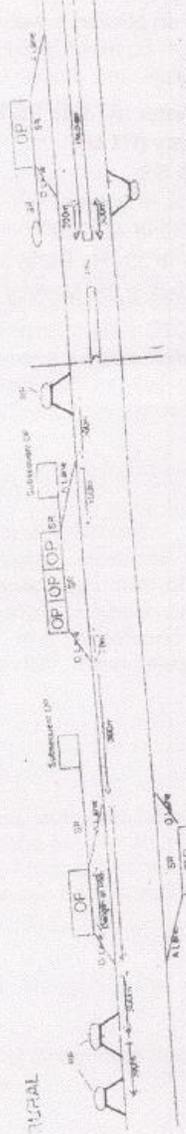
URBAN & BUILT-UP



Divided Carriageway

Undivided Carriageway

RURAL



Divided Carriageway

Undivided Carriageway

Not to Scale

- Abbreviations
- RP Residential Property
 - OP Other property
 - A Lane Acceleration Lane
 - D Lane Deceleration Lane
 - MG Median Gap
 - SR Service Road

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001

F. No. RW/NH-33023/19/99-DO III

Dated: the 16th March, 2016

To

1. The Chief Secretaries of all the State Governments/UTs
2. The Principal Secretaries/Secretaries of all States/UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.
5. The Chairman, National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi-110075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001.

Sub: Guidelines/norms for access permission to Fuel Stations, Private Properties, Rest Area Complexes and such other facilities along National Highways- reg.

The power to give for access to National Highways lies with the Highway Administration as per the Highway Administration Rule, 2004 under the control of National Highways (Land and Traffic) Act, 2002. While exercising this power, the Ministry issued the general guidelines/norms for access permission to fuel stations, private properties, rest area complexes and other facilities vide Ministry's Circular No. RW/NH-33023/19/99-DO-III dated 24.7.2013. The norms and guidelines were issued as per enclosures of the Circular at Appendix-1 (along with Annex-I, II & III to Appendix-1) and Appendix-II (along with Annex-I, II and III to Appendix-II).

2. The Ministry has been receiving many cases of relaxation from the Ministry's norms stipulated in the Circular under reference. It has been observed that many cases of deviations from the extant guidelines, specifically distance from intersection, gap in central median, distance from nearest fuel station, distance from toll plaza and non-fulfillment of the criteria of construction within a year of issuing NOC have been received for relaxation by the Ministry. Further, many complaints and RTI applications against relaxation have also been received in the Ministry.

3. In view of the above, it has been decided that the application for relaxation in the guidelines/norms for access permission to fuel stations, private properties, rest area complexes and other such facilities along National Highway will be filled up by the applicants through online forms and will be submitted to the concerned Highway Administrator. Before the issue of provisional NOC and in principle approval, the Highway Administrator will make available in the Ministry's website (morth.nic.in) the complete application for public comments, thereby bringing out the relaxation sought by the applicant. Comments will be invited within 60 days

20

from day of uploading and will be in the format as enclosed as Form-A. The Highway Administrator will subsequently take the decision on the application in a speaking order for accepting or rejecting the relaxation sought and taking into consideration the objections received on the matter. The applicant may have a further period of 30 days for appealing against the Highway Administrator to the Appellate Authority who will be the Chief Engineer of the respective Project Zone in Ministry of Road Transport & Highways. Chief Engineers will take into consideration the application of the applicant seeking relaxation, the objections received from the general public and the speaking order of Highway Administrator to decide on the appeal. The order of the Appellate Authority shall be final.

4. The Highway Administrator will issue the 'in principle' approval and the Provisional NOC for the applications, where relaxation of norms has been sought, only after the completion of the process illustrated in the preceding paragraph.

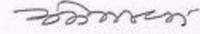
5. This circular will be read in continuation with circular of Ministry dated 24.7.2013 mentioned in first paragraph. The other provisions of the earlier circular will remain applicable.

6. The competent authority in the Ministry shall notify the Appellate Authorities for their respective Highways Administration. The contents of this Circular may be brought to the notice of all the concerned in your organization.

7. This issues with the approval of the competent authority.

Yours faithfully,

Encls. As above.



(U.C. Katara)

Superintending Engineer (S,R&T) (Roads)
For Director General (Road Development) & SS

Copy to:

1. All Technical Officers in the Ministry of Road Transport & Highways
2. All ROs and ELOs of the Ministry
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical circular file of S&R (R) Section
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5. PPS to SS&FA
6. PS to ADG-I/ADG-II
7. PS to JS(T)/JS(H)/JS(LA&P)/JS(EIC)

Form-A

Form for inviting public comments on the application for relaxation in the guidelines/norms for access permission to fuel stations, private properties, rest areas complexes and other such facilities along National Highways

The comments by the general public needs to be given within 60 days of uploading the online application for comments.

<u>Sl. No.</u>	<u>Item</u>	<u>Details</u>
1.	Name of the person who is desiring to give comments	
2.	Address of the person	
3.	Details of the application for access permission against which comments are being given (name of applicant and other details like site address etc.)	
	a) Application No.	
	b) Name of Applicant (who applied to access permission)	
	c) Details of Application	
4.	Whether the specific permission, if given, shall cause any damage to Highways? If yes, please give details.	
5.	Whether specific permission, if given, shall adversely affect safety and convenience of the traffic on the Highways? If yes, please give the details.	
6.	Whether specific permission, if given, shall adversely affect hygiene or cause nuisance and pollution on the Highways? If yes, please give the details.	

INSTRUCTIONS FOR ENLISTMENT OF CONTRACTORS IN PUNJAB PWD (B&R) – 2016

1. Title

These instructions shall be called “Instructions for Enlistment of Contractors in Punjab Public Works Department, 2016” and shall be applicable from 1st day of July, 2016.

2. Introduction

Punjab Public Works Department, Buildings and Roads Branch (hereinafter referred to as “PWD B&R”) enlists contractors who intend to work with the department. The purpose of enlistment is to have a ready list of experienced, suitable and competent contractors for works of PWD B&R so as to minimize requirement of verification of credentials of intending contractor at the time of individual tenders of works. At the same time only those contractors are allowed to continue in the list who remain active in PWD B&R and perform well in terms of timely completion, complying with Specifications and Standards and maintaining desired quality.

Notwithstanding enlistment in PWD B&R where it is decided to adopt the process

of ‘pre-qualification’ or ‘post-qualification’, it may permit other eligible contractors, not enlisted with PWD B&R to bid/tender for the work, however, the successful bidder shall get himself enlisted in the appropriate class before issue of allotment letter for the work.

For works of comparatively substantial value and/or works of specialized nature, or in case of projects undertaken in Public-Private Participation (PPP) mode i.e. Build, Operate and Transfer (BOT) or other variants, the eligibility criteria will be determined separately.

3. Applicability

3.1 Any Indian Individual, Sole Proprietorship firm, Partnership Firm, Limited Liability Partnership Firms (LLPs), Public Limited Company or a Private Limited Company can apply for enlistment as a contractor in PWD B&R under the Instructions provided that eligibility criteria and other conditions are met with. The enlisted

contractors shall have to abide by all the Instructions (as existing) and as amended from time to time during the currency of their enlistment.

- 3.2 No individual or a firm having such individual as one of the partners, who is a dismissed Government Servant, or removed from approved list of contractors, or convicted by a court of law shall be entitled for enlistment. However, cases where disciplinary action was taken against an individual, firm or firm having such individual as the partner for a specified period and such penalty period is already over, his case of enlistment/revalidation can be considered on merits.
- 3.3 A director/partner of a firm/company enlisted as a contractor cannot be a partner/director in any other enlisted firm/company in PWD B&R.
- 3.4 A contractor will not be enlisted if it was enlisted in any category or class earlier but had remained inactive in PWD B&R. A contractor who remains inactive/do not participate or compete for minimum five (5) tenders during the period of enlistment in PWD B&R or any other department/ Board/Corporation of Punjab Government or Chandigarh Administration shall not be enlisted in any class or category.
- 3.5 The individual or partner/director of a firm/company or member of Consortium should not have failed to perform on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award, nor have been expelled from any contract by any public authority nor have had any contract terminated by any public authority for breach on his part during last three (3) years from date of application for enlistment.
- 3.6 A contractor is not permitted to have enlistment in more than one name.

4. Scope

- 4.1 The enlistment of a contractor in Punjab Public Works Department,

Buildings and Roads Branch shall only entitle him to be eligible to bid for work(s) subject to fulfilling conditions as laid down in each individual Notice Inviting Tender.

- 4.2 The contractor enlisted in the PWD B&R shall be borne on the Register of Contractors to be maintained in Punjab Roads and Bridges Development Board (PRBDB). The details of registered contractors along with their e-mail id, mobile number along with class and category, tendering limit etc. shall be made available on website of the PWD B&R and PRBDB.

5. Enlistment Procedure

- 5.1 The applicant (intending contractor) shall have to submit the application in a prescribed form Annexure-I or Annexure-IA (Annexure-I for Class I and II; and Annexure-IA for Class III and IV) to the Enlistment Authority, complete with all documents as per Annexure-II or Annexure-IIA (Annexure-II for Class I and II; and Annexure-IIA for Class III and IV). The application form shall be available on the website www.prbdb.gov.in & www.pwdpunjab.gov.in and is to be used for submission to the competent authority as mentioned in these instructions.

- 5.2 For Enlistment under Class-I & II for all categories, the applicant (intending contractor) shall have to submit the application online in a prescribed form available on www.prbdb.gov.in complete with scanned copies of all documents as per Annexure-II. The Enlistment Fee shall be deposited through NEFT/RTGS in the Joint Secretary, PRBDB Account No. 50027580862 of Allahabad Bank, IFSC Code : ALLA0211992 and the receipt no. shall be entered in the application form.

For Enlistment under Clause-III & IV for all categories, the applicant

(intending contractor) shall have to submit application in the prescribed form (Annexure-I) to the Enlistment Authority, complete with all documents as per Annexure-II. The Enlistment Fee shall be deposited through NEFT/RTGS in the Joint Secretary, PRBDB

Account No. 50027580862 of Allahabad Bank, IFSC Code : ALLA0211992 and the receipt no. shall be entered in the application form.

- 5.3 Incomplete applications and applications not accompanied with necessary documents are liable to be rejected.
- 5.4 The Enlistment Authority shall have the right to independently verify the details furnished by the applicant (intending contractor) and to get works executed by the applicant (intending contractor) inspected and/or to get such other reports/information as may be considered necessary. Ordinarily works executed in Punjab PWD B&R need not be inspected. The inspection teams for inspecting the other works of the applicant shall furnish their report on quality of construction, workmanship, timely completion etc. and make specific recommendations to the Enlistment Authority. The Inspection/ Recommendation Committee's will comprise of following :
- (a)** For Class I Enlistment
 - A Committee consisting of one Superintending Engineer and two Executive Engineers.
 - (b)** For Class II Enlistment
 - A Committee consisting of two Executive Engineer and one Sub-Divisional Engineers.
 - (c)** For Class III Enlistment
 - A Committee consisting of one Executive Engineer and two Sub-Divisional Engineers.
- 5.5 The Enlistment Authority shall decide all applications received within a period of 60 days and if it finds the applicant (intending contractor) suitable for enlistment, it shall issue the enlistment order and, otherwise, send a letter of rejection of the application to the applicant (intending contractor). The decision of the Enlistment Authority shall be final and binding on the applicant (intending contractor). Refund to the extent of 50% (fifty percent) of the enlistment fee remitted with the application shall be made to applicants whose application has been rejected.

- 5.6 If the decision regarding enlistment is not conveyed within 60 days of date of receipt of application, for any reason not attributable to Contractor, the contractor will be allowed to compete in the tender(s) but the work(s) will be allotted only after enlistment.
- 5.7 Notwithstanding above procedure, if the applicant for Class-IV (Civil), Class-IV (Furniture), Class-IV (Horticulture) & Class-IV (Electrical) does not have any experience and machinery shall be enlisted provisionally for one year, subject to fulfilling the requirement of financial soundness. During which period he shall have to secure works or participate in tenders for works of required magnitude to become eligible for regularization of the enlistment. On satisfactory completion of the works his enlistment may be regularized for two years from the date of initial provisional enlistment depending upon his performance on the work. In case the contractor is not able to secure any work or has failed to participate/compete in tenders of required magnitude in PWD B&R or any other Department/Board/Corporation of Punjab Government or Chandigarh Administration during the specified period, his enlistment shall be cancelled and he shall be debarred from applying afresh for enlistment for one years.

6. Enlistment Period

The enlistment shall be valid for a period of two (2) years. The enlistment can, however, be revalidated in accordance with Instructions as contained in para 20 in this regard. Each revalidation shall be for a period of two (2) years from the date of expiry of the previous enlistment/revalidation. The enlistment shall be open to review by the Enlistment Authority and liable to termination, suspension or any other such actions at any time, if considered, necessary by the Enlistment Authority, after issue of show cause notice.

7. Enlistment Authority, Categories & Classes

- 7.1 The Enlistment Authority, categories and classes, along with eligibility criteria are given in Table-I. The Enlistment Authority shall

be a Committee comprising of CE (PRBDB), CE concerned and SE concerned in case of Enlistment under Class-I & II for all categories. For Enlistment under Class- III & IV for all categories the Enlistment Authority shall be the SE/EE as per competency in whose jurisdiction the applicant will have his proof of residence/registration of the firm/company.

In case of an applicant from outside Punjab and those having their heads offices at Chandigarh and Panchkula, Enlistment Authority shall be the Committee comprising of CE (PRBDB), CE (concerned) and SE Construction Circle, Punjab PWD (B&R), Chandigarh in case of Enlistment under Class-I & II for all categories. For Enlistment under Class-III & IV for all categories, the Enlistment Authority shall be SE, Construction Circle, Punjab PWD B&R Branch, Chandigarh/ Executive Engineer, Provincial Division, Punjab PWD (B&R), Chandigarh/ SE (Electrical), Electrical Circle, Punjab PWD B&R Branch, Chandigarh/ Executive Engineer, Electrical Division, Punjab PWD (B&R), Chandigarh, as the case may be.

A contractor is permitted to have enlistment in more than one category and under more than one enlistment authority but not in more than one class of the same category in Punjab Public Works Department, Buildings and Roads Branch.

- 7.2 For road works under Class-III, there shall be further three categories namely, (i) all road works (bituminous, granular and earth work); (ii) road works involving granular layers; and (iii) road works involving earth work only depending upon the experience, ownership of the machinery and T&P with the applicant. The Enlistment Authority shall specify as regard the enlistment/revalidation of the contractor in any one or more categories under road works.
- 7.3 The Enlistment Authority shall have the power to upgrade the Class of an enlisted contractor if the contractor fulfills the criteria as laid down for the said Class as specified in Table-I during the enlistment period. For contractors enlisted for the road works, the Enlistment Authority shall have the power to add for additional

sub-categories depending upon having executed the eligible works and acquiring of the machinery and equipment by the contractor. On upgradation to higher class the Contractor shall have to deposit an amount equal to 1.5 times of the difference of Enlistment Fee between the two classes. Mode of deposit of fee will be same as that for Enlistment to upgraded category.

- 7.4 The Enlistment Authority in case of Class-III & IV shall forward copy of certificate of enlistment/revalidation along with the check list appended as Annexure-II to Joint Secretary, Punjab Roads and Bridges Development Board. The Register of Contractors and website of PWD B&R and PRBDB shall be updated accordingly.

8. Jurisdiction & Tendering Limit

The contractors enlisted as Class I and Class II in the respective category shall be entitled to tender in the State of Punjab, Delhi & Shimla [for works by Punjab PWD (B&R) only] and others in respective Circles where enlisted and an adjoining Circle as specified by the Enlistment Authority for various works being executed by PWD B&R. The tendering limit up to which they shall be eligible to tender shall be as per details in Table-I unless some restriction is imposed by the Enlistment Authority. The contractor shall be governed by instructions prevailing at a particular point of time irrespective of when he was enlisted.

9. Eligibility Criteria

- 9.1 The applicant shall have to satisfy the minimum eligibility criteria specified in Table-I, before they can be considered for enlistment.
- 9.2 The criterion for experience shall be the execution and completion of works of same category of appropriate value, satisfactorily as the case may be, of prescribed nature and magnitude on agreement basis, during the last five (5) years with details to be furnished in Annexure-III and accompanied with Performance certificate from Client in format prescribed at Annexure-IV. The works should have been executed in the same name and style in which the enlistment is sought or all the eligible work(s) should have been secured in the name of any one of the partner.
- 9.3 The financial soundness shall be judged on the basis of annual turnover of the applicant during last three (3) years as per balance sheet prepared by the Statutory Auditor in the format prescribed in Annexure-V and solvency certificate issued by the Bankers of the applicant on the format prescribed in Annexure-VI. Such certificate shall be issued by a Scheduled Bank and shall be submitted, in original, in a Bank sealed cover, addressed to the Enlistment Authority. In case of Co-operative Labour & Construction Society the solvency certificate issued by the Central Co-operative Bank shall be accepted instead of a certificate issued by the Scheduled Bank.
- 9.4 The machinery and T&P as owned by the applicant shall be taken into consideration unless specified otherwise. The key personnel on the role of the applicant shall also be taken into consideration unless specified otherwise.
- 9.5 The criteria to be fulfilled in terms of the experience, financial soundness, owning of machinery and T&P and technical staff on role existing on the date of receipt of application by Enlistment Authority are detailed in Table- I for each class and category.

10. Enlistment Fee

- 10.1 The applicant (intending contractor) shall forward the completed application to the Enlistment Authority along with a non-refundable

Enlistment Fee. The enlistment fee for various classes under each category shall be as under:

- (a) Class I Rs. 50000/-
- (b) Class II Rs. 30000/-
- (c) Class III Rs. 20000/-
- (d) Class IV Rs. 10000/-

(Note: The enlistment fee for road works under above classes shall be applicable whether the contractor is enlisted in one or more categories under road works).

The Enlistment Fee may be revised with the approval of the Secretary to Govt. of Punjab, Department of Public Works (B&R).

- 10.2 The fee for enlistment of Co-operative Labour & Construction Society will be governed by Rules & Notifications, as amended from time to time, by Department of Cooperation, Govt. of Punjab.

- 10.3 This enlistment fee is to be furnished along with application form to the Enlistment Authority. In the case of such applicant whose application for enlistment is rejected by the Enlistment Authority, amount to the extent of 50% (fifty per cent) of the enlistment fee remitted with the application shall be refunded.

- 10.4 The fees for revalidation of enlistment for various classes under each category shall be as under and is to be paid through NEFT/RTGS in the Joint Secretary, PRBDB Account No. 50027580862 of Allahabad Bank, IFSC Code: ALLA0211992 :

- (a) Class I Rs. 25000/-
- (b) Class II Rs. 15000/-
- (c) Class III Rs. 10000/-
- (d) Class IV Rs. 5000/-.

The Fee for Revalidation of Enlistment may be revised with the approval of the Secretary to Govt. of Punjab, Department of Public Works (B&R).

- 10.5 Amount collected by way of sale of application forms and fees for Enlistment/Revalidation by the Punjab Roads & Bridges Development Board (PRBDB) shall be utilized by the PWD B&R for

construction, improvement
& renovation of existing offices, residencies, PWD Rest Houses
and automation of offices of PWD B&R. PRBDB shall submit
information in respect of revenue collected during every quarter
to Secretary, Public

Works Department and Chief Engineer (HQ), Punjab PWD B&R. Chief Engineer (HQ), PWD B&R shall send utilization of funds against the approved Estimates to the Accountant General, Punjab and Joint Secretary, Punjab Roads and Bridges Development Board.

11. Income Tax Certificate

The contractor/applicant along with its application for enlistment/revalidation shall provide copy of PAN (Permanent Account Number) as issued by the Department of Income Tax, copy of latest Income Tax Return as submitted and/ assessment orders as passed by the Income Tax Department, if any.

12. Sales Tax Certificate

The contractor/applicant alongwith its application for enlistment/revalidation shall provide a copy of valid VAT (Value Added Tax) Number Certificate (and/or any other as per applicable law) along with copy of latest return as submitted and/ the assessment order passed by the competent authority, if any.

13. Labour Cess

The contractor/applicant along with its application for enlistment/revalidation shall provide copy of proof of registration as per provisions of The Punjab Building and other Construction Workers (Regulation of Employment and Conditions of Service) Rules, 2007 as amended from time to time.

14. Electrical Licence

The contractor/applicant of Electrical category shall have to produce valid electrical license from the Chief Electrical Inspector of the State of Punjab. The license shall be kept valid throughout the period of enlistment by getting it renewed at applicable intervals and submission of an attested

copy of the same to the Enlistment Authority after each renewal. When applying for tender for a work the intending contractor shall have to possess an electrical license of appropriate voltage issued by the State Government Instrumentality under Clause 45 of Indian Electricity Rules, 1956 as amended from time to time.

15. Cooperative Labour & Construction Societies

The registered Cooperative Labour and Construction Society shall be allowed to quote for the works provided they shall fulfill the conditions laid down in the Detailed Notice Inviting Tenders/Bidding document for the work, including the ownership or should be in position to deploy the machinery and equipment and engaging services of key personnel as specified for the respective work etc.

16. Change in Constitution of Firm

16.1 The contractor/firm/company shall not modify the existing name of firm, partnership/ membership or enter into any fresh partnership without the prior approval of the Enlistment Authority. Such proposal, if any, shall be submitted in advance giving full details of the intended partnership/sole proprietorship along with the draft partnership deed/affidavits and documents as per Annexure-VII. Any change in status of the contractor as an individual or in constitution of the firm without prior approval of the Enlistment Authority will render the contractor/firm liable to be removed from the approved list of contractors.

16.2 If an enlisted firm is converted in two or more firms by any action of its

partners, the new firm(s) or any separated partner(s) in his (their) individual/joint capacity shall have to apply for enlistment afresh on the basis of work experience, financial soundness, owning of machinery and equipment as a separate entity and shall be governed by the eligibility criteria given in Table-I.

For new enlistment, the work experience of each partner of the previously enlisted firm shall be considered in proportion to the equity held by the partner in that enlisted firm.

16.3 If new partner(s) are taken in the firm, each new partner shall have to satisfy the eligibility conditions detailed in paragraph 3.

Further, after the addition of new partner(s), the work experience for the works executed by the enlisted firm prior to addition of new

partner(s) shall be reduced in proportion to the reduced equity of the original partner(s).

- 16.4 If the number of original partners of a firm reduces to less than half due to any reason including death of partner(s), the enlistment of the firm shall be withdrawn and the remaining/surviving partners shall have to seek fresh

enlistment. Original partner(s) means constituents at the time of enlistment.

17. Change in Address

17.1 While applying for enlistment, the applicant/contractor should mention address of his registered office as well as Head Office, if different. All documents i.e. PAN, Income Tax Return/assessment orders, VAT Number, VAT Certificate/assessment orders, Solvency Certificate/Banker's certificate, Electrical License, Registration under Labour Cess Rules etc. should bear one such address, otherwise the same shall not be accepted.

17.2 The contractor shall intimate the change of address, if any, in any of the above addresses, in advance or maximum within one month of such change along with acknowledgement of noting down of such change in address from Bank, Income Tax authorities, VAT authorities etc. Failure to do so may result in removal of the name of the contractor from the approved list of contractors.

18. Near Relatives Working in Punjab PWD B&R

Individual Contractors/partners in a Partnership firm/members of consortium/ joint ventures whose near relatives are Divisional Accountants or Engineering Officers between the grades of Chief Engineer and Junior Engineer (both inclusive) in the Punjab PWD (B&R) shall not be allowed to tender for works falling in the jurisdiction of the office responsible for award and execution of contract where the near relative is working. For this purpose, a near relative shall mean wife, husband, parents, grandparents, children, grand children, brothers, sisters, first uncles, aunts, first cousins and their corresponding in-laws.

19. Review of Approved List of Contractors

The contractor shall be required to secure works of appropriate magnitude or should have participated/competed for minimum five (5)

works of tendering limit in PWD B&R or any other departments/Board/Corporation of Punjab Government or Chandigarh Administration during the revalidation/enlistment period. Contractors shall be liable to be weeded out as enlisted contractor for non-

observance of enlistment instructions. For this purpose the Enlistment Authority shall have the power to periodically review the approved list of contractors.

20. Revalidation of Enlistment

- 20.1 The validity of initial enlistment of the contractor shall be as given in paragraph 6 above. It shall, however, be revalidated on merits if applied by the Contractor. Only the Contractor who has secured at least one work of appropriate magnitude or should have participated/competed for minimum five (5) works of tendering limit in PWD B&R, any other department/ Board/ Corporation of Punjab Government or Chandigarh Administration during the period of enlistment or last revalidation period of enlistment as the case may be, shall be considered for revalidation.
- 20.2 Application for Revalidation : The Contractor shall apply for revalidation of his enlistment in the prescribed form (Annexure-VIII) along with all documents as per Annexure-IX, so as to reach the Enlistment Authority at least two (2) months before expiry of his enlistment.
- 20.3 The fees for renewal in a particular class and category shall be as given in paragraph 10.4.
- 20.4 The revalidation application with all documents shall be accepted up to one month prior to the date of expiry of enlistment without any late fee. In cases where the application is received after date of expiry of enlistment/revalidation, but within three months of expiry, the application will be accepted with additional fee calculated at rate of 10% (ten per cent) of enlistment fees for new enlistment (as laid in paragraph 10.1) in the respective class and category. Applications received, thereafter, shall not be accepted and Contractor shall apply for fresh enlistment, as per instructions.
- 20.5 On receipt of application for revalidation complete in all respects and with

all necessary documents, provisional extension up to two (2) months from the date of expiry of the enlistment shall be granted.

20.6 Revalidation Procedure : The revalidation of the enlistment shall be permitted by the Enlistment Authority on the basis of review of the

performance of the contractor pertaining to the period of enlistment/ revalidation. Cases shall be categorized and action taken as below :

- (i) Contractor, who secured and executed works of appropriate magnitude during period of enlistment/revalidation shall be considered for revalidation for a period of two years subject to satisfaction of Enlistment Authority.
- (ii) Contractor, who secured works of appropriate magnitude but performance has not been satisfactory, the revalidation shall be provisional for one year and on satisfactory completion, the revalidation shall be made for two years including period provisional revalidation to the entire satisfaction of the Enlistment Authority.
- (iii) Contractor who could not secure any work during enlistment period but submitted five or more tenders during period of enlistment/ revalidation and was among the three lowest tenders for at least one work, the revalidation shall be one year only.

21. Performance Report

- 21.1 The contractor should fill the details of each of the work, of appropriate magnitude, secured by him during the last revalidation/ enlistment period, in the proforma as given in Annexure-X. The list should include all works secured by him during the above mentioned period. In case, the contractor conceals any information, his revalidation will be liable to be cancelled.
- 21.2 The contractor should fill up the details in the proforma as given in Annexure-X, in duplicate. For each work, separate proforma shall be filled. One copy of all the proforma shall be given to the concerned Executive Engineer of the Division, in which the work was executed and the acknowledgement obtained on the second copy of the proforma. The second copy shall then be submitted to

the Enlistment Authority along with the application for revalidation.

- 21.3 The Executive Engineer should fill up the proforma and submit to the Enlistment Authority through his SE, within two weeks of receipt of proforma.

22. Contractor's Obligations

22.1 The contractor should fulfill all his obligations in a manner as specified, failing which he shall be liable for action as mentioned hereinafter. Some

of the obligations are summarized below :

- (a) Prior approval shall be obtained from the Enlisting Authority before changing the constitution or name of the firm/company.
- (b) Intimation of change of address shall be given in advance or within one month.
- (c) He shall maintain valid electrical license for the Punjab State issued by the competent authority (in case of electrical category).
- (d) He shall compete/participate in at least ~~for~~ five or more works of tendering limit in PWD B&R or any other department/Board/ Corporation of Punjab Government or Chandigarh administration during the period of enlistment/ revalidation.
- (e) He shall abide by these instructions.
- (f) He shall not indulge in unethical, fraudulent practices.
- (g) He shall execute the works awarded to him strictly as per the terms and conditions of the Contract, Specifications and Standards.
- (h) He shall continue to observe labour bye-laws and regulations.
- (i) He shall continue to pay all taxes, duties, levies and labour cess etc. as per applicable law.

23. Disciplinary Actions

23.1 The contractor shall have to abide by all the Instructions of Enlistment and also by the terms and conditions of the Contract and the Detailed Notice Inviting Tenders/bidding document. He

shall have to execute the works satisfactorily as per specifications and standards, in time and as per laid down quality. The Enlistment Authority shall have the right to demote a contractor to a lower class, suspend business with him for any period, debar him or remove his name from the approved list of contractors after issue of show cause notice and recording the findings after hearing him. The decision of the Enlistment Authority shall be final and binding on the

contractor. The following actions of the contractor shall, in general, make him liable to disciplinary actions :

- i) **Demotion to a lower class:** The contractor shall be liable to demotion to a lower class, by the Enlistment Authority, if he:
 - (a) fails to execute a contract or executes it unsatisfactorily or is proved to be responsible for constructional defects/ deficiencies; or
 - (b) no longer possess adequate equipment and machinery,
technical personnel or financial resources; or
 - (c) is litigious by nature; or
 - (d) violates any important condition of contract; or
 - (e) is responsible for a conduct which may justify his demotion to a lower class; or
 - (f) any other reason which in view of the Enlistment Authority is adequate for his demotion to a lower class.
- ii) **Debarring/Suspension of business :** The Enlistment Authority may debar/suspend business with the contractor for a period upto two (2) years in the following events after having received reports from more than one officer or at more than one occasion from individual officer of PWD B&R :
 - (a) adverse report related to adverse performance;
 - (b) misbehavior, direct or indirect involvement in threatening departmental officer/ official;
 - (c) making false complaints, filing legal suites for frivolous reasons;
 - (d) hampering tender process or execution of contract;
 - (e) any act, omission or commission etc. damaging the reputation of the department or departmental officer/ official;
 - (f) having failed to take up the work after allotment on two occasions;

- (g) any other complaint considered fit by the Enlistment Authority.

In addition to above the Enlistment Authority may also debar/suspend business with the contractor in case the contractor fails to comply with the instructions/conditions of the bidding document which provide for debarring of the Contractor during the bidding process.

The decision taken shall be posted on the web site of PWD (B&R) and PRBDB.

- iii) **Blacklisting/Removal from the approved list** : The name of the contractor may be removed from the approved list of contractors, by the Enlistment Authority, if he :
- (a) has been involved in misappropriation of government monies; or
 - (b) is convicted for an offence involving corruption or any other serious act or conduct etc.; or
 - (c) has, on more than one occasion, failed to execute a contract or has executed it unsatisfactorily; or
 - (d) is proved to be responsible for constructional defects in more than one work; or
 - (e) has executed two or more works which were found to be substandard during the course of departmental enquiry against delinquent officials; or
 - (f) ceases to fulfill eligibility criteria based on which enlistment/ revalidation was allowed; or
 - (g) persistently violates any important conditions of the contract; or
 - (h) fails to abide by the conditions of enlistment; or
 - (i) is found to have given false particulars/material concealment or suppression of facts or misrepresentation of facts at the time of enlistment or in the process of tendering; or
 - (j) has indulged in any type of corrupt, fraudulent, coercive, undesirable or restrictive practice in the tendering process; or
 - (k) advancing a claim on the basis of forged documents; or

- (l) changes in constitution of the firm or individuals or changes the name of the firm/company without prior approval of the Enlistment Authority; or
- (m) changes permanent address/business address without intimation to the Enlistment Authority; or

- (n) is declared or is in the process of being declared bankrupt, insolvent, wound up, dissolved or partitioned; or
- (o) persistently violates the labour regulations and rules; or
- (p) is involved in complaints of serious nature received from other departments which prima facie appear to be true; or
- (q) default in settlement of tax dues like income tax, contract tax, VAT, octroi, duties, levies, labour cess etc.; or
- (r) any other case or situation involving national security.

The concerned Chief Engineer shall decide the case within two months of the issue of notice by the Enlistment Authority to the contractor after hearing the contractor, Enlistment Authority and other officers of PWD B&R and recording the decision in writing. If any of the charges are established, the Chief Engineer shall decide the period exceeding three years or in perpetuity depending on the extent, magnitude or culpability of conduct requires stern action. The decision taken in removal of name of the contractor from approved list for the decided period shall be posted on the web site of PWD B&R and PRBDB and other departments, boards, corporations of the Punjab State and Chandigarh Administration shall be informed of the action taken.

(Note: The removal of name of the contractor from approved list for a

particular period, shall amount to black listing for the said period.)

- iv) **Appeal :** Aggrieved by the order of the Enlistment Authority in any disciplinary action described above, an appeal may be preferred within 30 (thirty) days from the date of communication of such orders, to the next higher authority i.e. Secretary to Govt. of Punjab, Department of Public Works (B&R) in case of Class-I & II and CE (PRBDB) in case of Class-III & IV respectively. The Appellant Authority may, after hearing the appeal, confirm, vary or reverse the order appealed from and may pass such orders as may deem fit as per the merits of the case after giving an opportunity of being heard to the appellant, Enlistment Authority, their representatives. The decision of the Appellate Authority shall be

final and binding.

- v) Notwithstanding anything above, the provision of any rules/orders issued separately towards disciplinary action by PWD B&R shall be applicable for all enlisted contractors.

24. Revision/Modification of Instructions

Secretary, Punjab Public Works Department may modify, amend, add, delete and/or change any of the above instructions and same shall be binding on all enlisted contractors.

25. Repeal & Saving

25.1 All instructions regarding enlistment, revalidation of contractors in Punjab Public Works Department existing before coming into force of 'Instructions for Enlistment for Contractors - 2016' are repealed.

25.2 Notwithstanding such repeal, the contractors already enlisted on the basis of Instructions hitherto in force shall continue to avail of the status of enlisted contractors of Punjab Public Works Department (PWD B&R) till the period of such enlistment, including revalidation/extension granted before coming into effect of the 'Instructions for Enlistment of Contractors - 2016'.

25.3 The pending applications for enlistment/revalidation shall be processed on the basis of the 'Instructions for Enlistment of Contractors - 2016'.

Table – I
Eligibility Criteria for Enlistment of Contractor

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
Civil (Road/ Building/ Bridge works)	I	Committee comprising of CE (PRBDB), CE (concerned) & SE (concerned)	Upto Rs. 10.00 Crore	Should have successfully completed during last five years : - two similar works of Rs. 4.00 Crore each; Or - three similar works of Rs. 3.00 Crore each; Or - five similar works of Rs. 2.00 Crore each.	i) Should have achieved a minimum annual financial turnover of Rs. 4.00 Crore in any one of the last three years; And ii) Solvency Certificate of Rs. 5.00 Crore.	i) One Graduate Engineer (Civil) with minimum 5 years experience; ii) One Graduate Engineer (Civil) with minimum 2 years experience; And iii) One Diploma Engineer (Civil) with minimum 5 years experience in respective category.	1. Road Works : Hot Mix Plant (with electronic control) - 1 No. Sensor Paver Finisher - 1 No. Vibratory Roller - 2 No. Wet Mix Plant - 1 No. Wet Mix Paver - 1 No. Air Compressor - 1 No. Smooth Wheel Roller - 3 Nos. Emulsion Pressure sprayer - 1 No. Grader - 1 No. Tipper - 5 Nos. Water Tanker - 2 Nos. Front End Loader - 1 No. and Well Equipped Lab.	Rs. 50,000/-

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
							<p>2. Buildings Works :</p> <p>Concrete Batching & Mixing Plant (capacity 15cum/hr) - 1 No.</p> <p>Concrete Mixer with weigh batching-(one bag capacity) - 2 No.</p> <p>Steel Centering & Shuttering - 3000 sqm</p> <p>Steel Scaffolding/ props for an area of - 1000 sqm</p> <p>Buildings Hoist - 2 No.</p> <p>Vibrators (Needle) - 5 Nos.</p> <p>and</p> <p>Well equipped Lab.</p>	
							<p>3. Bridge Works :</p> <p>Concrete batching & Mixing Plant (capacity 15cum/hr). - 1 No.</p> <p>Concrete Mixer with weigh batching (one bag capacity) - 2 Nos.</p>	

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
							Steel Centering & Shuttering - 2000 sqm Steel Scaffolding/ props for an area of - 1000 sqm Crane with grab for sinking - 1 No. Vibrators (Needle & surface) - 5 Nos. Tipper - 2 Nos. and Well equipped Lab.	
Civil (Road/ Building/ Bridge works)	II	Committee comprising of CE (PRBDB), CE (concerned) & SE (concerned)	Upto Rs. 5.00 Crore	Should have successfully completed during last five years : - two similar works of Rs. 2.00 Crore each; Or - three similar works of Rs. 1.50 Crore each; Or - five similar works of Rs. 1.00 Crore each.	i) Should have achieved a minimum annual financial turnover of Rs. 2.00 Crore in any one of the last three years; And ii) Solvency Certificate of Rs. 2.50 Crore	One Graduate Engineer (Civil) with minimum 2 years experience and One Diploma Engineer (Civil) with minimum 3 years experience in respective category.	1. All Road Works : Hot Mix Plant (with electronic control) - 1 No. Paver Finisher - 1 No. Vibratory Roller - 1 No. Smooth Wheel Roller - 3 Nos. Bitumen Sprayer - 1 No. Front End Loader - 1 No. *Grader - 1 No. Tippers - 3 Nos.	Rs. 30,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
							<p>Water Tanker - 1 No.</p> <p>Air compressor - 1 No.</p> <p>and</p> <p>Well equipped Lab.</p> <p>* In case of non-availability of Grader, an Affidavit shall be furnished that it shall be arranged on hire or lease to the entire satisfaction of Engineer in charge.</p>	
							<p>2. Buildings Works :</p> <p>Concrete Mixer with weigh batching - 1 No.</p> <p>Concrete Mixer - 1 No.</p> <p>Steel Centering and Shuttering - 1200 sqm</p> <p>Steel Scaffolding for - 600 sqm area</p> <p>Building Hoist - 1 No.</p> <p>Vibrators (Needle) - 4 Nos.</p> <p>and</p> <p>Well Equipped Lab.</p>	

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
							3. Bridge Work: Concrete Mixer with weigh batching - 1 No. Concrete Mixer - 1 No. Steel Centering and Shuttering - 800 sqm Steel Scaffolding for - 300 sqm area Vibrators (Needle & surface) - 4 Nos. Winch Machines - 2 Nos. and Well Equipped Lab.	
Civil (Road/ Building/ Bridge works)	III	SE	Upto Rs. 2.00 Crore	Should have successfully completed during last five years : - two similar works of Rs. 80.00 lacs each; Or - three similar works of Rs. 60.00 lacs each;	i) Should have achieved a minimum annual financial turnover of Rs. 80.00 lacs in any one of the last three years; And ii) Solvency Certificate	One Graduate Engineer (Civil) Or One Diploma Engineer with minimum 3 years experience in respective category.	1. All Road Works : Hot Mix Plant (with electronic control) - 1 No. Paver Finisher - 1 No. Vibratory Roller - 1 No. Smooth Wheel Roller - 2 Nos. Bitumen Sprayer - 1 No.	R.s 20,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
				<p style="text-align: center;">Or</p> <p>- five similar works of Rs. 40.00 lacs each.</p>	of Rs. 1.00 Crore.		Tippers - 2 Nos. Water Tanker - 1 No. Air compressor - 1 No. and Well Equipped Lab.	
							<p>2. Road Work involving Granular Layers :</p> Wet Mix Plant - 1 No. Wet Mix Paver - 1 No. Tippers - 2 Nos. Smooth Wheel Rollers - 2 Nos. Water Tanker - 1 No. and Well Equipped Lab.	
							<p>3. Road Work involving Earthwork only:</p> Compactor – Vibrator - 1 No. Smooth Wheel Roller - 2 Nos. Water Tanker - 1 No.	

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
							Front End Loader - 1 No. and Well Equipped Lab.	
							4. Buildings Works: Concrete Mixer – full bag capacity - 1 No. Steel Centering and Shuttering - 500 sqm Vibrator (Needle) - 4 Nos. and Well Equipped Lab.	
							5. Bridge Work: Concrete Mixer – full bag capacity - 1 No. Concrete Mixer - 1 No. Steel Centering and Shuttering - 500 sqm Vibrators (Needle and surface) - 3 Nos. Winch Machine - 1 No.	

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
							and Well Equipped Lab.	
Civil (Road/ Building/ Bridge works)	IV	EE	Upto Rs. 50.00 lacs	Preferably unemployed Graduate Engineer (Civil)/ Diploma Engineer (Civil)	Certificate of working capital of Rs. 5.00 lacs for atleast last 6 months	Unless himself Graduate/ Diploma Engineer shall associate services of a Diploma Engineer for execution of works	Nil	Rs. 10,000/-
Furniture/ Interior Decoration	I	Committee comprising of CE (PRBDB), CE (concerned) & SE (concerned)	Upto Rs. 2.00 Crore.	Should have successfully completed during last five years : - two similar works of Rs. 80.00 lacs each; Or - three similar works of Rs. 60.00 lacs each; Or - five similar works of Rs. 40.00 lacs each.	i) Should have achieved a minimum annual financial turnover of Rs. 80.00 lacs in any one of the last three years; And ii) Solvency Certificate of Rs. 1.00 Crore.	i) One Graduate in Architecture/ Design with minimum experience of 2 years And ii) One Diploma Holder in Architecture/ Design with minimum experience of 5 years.	Properly fitted workshop, painting, polishing & other finishing equipment.	Rs. 50,000/-
Furniture/ Interior	II	Committee comprising	Upto Rs. 1.00 Crore	Should have successfully completed during last five	i) Should have achieved a	One Graduate in Architecture/ Design	Properly fitted workshop, painting, polishing & other finishing equipment.	Rs. 30,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
Decoration		of CE (PRBDB), CE (concerned) & SE (concerned)		years : - two similar works of Rs. 40.00 lacs each; Or - three similar works of Rs. 30.00 lacs each; Or - five similar works of Rs. 20.00 lacs each.	minimum annual financial turnover of Rs. 40.00 lacs in any one of the last three years; And ii) Solvency Certificate of Rs. 50.00 lacs.	or One Diploma Holder in Architecture/ Design with minimum experience of 5 years.		
Furniture/ Interior Decoration	III	SE	Upto Rs. 25.00 lacs	Should have successfully completed during last five years : - two similar work of Rs. 10.00 lacs each; Or - three similar works of Rs. 7.50 lacs each; Or - five similar works of Rs. 5.00 lacs each.	i) Should have achieved a minimum annual financial turnover of Rs. 10.00 lacs in any one of the last three years; And ii) Solvency Certificate of Rs. 12.50 lacs.	Nil	Properly fitted workshop, painting, polishing & other finishing equipment	Rs. 20,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
Furniture/ Interior Decoration	IV	EE	Upto Rs. 10.00 lacs	Nil	Certificate of working capital of Rs. 1.00 lac for atleast last 6 months	Nil	Not required.	Rs. 10,000/-
Horticulture & Landscaping	I	Committee comprising of CE (PRBDB), CE (concerned) & SE (concerned)	Upto Rs. 1.00 Crores.	Should have successfully completed during last five years : - two similar works of Rs. 40.00 lacs each; Or - three similar works of Rs. 30.00 lacs each; Or - five similar works of Rs. 20.00 lacs each.	i) Should have achieved a minimum annual financial turnover of Rs. 40.00 lacs in any one of the last three years; And ii) Solvency Certificate of Rs. 50.00 lacs.	i) One B.Sc (Agriculture) or equivalent with 3 years experience in Horticulture Activities. ii) One Supervisor with 5 years experience in Horticulture activities.	LCV - 1 No. Power Sprayer - 1 No. Wheel Barrow - 5 No Power Lawn movers - 2 Nos. Rubber hose pipes - 300 m and All other implements for day to day working.	Rs. 50,000/-
Horticulture & Landscaping	II	SE (Hort.)	Upto Rs. 50.00 lacs	Should have successfully completed during last five years : - two similar works of Rs. 20.00 lacs each; Or	i) Should have achieved a minimum annual financial turnover of Rs. 20.00 lacs in any one of the last three years; And	i) One B.Sc (Agriculture) or equivalent with 2 years experience in Horticulture Activities. ii) One Supervisor with 3 years	Power Sprayer - 1 No. Power Lawn movers - 1 No. Wheel Barrow - 3 No Rubber hose pipes - 200 m	Rs. 30,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
				<ul style="list-style-type: none"> - three similar works of Rs. 15.00 lacs each; <p style="text-align: center;">Or</p> <ul style="list-style-type: none"> - five similar works of Rs. 10.00 lacs each. 	ii) Solvency Certificate of Rs. 25.00 lacs.	experience in Horticulture activities.	and All other implements for day to day working & carriage.	
Horticulture & Landscaping	III	SE (Hort.)	Upto Rs.25.00 lacs	<p>Should have successfully completed during last five years :</p> <ul style="list-style-type: none"> - two similar works of Rs. 10.00 lacs each; <p style="text-align: center;">Or</p> <ul style="list-style-type: none"> - three similar works of Rs. 7.50 lacs each; <p style="text-align: center;">Or</p> <ul style="list-style-type: none"> - five similar works of Rs. 5.00 lacs each. 	<p>i) Should have achieved a minimum annual financial turnover of Rs. 10.00 lacs in any one of the last three years;</p> <p style="text-align: center;">And</p> <p>ii) Solvency Certificate of Rs. 12.50 lacs.</p>	One Supervisor with 3 years experience in Horticulture activities.	<ul style="list-style-type: none"> Power Sprayer - 1 No. Power Lawn movers - 1 No. Wheel Barrow - 2 Nos. Rubber hose pipes - 200 m <p>and All other implements for day to day working & carriage.</p>	Rs. 20,000/-
Horticulture & Landscaping	IV	EE (Hort.)	Upto Rs.10.00 lacs	Preferably unemployed B.Sc. (Agriculture) or equivalent	Certificate of working capital of Rs. 1.00 lac for atleast last 6 months	Nil	Not required.	Rs. 10,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
Electrical	I	Committee comprising of CE (PRBDB), CE (Electrical) & SE (concerned)	Upto Rs. 5.00 Crore	Should have successfully completed during last five years : - two similar works of Rs. 2.00 Crore each; Or - three similar works of Rs. 1.50 Crore each; Or - five similar works of Rs. 1.00 Crore each.	i) Should have achieved a minimum annual financial turnover of Rs. 2.00 Crore in any one of the last three years; And ii) Solvency Certificate of Rs. 2.50 Crore.	One Graduate Engineer (Electrical) with minimum experience of 3 years And One Diploma Holder (Electrical) with minimum experience of 5 years.	Steel/Aluminum ladder 1.5m to 8m; chase cutting machines-2 nos., Torque wrench for nut/bolt/screw; Primary & Secondary injection equipment, dielectric strength testing equipment, magnetic dial indicator for alignment; conduit die set; Pipe vice; Bench vice; LT Meggar 500 volts & HT Meggar 5000 volts; Tong Tester, Multimeter; Hydraulically operated & hand operated crimping machines, Earth Tester; Portable Drilling Machine; overhead conduit puller, Test Bench for light fittings & MCB DB Electrical license valid for execution of works for 66 KV.	Rs. 50,000/-
Electrical	II	SE (Electrical)	Upto Rs. 2.00 Crore	Should have successfully completed during last five years : - two similar works of Rs. 80.00 lacs each; Or - three similar works of Rs. 60.00 lacs each; Or - five similar works of Rs. 40.00 lacs each.	i) Should have achieved a minimum annual financial turnover of Rs. 80.00 lacs in any one of the last three years; And ii) Solvency Certificate of Rs. 1.00 Crore.	One Graduate Engineer (Electrical) with minimum experience of 2 years Or One Diploma Holder (Electrical) with minimum experience of 5 years.	Steel/Aluminum ladder 1.5m to 8m; chase cutting machines-2 nos., Torque wrench for nut/bolt/screw; Primary & Secondary injection equipment, dielectric strength testing equipment, magnetic dial indicator for alignment; conduit die set; Pipe vice; Bench vice; LT Meggar 500 volts & HT Meggar 5000 volts; Tong Tester, Multimeter; Hydraulically operated & hand operated crimping machines, Earth Tester; Portable Drilling Machine; overhead conduit puller, Test Bench for light fittings & MCB DB Electrical license valid for execution of works for 11 KV.	Rs. 30,000/-

Section - IV

Category	Class	Enlistment Authority	Tendering Limit	Past Experience of completed works (contract agreement) in last 5 years	Financial Soundness	Engineering Establishment	Machinery, Equipment, T&P (Ownership proof to be furnished)	Enlistment Fee (for two years)
Electrical	III	SE (Electrical)	Upto Rs. 50.00 lacs	Should have successfully completed during last five years : - two similar works of Rs. 20.00 lacs each; Or - three similar works of Rs. 15.00 lacs each; Or - five similar works of Rs. 10.00 lacs each.	i) Should have achieved a minimum annual financial turnover of Rs. 20.00 lacs in any one of the last three years; And ii) Solvency Certificate of Rs. 25.00 lacs.	One Graduate Engineer (Electrical) Or One Diploma Holder (Electrical) with min. experience of 3 years.	Steel/Aluminum ladder 1.5m to 3.0m; chase cutting Machine; Conduit die set; Pipe vice; Earth Tester; Portable Drilling Machine. Electrical license valid for execution of works for 11 KV.	Rs. 20,000/-
Electrical	IV	EE (Electrical)	Upto Rs. 15.00 lacs	Preferably unemployed Graduate Engineer (Electrical)/ Diploma Engineer (Electrical)	Certificate of working capital of Rs. 1.50 lacs for atleast last 6 months	Unless himself Graduate/ Diploma Engineer (Electrical) shall associate services of a Diploma Engineer (Electrical) or Qualified Electrician or a person having Wireman's Licence	Chase Cutting Machine, Electrical wire Drawings equipment; Conduit Dye Set; Pipe-Vice; Earth tester; Portable drilling machine; Steel/Aluminium Ladder 1.5m to 3.0m.	Rs. 10,000/-
Note:	<p>1. For specialized works/services like EPABX, Fire Alarm and Fire Detection System, Diesel Generators, Sub Stations, Public Address System, Elevators (Passenger Lifts) & Escalators, HVAC (Heating, Ventilation and Air-Conditioning) & Traffic Signals, eligibility criteria and other terms and conditions shall be as down in the Tender Notice, Detailed Notice Inviting Tenders, the Tender (Bid) document.</p> <p>2. Similar work means the work of same category/nature under which the Enlistment is sought.</p>							

ANNEXURE-I A

**PUNJAB PUBLIC WORKS DEPARTMENT (B&R)
APPLICATION FOR ENLISTMENT AS CONTRACTOR**

The applicant should study carefully the Instruction of Enlistment and the list of documents to be annexed with the application form. Application found deficient in any respect is liable to be rejected without any further correspondence.

	Class	<input type="text"/>	Category	<input type="text"/>
1.	Name of the applicant	Shri/M/s _____		
2.	Nationality	Indian	<input type="text"/>	Other <input type="text"/>
3.	Address Regd. Office	_____ _____ _____		
4.	Telephone Number	<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	
	Fax Number E-mail	<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	
5.	Constitution	Individual	<input type="checkbox"/>	
		Sole Proprietorship	<input type="checkbox"/>	
		Partnership Firm	<input type="checkbox"/>	
		Public Limited Company	<input type="checkbox"/>	
		Private Limited Company	<input type="checkbox"/>	
6.	If partnership firm, names of the partners/if company, name of directors			
	(i)	_____		
	(ii)	_____		
	(iii)	_____		
	(iv)	_____		

- (v) _____
 (vi) _____

7. Is the individual/sole proprietor/any partner/directors of company:

- a) Dismissed Government Servant Yes No
 b) Removed from approved list of contractors Yes No
 c) Demoted to a lower class of contractor Yes No
 d) Having business banned/suspended by any government in the past Yes No
 e) Convicted by a court of law Yes No
 f) Retired engineer/official from engineering Government of Punjab within last 3 years Yes No
 g) Director or partner of any other company/firm enlisted with PWD B&R or any other department Yes No
 h) Any contractor abandoned or action taken by any public authority Yes No

If answer to any of the above is 'Yes', furnish details on a separate sheet

8. a) Name of person holding power of attorney _____
 b) Nationality Indian Other
 c) Liabilities _____

9. Name of Bankers with full address _____

10. Place of business

11. Full time technical staff in applicant's employment Nos:

- a) Graduate Engineers_____ (trade) with_____ years experience: _____
 b) Graduate Engineers_____ (trade) with_____ years experience: _____
 [excluding (a) above]
 c) Diploma Engineers_____ (trade) with_____ years experience: _____

d) Diploma Engineers _____ (trade) with _____ years experience: _____
[excluding (a) above]

e) Furniture/Furnishing Designers of _____ years experience: _____

(As per requirements mentioned in the instructions regarding Enlistment for the class & category applied for (Attached details on separate sheet))

12. Does the applicant have sufficient T&P, machinery, equipment and workshop as per requirements mentioned in the instructions regarding enlistment for the class & category applied for (Attach details on separate sheet):

Yes No

13. Does the applicant possess valid Electrical License (for electrical enlistment only)

Yes No

14. a) Whether already enlisted with PWD (B&R) or any other department

Yes No

b) If yes, give details:

(i) Name of department _____

(ii) Class & Category _____

(iii) Enlistment Authority & Address _____

(iv) Enlistment No. & Date _____

(v) Date of validity _____

(vi) Tendering limit _____

15. Is any person working with the applicant is a near relative of the officer/official of PWD (B&R) (see para 18 of instructions for Enlistment)

Yes No

If yes, give details _____

16. Enlistment fee paid (through NEFT/RTGS):

UTR NO.	Date	Amount	Bank & Branch

17. Details of works completed and in progress during the last 3 years (to be filled in Performa as given in Annexure III). This list should include all works whose gross amount of work done is more than the required magnitude for the class in which registration is required:

Yes No

18. Certificate from Clients in original as per Performa given in Annexure IV for all eligible works:

Yes No

19. Certificate:

- i) I/We (including all partners) certify that I/We have read the instructions for Enlistment of Contractors in PWD (B&R) as amended upto date and shall abide by them.
- ii) I/We certify that the information given above is true to the best of me/our knowledge.
- iii) I/We also understand that if any of the information is found wrong or concealed, my/our application shall not be considered and I/We are liable to be debarred.
- iv) I/We certify that I/We will not get myself/ourselves registered as contractor in the PWD (B&R) under more than one name:
 - (a) I certify that I did not retire as an Engineer of Gazetted rank or as a Gazetted Officer employed on Engineering or administrative duties in any Engineering Department of the Government of Punjab during the last three years.
 - (b) I also certify that I have neither such a person given under my employment nor I shall employ any such person within three years of his retirement except with the prior permission of the Government. (for individuals seeking enlistment in their own name.)
 - (c) We certify that none of the partners/directors retired as an Engineer of Gazetted rank or as any gazetted officer employed on Engineering or Administrative duties in the Engineering Departments of the Govt. of Punjab during last three years. We also certify that we have neither under our employment any such person nor shall we employ any person within three years of his retirement except with the prior permission of the Government. (For partnership firms and limited companies. (Strike out whichever is not applicable).
- v) I/We shall make available any additional information it may find necessary or required to supplement or authenticate the information supplied.

- vi) I/We certify that in the last three years, we/any of partners/directors have neither failed on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award, nor been expelled from any project t or contract by any public authority nor have had any contract terminated by any public authority for breach on part of partner/director(s).
- vii) I/We acknowledge the right of the Enlistment Authority to reject my/our application without assigning any reason or otherwise and hereby waive, to the fullest extent permitted by applicable law, our right to challenge the same on any account what so ever.

Signature(s) of applicant(s)

	Name	Signature	Address
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____

ANNEXURE-II A

S. No.	Document	Yes	No
1	Proof of constitution (S. No. 5 of application form) : a) In case of sole proprietorship/HUF: an affidavit executed before a 1 st Class Magistrate that the applicant is the sole proprietor of the firm/karta of HUF.	<input type="checkbox"/>	<input type="checkbox"/>
	b) In case of partnership firm : (Submit attested copies) Partnership deed attested by Notary Public Form "A" or equivalent from issued by Registrar of Firms Form "B" or equivalent from issued by Registrar of Firms Form "C" or equivalent from issued by Registrar of Firms	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	c) In case of private/public Ltd. Co. Article of Association duly attested by Notary Public.	<input type="checkbox"/>	<input type="checkbox"/>
2.	Power of Attorney, if any (S. No. 8 of application from), attested by Notary Public		
3.	Solvency certificate from scheduled bank in the Performa given in Annexure-VI. The certificate should be on the bank's letter head and in sealed cover and shall be addressed to the concerned Enlistment Authority (S. No. 9 of application form).	<input type="checkbox"/>	<input type="checkbox"/>
4.	Technical Staff : (S. No. 11 of application form).	<input type="checkbox"/>	<input type="checkbox"/>
	i) List of full time technical staff/Designers with qualification and experience of each	<input type="checkbox"/>	<input type="checkbox"/>
	ii) Attested copies of the degrees/diplomas of the technical staff/Designers	<input type="checkbox"/>	<input type="checkbox"/>
	iii) Declaration from the technical staff/Designer that they are employed with the applicant.	<input type="checkbox"/>	<input type="checkbox"/>
5.	List of machinery, T&P including steel centering & shuttering possessed by the applicant. Full details and location of workshop including details of Machines & Equipment provided and proof of sufficient stock of materials as required for Furniture category (S. No. 12 of application form).	<input type="checkbox"/>	<input type="checkbox"/>
6.	Attested copy of valid Electrical License (S. No. 13 of application form). (For electrical category enlistment)	<input type="checkbox"/>	<input type="checkbox"/>
7.	Attested copy of Enlistment order (S. No. 14 of application form)	<input type="checkbox"/>	<input type="checkbox"/>

8.	List of all near relatives working in PWD, including their addresses (S. No. 15 of application form). See para 18 of Instructions regarding Enlistment.	<input type="checkbox"/>	<input type="checkbox"/>
9.	Receipt of Enlistment Fee paid (S. No. 16 of application form)	<input type="checkbox"/>	<input type="checkbox"/>
10.	Original or attested copies of certificates, for works done, from concerned clients, in Performa as given in Annexure-IV	<input type="checkbox"/>	<input type="checkbox"/>
11.	Attested copies of award letters for works included in Annexure-III.	<input type="checkbox"/>	<input type="checkbox"/>
12.	Attested copy of PAN, latest Income Tax Return and/assessment orders.	<input type="checkbox"/>	<input type="checkbox"/>
13.	Attested copy of VAT No., latest VAT Return and/assessment orders.	<input type="checkbox"/>	<input type="checkbox"/>
14.	Attested copy of Registration for payment of Labour Cess under the Punjab Building and other Construction Workers Welfare Cess Rules, 2007.	<input type="checkbox"/>	<input type="checkbox"/>

Annexure-IV

Name & Address of the Client : _____

Details of works executed by Shri/ M/s _____

1. Name of work with brief particulars _____
 2. Agreements No. and date _____
 3. Date of commencement of work _____
 4. Stipulated date of completion _____
 5. Actual date of completion _____
 6. Details of compensation levied for delay, if any _____
 7. Tendered amount _____
 8. Gross Amount of the work completed _____
 9. Name and address of the authority under whom works executed _____
 10. Whether the contractor employed qualified Engineer/Junior Engineer during execution of work ? _____
 11. (i) Quality of work (indicate grading) Outstanding/V.Good/Good/Poor
(ii) Amount of work paid on reduced rate basis, if any _____
 12. (i) Did the contractor go for arbitration? _____
(ii) If yes, total amount of claim _____
(iii) Total amount awarded _____
 13. Comments on the capabilities of the contractor
(a) Technical Proficiency Outstanding/V.Good/Good/Poor
(b) Financial Soundness _____
(c) Mobilisation of adequate T&P _____
(d) Mobilisation of manpower _____
(e) General behavior Outstanding/V.Good/Good/Poor
- (Note : All Columns should be filled in properly) Outstanding/V.Good/Good/Poor
Outstanding/V.Good/Good/Poor

Signature of the Reporting
Officer

With Official
Seal

Countersigne
d (Officer of the rank of

Superintending
Engineer or
equivalent)

ANNEXURE-V

CERTIFICATE FROM STATUTORY AUDITOR

Based on its books of accounts and other information authenticated by it, this is to certify that Shri M/s

_____ had a financial turnover of below noted amounts by way of payments received for the construction works during the past three financial years as per year wise details noted below :

Year	Amount	
..... (Rupees.....)		Rs.
..... (Rupees.....)		Rs.
..... (Rupees.....)		Rs.

(It is further certified that financial turnover for construction works are restricted to the share of the Applicant who undertook the construction works as a partner/director of firm/company)

Name of Audit Firm:

Seal of Audit Firm

(Signature, name and designation of
Authorized signatory)

ANNEXURE-VI

FORM OF SOLVENCY CERTIFICATE FROM A SCHEDULED BANK

This is to certify that to the best of our knowledge and information M/s Shri _____ a customer of our bank are/is respectable and can be treated as good for any engagement upto a limit of Rs._____. This certificate is issued without any guarantee or responsibility on behalf of the Bank or any of the officers.

(Signatur
e) For the
_____Bank

Note : In case of partnership firm, certificate to include names of all partners as recorded with Bank.

FORM OF WORKING CAPITAL CERTIFICATE FROM A SCHEDULED BANK (for Class IV (Civil),
Class IV (Furniture/interior Decoration), Class IV (Hort.) and Class IV (Electrical))

Certificate that Shri/M/s _____ S/o _____ W/o _____
_____ and resident(s) of _____
_____ has/have been maintaining a saving
bank account/current account/fixed deposit account with this
_____ branch of bank since
_____ and an amount not less than Rs.
_____ (Rs.
_____) has been available to the credit in
his/her/their account No._____ for the last six (6) months.

(Signatur
e) For the

Bank

ANNEXURE-VII

**LIST OF DOCUMENTS/INFORMATION REQUIRED TO BE SUBMITTED FOR CHANGE OF
CONSTITUTION**

- A. Document to be submitted
- i) Copy of proposed partnership deed duly signed/proposed Memorandum of articles.
 - ii) Attested copy/copies of PAN, latest Income Tax Return/and assessment orders in respect of each proposed partner.
 - iii) An undertaking sworn in before a 1st Class Magistrate by all the partners to the effect that the new firm will take over all assets and liabilities.
 - iv) Dissolution deed/consent of retiring partners/death certificate in case of death of a partner.
- B. Furnish the following details in respect of each partner with whom contractor's firm want to enter into partnership.

Sr. No.	Particulars	Yes	No
(i)	Whether he is enlisted with PWD (B&R).	<input type="checkbox"/>	<input type="checkbox"/>
(ii)	Whether he is a dismissed Govt. servant.	<input type="checkbox"/>	<input type="checkbox"/>
(iii)	Whether he is a partner/director of any other firm enlisted with this PWD (B&R).	<input type="checkbox"/>	<input type="checkbox"/>
(iv)	Whether he is member of Indian Parliament or Punjab Legislative Assembly.	<input type="checkbox"/>	<input type="checkbox"/>
(v)	Whether during last three years he has failed to execute any contract of a public authority or has been expelled from a project by any public authority or any of his contract has been terminated by public authority for breach on his part.	<input type="checkbox"/>	<input type="checkbox"/>
(vi)	Whether his name has been blacklisted or removed from the approved list of contractors or demoted to lower class or orders banning/suspending business with him by any department in the past.	<input type="checkbox"/>	<input type="checkbox"/>
(vii)	Whether he is a dismissed/removed/retired Govt. servant (retired within 3 years).	<input type="checkbox"/>	<input type="checkbox"/>
(viii)	Whether he has any relative working in PWD (B&R), if yes, give details.	<input type="checkbox"/>	<input type="checkbox"/>
(ix)	Whether he has any civil or criminal case pending in any court in India, if yes give details.	<input type="checkbox"/>	<input type="checkbox"/>

Signature of Contractor

ANNEXURE-VIII

**PUBLIC WORKS DEPARTMENT
APPLICATION FOR REVALIDATION OF ENLISTMENT**

(The application should study carefully instructions for Enlistment and the list of documents to be annexed with the application from before filling the form. Applications found deficient in any respect are liable to be rejected without any further correspondence)

Class	Category
1. Name of the applicant	Shri/M/s _____
2. Nationality	Indian <input style="width: 50px; height: 20px;" type="checkbox"/> Other <input style="width: 50px; height: 20px;" type="checkbox"/>
3. Address Regd. Office	_____ _____ _____
4. Telephone Number	<input style="width: 30px; height: 20px;" type="text"/>
Fax Number E-mail	<input style="width: 30px; height: 20px;" type="text"/>
5. Constitution	Individual <input style="width: 30px; height: 20px;" type="checkbox"/> Sole Proprietorship <input style="width: 30px; height: 20px;" type="checkbox"/> Partnership Firm <input style="width: 30px; height: 20px;" type="checkbox"/> Public Limited Company <input style="width: 30px; height: 20px;" type="checkbox"/> Private Limited Company <input style="width: 30px; height: 20px;" type="checkbox"/>
6. If partnership firm, names of the partners/if company, name of directors	
(i)	_____
(ii)	_____
(iii)	_____
(iv)	_____
(v)	_____

- (vi) _____
7. a) Name of person holding power of attorney _____
 b) Nationality Indian Other
 c) Liabilities _____
8. Name of Bankers with full address : _____

9. Place of business : _____
10. Full time technical staff in applicant's employment :
- a) Graduate Engineers with minimum 5 years experience
 b) Graduate Engineers with minimum 3 years experience (excluding (a) above).
 c) Diploma Engineers with minimum 3 years experience
 b) Diploma Engineers with minimum 3 years experience (excluding (c) above).
 e) Furniture/Furnishing Designers
11. Does the applicant have sufficient T&P, machinery, equipment and workshop as per requirements mentioned in the enlistment Rules for the class & category applied for (Attach details on separate sheet):
 Yes No
12. Does the applicant possess valid Electrical License (for electrical enlistment only)
 Yes No
13. a) Details of enlistment with PWD (B&R) other departments
- (i) Enlistment No. & Date _____
 (ii) Date of validity _____
14. Is any person working with the applicant is a near relative of the officer/official of PWD (B&R) (see para 13 of Instructions for Enlistment)
 Yes No

If answer to above is yes, give details : _____

15. Details of works completed and in progress during the last 5 years (to be filled in Performa as given in Annexure III). This list should include all works whose gross amount of work done is more than the required magnitude for the class in which registration is required :

Yes No

16. List of Works in which the Contractor had participated/completed during the Enlistment period

Name of work	Name of Department	Estimated cost	Date of tender	Position among bidder
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

17. Certificate:

- i) I/We (including all partners) certify that I/We have read the Instructions for Enlistment of Contractors in PWD (B&R) as amended upto date and shall abide by them.
- ii) I/We certify that I/We will not get myself/ourselves registered as contractor in the Department under more than one name.
- iii) I/We certify that the information given above is true to the best of the knowledge. I/We also understand that if any of the information is found wrong, I/We are liable to be debarred.
- iv) (a) I certify that I did not retire as an Engineer of Gazetted rank or as a Gazetted Officer employed on Engineering or administrative duties in any engineering Department of the Government of Punjab during the last three years. I also certify that I have neither such a person under my employment nor shall I employ any such person within three years of his retirement except with the prior permission of the Government (Strike out whichever is not applicable).

- v) I/We certify that in the last three years, we/any of partners/directors have neither failed on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award, nor been expelled from any project or contract by any public authority nor have had any contract terminated by any public authority for breach on part of partner/director.

Signature(s) of applicant(s)

	Name	Signature	Address
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____

ANNEXURE-IX

DOCUMENTS ATTACHED FOR REVALIDATION

Sr. No.	Document	Yes	No
1.	Attested copy of power of attorney, if any	<input type="checkbox"/>	<input type="checkbox"/>
2.	Solvency certificate in original from scheduled bank in the preforma given in the Enlistment Rules. The certificate should be on bank's letter head and in sealed cover.	<input type="checkbox"/>	<input type="checkbox"/>
3.	Attested copy of valid Electrical License.	<input type="checkbox"/>	<input type="checkbox"/>
4.	Attested copy of Enlistment order.	<input type="checkbox"/>	<input type="checkbox"/>
5.	Attested copies of award letters for works included in Annexure-III.	<input type="checkbox"/>	<input type="checkbox"/>
6.	Attested Copies of works in which participated or completed in the tenders.	<input type="checkbox"/>	<input type="checkbox"/>
7.	Attested copy of PAN, latest Income Tax Return and/ assessment orders.	<input type="checkbox"/>	<input type="checkbox"/>
8.	Attested copy of VAT Number latest/VAT Return and/ assessment orders.	<input type="checkbox"/>	<input type="checkbox"/>
9.	Attested copy of Registration for purpose of payment of LabourCess.	<input type="checkbox"/>	<input type="checkbox"/>
10.	Annexure-VIII with acknowledgement of EE.	<input type="checkbox"/>	<input type="checkbox"/>

ANNEXURE-X

CONTRACTOR'S PERFORMANCE REPORT FOR WORKS COMPLETED OR UNDER EXECUTION,
FOR REVALIDATION OF ENLISTMENT
Part-I (to be filled in by the contractor)

1. Name of the Contractor :
2. Name of work :
3. Agreement No. :
4. Name of division in which the work was
: executed
5. Estimated cost put to tender :
6. Tendered cost :
7. Gross amount of final bill/work done till
: date
8. Stipulated date of Start and Completion :
9. Actual date of completion or percentage
: progress
10. Amount of compensation levied for delay,
: if any
11. Amount of reduced rate items, if any :
12. Did the contractor go for arbitration :
13. If yes, total amount claimed & amount
: awarded.

Signature of the Contractor

Part II (to be filled by the Department)

Note : This performance report, duly completed by EE & SE, should be forwarded to Enlistment Authority within two weeks of its receipt from the contractor.

Certified that details given by the contractor in Part-I have been verified and found to be correct/have been corrected wherever necessary.

Signature of Executive Engineer

3. Quality of work (Please grade as Very Good/Good/Satisfactory/Poor) :

(a) Grading by EE

SE

(b) Grading by

Signature of
Executive
Engineer

Signature of
Superintending Engineer

The Deptt. conduct the inspection of Bridges & Culverts on all the roads in the State in periodical manner according to the guidelines laid down by the competent authority with respect to parameters.

PROFORMA FOR CONDITION SURVEY OF BRIDGES

NH No.	
Location of bridge in Km.	
Name of River/Water Body/Bridge	
Year of completion of bridge	
Type of bridge(RCC/PSC, slab, timber, steel,	
Total length of bridge in 'm' with span	
Width of carriageway and footpaths	
Whether located in back waters/chemical Zone?	
Condition of the various bridge components:	
Name of components	Condition
Approaches:	
Condition of pavement surface	Check unevenness settlement, cracking, potholes etc
Side slopes	Erosion embankment, damage to pitching etc.
Approach slab	Check settlement, cracks, movement etc.
Retaining walls	Check subsidence, tilting, weep holes etc.
Protection works:	
Slope pitching, apron, floor protection, toe walls etc.	Nature of damage, if any.
Scour in river bed	Check any abnormal scour noticed
Waterway	
Obstruction in waterways, island formation, vegetation growth, etc.	Presence and its impact on flow
Flow pattern and banks	Meandering in flow and erosion of banks
FOUNDATION:	
Type	CC/RCC/Masonry/well/Pile
Material	CC/Masonry/Timber
Condition of foundation	Settlement, Scour, Tilting
Piers/Abutments	Settlement, Scour, Tilting
	Cracking, Disintegration, Decay, spalling, Rusting, Exposed reinforcement.
SUBSTRUCTURE:	

Type	Well(solid/hollow), Circular/Oval,
Condition.	Cracking, Disintegration, Decay, spalling, Rusting, etc
	Cavitation, honeycombing, spalling, rusting, stains.
BEARING:	
Type	((Sliding plate/Rocker- roller/Elastomeric/Paper/Concrete. Etc.
Condition	Movement/sliding Loss of shape, rusting, Cleanliness,
SUPERSTRUCTURE:	
Structural System	Simply supported/continuous/ continuous overhang/balanced cantilever.
Type	(RCC/PSC/steel/Timber/masonry T-beam, slab/box-girder/
Arrangement	
Condition(girder)	
	Cracking/spalling/scaling/exposed reinforcement/deformation
Condition(Deck)	
	Cracking/spalling/scaling/exposed reinforcement/leakage/vibration/exp osed reinforcement
In case of steel bridges	Corrosion/Painting/Loose rivet joints
Expansion joint:	
Type	
Condition	
Wearing Coat:	
Type	(Concrete/Bituminous)
Surface condition	Cracks/Potholes/riding Quality
Drainage Spouts	Clogging and damage if any
Handrails/Parapet:	
Type	
Damage/missing parts if any	
Footpaths:	
Damage/missing parts for precast slabs	
Utilities:	
Type	Water/sewer/electrical/Telephone
Leakage/Damage if any	
Special Observation/Remarks if any	

Member

Member

Ex.Engr.(PWD)

Team leader

The State Govt. has framed BOT policy to encourage the private participation in road sector.

The major provisions of the policy/guidelines are as follows:

1. The Govt. of Punjab has existing Land Acquisition Act, which provides for speedy acquisition of land. However, if Central Govt. enact a new ordinance for acquisition of land and if the same is made applicable to the states, that ordinance shall be adopted for BOT projects. The Govt. may also acquire land through, negotiation with the land owner.
2. There is immediate need to widen/4-lane certain stretches of State roads, Construction of Bridges & Rail Over Bridges, Grade separators, Bye passes, maintenance, improvement, strengthening etc. since it is not possible to undertake this task within budgetary resources, Govt. has decided to invite private participation for this task and has also decided to levy user fee (Toll) on completed projects.
3. In the case of B.O.T. projects, the financial liability of the State Govt. would be negligible except in cases where continued toll collection is frustrated by the changes in the policy of the Govt. or under exceptional, circumstances or the force majeure. In such cases, the Govt. may consider to compensate the entrepreneurs suitably.
4. In cases where B.O.T. projects attract foreign investment and foreign investor seek rupee-dollar parity, Govt. may consider to provide for such a risk in consultation with Central Govt.
5. Government have decided to constitute a high powered committee under the Chairmanship of Chief Secretary to Govt. of Punjab with Secretary Finance, Secretary to Revenue, Secretary Planning, Secretary Housing & Urban Development, Secretary Public Works (B&R), Legal Remembrances and Chief Engineer PWD (B&R) as member, to select B.O.T. projects, and to regulate B.O.T. terms and conditions.

The salient features of the Government approved BOT guidelines for private sector participations in the Highway Sector are:

- Invitation of “Licence Period” competitive bids.
- Government will bear the cost of :
 - a) Pre-feasibility studies. Detailed feasibility study may also be conducted on case to case basis.
 - b) Acquisition of land for the project and assistance in acquisition of land, if requested, for enroute facility and for real estate development. Government may take the land through negotiation with land owner.
 - c) Relocation of Utilities.
 - d) Environmental mitigation measures:
- Suitable provision relating to adjustment of toll fee structure for inflation and exchange rate variations.
- Permitting development of highway facilities along side so as to provide predetermined revenue sources for the entrepreneurs within the frame work of Rules/Acts.
- Dispute resolution under Indian Arbitration Act, 1996.
- In the event of losses arising out of situation of exceptional circumstances or force majeure, the Govt. may suitably compensate the entrepreneurs on the basis of fair and balanced allocation of risks.

TOLL PLAZA ON STATE HIGHWAYS

Name of Work	Name of Concessionaire	Location of Toll Plazas (RD wise)	Contact Officer
Operation, Maintenance and Transfer of Ludhiana - Malerkotla - Sangrur Road on PPP basis	M/s Ludhiana – Sangrur Infra Road Pvt. Ltd. Reg. office DSS 378, Sector 16-17, Hisar - 125005 (Haryana) M. No. 70870-22502	<u>TP-1 Lehra</u> (RD 23.220 to 23.400) <u>TP-2 Ladda Kothi</u> (RD 69.68 to 69.98)	Er. Charanjit Singh Bains Executive Engineer, Construction Division, PWD(B&R) Malerkotla, Landline : 01675-253008 E-mail ID: ee.cd.mlk.pwd@punjab.gov.in xenpwmalerkotla@gmail.com

REGARDING TOLL PLAZAS IN THE STATE OF PUNJAB UNDER CHIEF ENGINEER (IP)

Sr. No.	Name of Road	Location of Toll Plaza	Name of concerned EE & Division
1.	Patiala – Samana – Patran	Patiala - Samana at km 90/320 (near village Asarpur Chupki)	EE, Const. Division, Patiala Ph.: 0175-2355800 (Er. Naveen Mittal Mob. 98784-60786) Email: eecdptapwdpb@gmail.com
2.	Balachaur – Garhshankar – Hoshiarpur - Dasuya	(i) Balachaur - Garhshankar km. 36/878 (near village Majari)	EE, Const. Division No. 2, Hoshiarpur Ph.: 01882-220455 (Er. Kamal Nain Mob. 98550-76068) Email: eecd2hsrurpwpdp@gmail.com
		(ii) Garhshankar to Hoshiarpur km. 87/870 (near village Nangal Shaheedan)	
		(iii) Hoshiarpur - Dasuya km. 34/020 (near village Mangarh)	
3.	Kiratpur Sahib – Anandpur Sahib - Nangal - Una	Kiratpur Sahib – Anandpur Sahib km 32/500 (near village Kotla Nakkian)	EE, Central Works Division, Ropar Ph.: 01881-220316 (Er. Rajinder Kumar Mob. 82838-18721) Email: eecwdropar@gmail.com
4.	Dakha – Raikot – Barnala	(i) Dakha – Raikot km 4/ 650 (near village Rakala)	EE, Const. Division No. 1, Ludhiana Ph.: 0161-2420025 (Er. Rakesh Garg Mob. 98728-86487) Email: eecd1ldnppbpd@gmail.com
		(ii) Raikot – Barnala km 32/940 (near Mehal Kalan)	
5.	Morinda – Kurali -Siswan	Kurali – Siswan km 14.545 (near village Baraudi)	EE, Central Works Division, Mohali Ph.: 0172-2226070 (Er. Yuvraj Bindra Mob. 98769-69786) Email: eecwdmohpwpdp@gmail.com
6.	Jagraon – Nakodar	Jagraon - Nakodar km 19/150 (near village Bitla)	EE, Provincial Division, Jalandhar Ph.: 0181-2264912 (Er. B.S. Tuli Mob. 98729-75288) Email: eepdjalpwpdp@gmail.com
7.	Ferozepur – Jalalabad - Fazilka	(i) Ferozepur – Jalalabad km 44/300 (near village Mamu Johian)	EE, Central Works Division, Ferozepur Ph.: 01632-242828 (Er. Satish Goyal 98141-89859) Email: eecwdfzrpwpdp@gmail.com
		(ii) Jalalabad – Fazilka km 77/000 (near village Theh Kalandar)	
8.	Moga–Baghapurana Kotkapura	Moga – Bhagapurana km 11/570 (near village Chandpurana)	EE, Const. Division, Moga Ph.: 01636-239923 (Er. Manjit Singh, Mob. 98769-60033) Email: eecdmogapwpdp@gmail.com
9.	Hoshiarpur – Tanda	Hoshiarpur - Tanda km 102/000 (near village Lachowal)	EE, Provincial Division, Hoshiarpur Ph.: 01882-222511 (Er. Rajinder Singh Gotra Mob. 98888-30735) Email: eepdhsrurpwpdp@gmail.com
10.	Bhawanigarh-Nabha-Gobindgarh	(i) Gobindgarh - Bhadson km 40/930 (near village Akalgarh)	EE, Const. Division, Nabha Ph.: 0175-01765-220135 (Er. Bankesh Sharma Mob. 98722-02660) Email: eecdnabhapwpdp@gmail.com
		(ii) Bhadson – Nabha- Bhawanigarh km 3/300 (near village Majhi)	
11.	Patiala – Nabha - Malerkotla	(i) Patiala – Nabha Section RD 9.73km (near village Kalyan)	EE, Provincial Division No. 2, Patiala Ph.: 0175-2662100 (Er. Manpreet Dua Mob. 99886-00128) Email: eepd2ptapwpdp@gmail.com
		(ii) Nabha–Melerkotla Section RD 45.20km (near village Mahorana)	
12.	Ropar – Neelon – Doraha road	(i) Ropar - Neelon- Doraha Road km 8.200 (2-lane portion)	EE, Const. Division, Ropar Ph.: 01882-222934 (Er. Vishal Gupta Mob. 97808-47887) Email: pwdropar@yahoo.co.in
		(ii) Ropar - Neelon- Doraha Road km 46.500 (4-lane portion)	
13.	Kotkapura – Muktsar Road	At Village Warring	EE, Central Works Division, Ferozepur Ph.: 01632-242828 (Er. Satish Goyal 98141-89859) Email: eecwdfzrpwpdp@gmail.com
14.	HLB over river Sutlej near Makhu	At Bridge Site	EE, Provincial Division, Ferozepur Ph.: 01632-246035 (Er. Jaswinder Singh Mob. 94175-25540) Email: eepdfzrpwpdp@gmail.com