

No. P-17024/4/2019-RC(Part) (eFMS-368978)

Government of India
Ministry of Rural Development
Department of Rural Development
Rural Connectivity (RC) Division

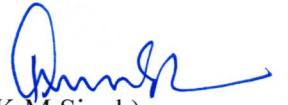
Krishi Bhavan, New Delhi
Date: 3rd October, 2023

MINUTES

Subject: Minutes of the Meeting of Empowered Committee held on 19th September, 2023 to discuss project proposals of State of Bihar under PMGSY-III (Batch-I, 2023-24)-reg.

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee meeting held on **19th September, 2023 at 03:00 PM** under the Chairmanship of Secretary (RD) **(through Video Conferencing)** to discuss the project proposals submitted by the State of Bihar under PMGSY-III (Batch-I, 2023-24).

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



(K.M Singh)
Director (RC)

Tel. No: 011-23070308

Distribution:

- i. The Secretary, Rural Works Department, Government of Bihar, 5th Floor, Vishveshwaraia Bhawan, Bailey Road, Patna- 800015, Bihar.
- ii. Shri Rajeev Ranjan, Nodal Officer, PMGSY, SRRDA, RWD, Govt. of Bihar, Vishveshwaraia Bhawan, Bailey Road, Patna- 800015.
- iii. The Adviser, NITI Aayog
- iv. The Director, Central Roads Research Institute, Mathura Road, New Delhi
- v. The Secretary General, Indian Road Congress, Kama Koti Marg, Ranji Nagar, Sector-6, Rama Krishna Puram, New Delhi, Delhi 110022
- vi. The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi
- vii. All Directors in NRIDA.

Copy to:-

PPS to MRD/ PS to MoS (RD)/ PSO to Secretary (RD)/ PPS to JS&FA/ PPS to JS (RC)

Minutes of the Meeting of Empowered Committee held on 19th September, 2023 to discuss project proposals of State of Bihar under PMGSY-III (Batch-I, 2023-24)

A meeting of the Empowered Committee was held on 19th September, 2023 at 3:00 PM through VC under the Chairmanship of Secretary (RD) to consider the project proposals of State of Bihar under PMGSY-III (Batch-I, 2023-24).

The following officials were present in the meeting: -

MoRD/ NRIDA representatives	
Shri Shailesh Kumar Singh	Secretary (RD)
Ms. Tanuja Thakur Khalkho	JS&FA(RD)
Shri Amit Shukla	Joint Secretary (RD) & DG (NRIDA)
Shri K.M. Singh	Director (RC)
Shri Rajeev Rana	Under Secretary (RC)
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Ms. Shalini Das	Joint Director (Technical), NRIDA
Shri Rakesh Kumar	Deputy Director (Projects-III), NRIDA
Shri Rajneesh Kumar	Assistant Director, (F&A), NRIDA
State Government representatives	
Shri Pankaj Kumar Pal	Secretary-cum-CEO, BRRDA, RWD, Govt of Bihar
Shri Bhagwat Ram	Chief Engineer-cum-Senior In-charge, PMGSY, BRRDA
Shri S.S.Prasad	SQC
Shri Kumar Rajeev Ranjan	Nodal Officer, PMGSY, Bihar
Shri R.R.Kumar	EE, SQC
Shri Anand Prakash	EE, PMGSY
Shri Ashok Kumar	EE, PMGSY
Shri Prashank Kumar	ITNO, PMGSY, BRRDA

2. The details of the proposal of the State Govt. under PMGSY-III, Batch-I of 2023-24 are as under: -

Item	As per Pre-EC				As per OMMAS dated 14.09.2023			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	37	310.291	236.047	76.07	32	267.663	197.86	73.92
LSBs	471	18298.669	1696.0034	9.27	417	17039.079	1571.75	9.22
Total	37 roads + 471 LSBs	310.291 km roads + 18298.669 m LSBs	1932.05		32 roads + 417 LSBs	267.663 km roads + 17039.079 m LSBs	1769.61	

*MoRD Share : Rs. 989.71 Crore	State share : Rs 779.90 Crore (incl High. Spec. Cost)
Target : 6162.50 km	Sanctioned : 5895.224 km
3.75 m width road - 28 Nos & Length	- 229.834 km - Rs. 67.49 Lakhs/km
5.50 m width road - 04 Nos & Length	- 37.829 km - Rs. 112.98 Lakhs/km

All proposals have been uploaded and scrutinised by the STAs on OMMAS.

3. General Observations

- i) The State of Bihar has been allocated target length of 6,162.50 Km under PMGSY-III, out of which 5895.224 km has already been sanctioned to the state. The current proposal is for 32 roads of 267.663 km and 417 LSBs of 17039.079 m at an estimated cost of Rs. 1769.61 crore (Central Share- Rs. 1061.766 crore and State share- Rs. 707.844).
- ii) Average cost has reduced in comparison with Pre EC cost.
- iii) 28 roads of 229.834 km length are proposed with 3.75 m width at an average cost of Rs. 67.49 Lakhs/km and 04 roads with 37.829 km length are proposed with 5.50 m width at an average cost of Rs. 112.98 Lakhs/km.
- iv) All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA Scrutiny of Bridge has not been done.
- v) All 32 road Proposals and 417 LSBs are uploaded on GEOSADAK. All 417 LSBs were found along the PMGSY-III sanctioned or proposed roads, as verified from Geo-Sadak and found to be satisfactory.

4. Existing Surface

It was observed that 25 roads have BT/CC in 95-100% of its surface and 6 roads have BT/CC in 85-95% of its surface and remaining 1 road have 75-85%. As such all these roads are meeting the criteria of PMGSY-III guidelines.

5. High Priority Roads skipped in CUCPL

- i) It was observed that, 136 high priority roads have been skipped due to ownership with different departments and 433 roads skipped due to being under construction as sanctioned under state scheme. State explained that current proposal is in consonance with PMGSY guidelines. **Some roads of length less than 5 KM have been proposed. State informed that the candidate road of all such roads are more than 5 km length.**

6. Average Cost Trends

- i) It was observed that, the average cost of 3.75 m wide roads in 2020-21 was Rs. 70.61 lakh/ km, during 1st batch of 2022-23, it was Rs. 63.75 lakh/ km and it is Rs. 67.49 lakh/ km for the current proposal, which was Rs. 68.47 lakh/km at the time of Pre-EC meeting. Similarly for

roads of 5.5 m width category, the average cost in 2020-21 was Rs. 109.18 lakh/ km, in 2022-23(Batch-II), it was Rs.109.0 lakh/km and now the same is Rs. 112.98 lakh/ km for the current proposal, which was Rs.121.5 lakh/km at the time of Pre-EC meeting and Rs. 112.98 lakh/Km during EC. It was observed that the average cost of roads had increased.

ii) The average cost of bridges under PMGSY-III in 2020-21 was Rs. 5.64 lakh/ m, it was Rs. 7.41 lakh/m in 2022-23 and the same is Rs.9.22 lakh/m for the current proposal, which was Rs. 9.27 lakh/ m at the time of Pre-EC.

iii) Committee asked the reason for such rise in the cost of both roads and bridges over the previous years. State explained that, there is gradual increase in the cost of materials/ aggregates/ bitumen/ steel/ cement etc., which has contributed in the rise of the average cost. State was asked to get approval for SoR 2022-23 as soon as possible and PTA scrutiny also to be done for representative DPRs and high cost DPRs among the proposals submitted.

7. PCU/ day details

i) Most of the proposed roads are in T-6 category. State had been requested to do the proper traffic survey and the same had been done by the State. It was observed that 2 roads in 3.75 m width category have PCU/ day more than 2000. State was asked as to why these roads are not being taken up for widening. State representative mentioned that there are land acquisition issues and land is not available hence they have not proposed these roads for widening. Committee mentioned that proper road safety audit be done for these 2 roads having PCU between 2000-2500 and these roads can be accepted with 3.75 m width with suitable road safety measures.

8. New Technology Proposal

i) State has proposed 190.304 km under Waste Plastic.

ii) Committee emphasized the need for using more and more new technology in construction of rural road viz. using waste plastic, cold mix, mechanized surface dressing, paneled cement concrete/white topping as per vision document 2022.

iii) **State has not proposed any road under cold mix technology. As per New Technology Vision upto 25% of the eligible proposed length should be built using Cold Mix Technology. State informed that appropriate length have already been taken by them under cold mix in the previous batches hence they have not proposed cold mix in the current batch. State explained that all these roads are in the area having high population density and as such it would be difficult for them to stop the traffic on these roads for a longer period. It was explained to State that many States like Odisha & West Bengal have extensively used this technology and this being a new and green technology which reduces carbon footprint, State may like to reconsider this decision.**

iv) As per New Technology Vision-2022, 22.30 km road under T-1 to T-5 category and 168.25 km under T-6 to T-8 category need to be made using MSD. However State has stated that due to non availability of required machineries they are unable to make good quality road under

MSD and hence they have proposed under MSS. Given this submission, the EC allowed MSS to the State from the saving in the same batch; if no savings will be available then it will be considered as higher specification to be borne by the State.

v) The State has proposed 69.15 km under PCC which is as per requirement. In general, Committee was of the view that the requirements laid down under New Technology Vision 2022 should be complied with.

9. Pavement Cost/ km wise details

i) It was observed that, 1 road of 3.75 m width has pavement cost more than Rs. 80 lakh/ km. State explained that this is a T-9 road of west Champaran and due to it being a T-9 category road it is proposed to be built with higher specifications i.e with BM and OGPC. 2 roads of 5.5 m width have pavement cost more than Rs. 95 lakh/ km. It was explained to the State that the specifications as per IRC & MoRD norms is permissible and cost of specifications over and above the permissible limits/ requirements will have to be borne by the State. NRIDA will have to examine this issue and work out the admissible specifications of this road and consequent higher specification cost component.

10. Average cost of Bridges:

One bridge of Arwal was found to be outlier in terms of costs. State informed that the average cost has been incorrectly uploaded by them as Rs. 10.58 lakh/m. In fact the cost is Rs. 10.75 lakh/m. State also informed that it being the single bridge in the district and also because it has some approach road, hence the cost is more. State was asked to look into it and make necessary correction which will be scrutinized by NRIDA.

11. Non-Pavement Cost/ km wise details

i) It was observed that, 1 road of 3.75 m width and 1 road of 5.5 m width have non-pavement cost of more than Rs. 20 lakh/ km. State mentioned that, due to provision of 6 CD works in road of 3.75 m width and high flood zone areas, the non-pavement cost is high.

12. Observations and compliance alongwith NRIDA comments:

SI No.	<u>Pre EC Observations</u>	<u>Compliance reported by the State</u>	<u>NRIDA Comments</u>
1.	In the 5.5 m width category, the average sanctioned cost in 2020-21 was Rs. 109.18 lakh/ km, in 2022-23(Batch-II), it was Rs. 109.9 lakh/km and now the same is Rs. 121.5 lakh/ km for the current proposal.	The average cost of 5.5 m carriageway has decreased from 121.5 lakh/km at time of Pre EC to 112.98 lakh/km. The average costs are within the limit.	Can be agreed to.
2.	As per vision 2022, 70% length out of the eligible proposed length involving Hot Mix process should be using waste plastic, whereas length	State has used Waste Plastic for all Bituminous road.	Can be agreed to. Now state is using 98.56 % waste plastic.

	proposed is only 13.16%		
3.	Mechanized surface dressing wrt T-6 to T-8 should be 50%, as against the proposed 36.89% length.	State is not proposing any road with Surface Dressing; instead of it Mix Seal Surface has been proposed.	Can be agreed to.
4.	Vertical clearance provided in DPR 0.60m. But as per IRC 5-2015, clause 106.8.2, minimum vertical clearance is to be 0.900m. State responded that vertical clearance depends on discharge as per IRC 5-2015, clause 106.8.2. It was mentioned that clearance has been provided as per discharge. State also mentioned that STA will review it.	It has been corrected as per IRC 5-2015 clause 106.8.2. After correction, the cost of bridge has increased which has been updated on OMMAS.	Can be agreed to considering the safety aspect.
5.	Mismatch in the seismic zone shall be checked, in Abutment zone-V, Elastomeric Bearing design in Zone-II, Pier Zone-V, Longitudinal girders Zone- IV and in Proforma C, Zone-IV. Advised to decide the zone. As per State, bridge lies in zone V and abutment and Pier accordingly design checked and found safe.	BR30FLBL05 lies in Zone IV; due to typographical mistake different zones were printed. Mistake has been corrected	Can be agreed to.

The EC agreed with the view of NRIDA.

ii) **It was informed that after site inspection, total 59 No. of LSB were deleted from the current batch as they are in good condition. At the time of Pre-EC, number of LSB was 322 of length 12271, whereas, at time of EC, number of LSB is 263 of length 10858.4 m.**

13. **Pending Compliance of the state on previous clearances**

i) The State needs to install the GPS system in key machinery and equipment engaged in execution of works under PMGSY-III as per the requirement of the scheme.

14. **Physical Progress**

i) 263 roads of 2449.3 km and 76 LSBs are still un-awarded under PMGSY-III. State was asked to award these works at the earliest. State mentioned that these works will be awarded soon.

ii) Committee asked the State about the status of PMGSY-I & II works. State representative mentioned that a total of 618.57 km are balance under PMGSY-I & II, most of which are to be foreclosed or dropped. Some of these roads are stuck due to forest clearance. State representative mentioned that 264 habitations are to be connected and they will make all efforts in submitting proposals in time for dropping of balance habitations as per guidelines.

iii) State was asked to increase the pace of construction so as to achieve the annual target.

15. **Maintenance Abstract**

i) It was observed that, against the maintenance liability of Rs. 99.78 crore in the FY 2023-24, state has credited only Rs. 30 crore and incurred an expenditure of Rs. 14.08 crore. State was asked to credit the balance funds against liability.

ii) It was observed that, status of maintenance liability, fund credited, expenditure incurred on DLP maintenance and renewal length data have not been updated on OMMAS by the state. State was asked to update the same on OMMAS.

16. **PMGSY-III Award Analysis**

i) It was observed that, of the 436 works under PMGSY-III awarded till 18.09.2023, 227 works have been awarded with the agreement amount below the sanction amount and 209 works have been awarded with the agreement amount above the sanction amount. Reason for the same was asked from the state. For the works awarded above the sanctioned amount, state representative mentioned that, it is because the value of projects increased as the cost of material increase. It was explained that extra cost and tender premium will be borne by State.

17. **SoR Status**

i) State has submitted the SoR for 2022-23 to NRIDA which is under examination. DPRs have been prepared keeping in view the rate of material as proposed in the SoR which is presently under examination in NRIDA. NRIDA has advised some corrections in SoR to the state. NRIDA was asked to get the SoR formally approved. It was decided that the cost of the projects as proposed in the EC will be subject to the revision depending upon the final rates as approved by NRIDA.

18. **eMarg**

i) It was observed that total packages pending for locking on eMarg are 243, total packages pending for MEE are 315, routine inspection (RI) has been missed on 1122 packages and 3106 out of Packages with pending payment for >3 months on which MEE done, 638 packages are pending for first payment. State was asked to look into it and improve the progress on eMarg.

ii) The expenditure done through eMarg in FY 2023-24 is Rs. 19.84 crore, of which, only Rs 3.78 crore (19.05%) has been spent on liability of FY 2023-24. State was asked to make all the payments through eMarg only and ensure payment of current year's liability this year only.

19. **Quality**

- i) 674 Packages are in progress in 1st tier. Lab has not been established in 23 packages. State was asked to establish labs in all the packages.
- ii) Total 4631(PMGSY) SQM inspections were targeted in the state during FY 2023-24, against which, 1669 SQM inspections have been conducted so far. State was asked to increase the pace of SQM inspections, so as to achieve the annual target.
- iii) During NQM inspections conducted from September 2020 to August, 2023, 9.65% completed works, 8.85% ongoing works, 26.11% maintenance works and 3.95% bridge works have been graded as unsatisfactory by NQMs. The unsatisfactory percentage is above the national average. State was asked to look into the quality aspect.
- iv) During SQM inspections conducted from September 2020 to August, 2023, 3.56% completed works, 3.59% ongoing works, 21.39% maintenance works and 6.95% bridge works have been graded as unsatisfactory by SQMs. There is much difference between the grading of NQM and SQM inspections. State was asked to look into the quality of SQM inspections.
- v) State was asked to recruit bridge experts and ensure that the quality of bridges does not get compromised. *Significant unsatisfactory percentage in bridges both by NQMs and SQMs is to be taken immediate note by the State.* State representative mentioned that, they are taking utmost care in ensuring the quality.
- vi) 114 ATRs of NQM inspections are pending from the state. State was asked to submit the ATRs at the earliest. ATRs pending for more than a year shall be marked as non-rectifiable.
- vii) 10 complaints are pending at State level. State was asked to send the comments at the earliest. As the comments are of serious nature. State was further asked to take quick action including lodging FIR or legal action, if required, to take the action taken to logical conclusion.
- viii) It was observed that more no. of inspections are being carried out by SQMs who do not give much unsatisfactory grading. On the other hand, the SQMs who give much unsatisfactory grading are not being allotted the inspections. The allotment practice adopted by the State was advised to be improved upon.

20. **Financial Issues**

- i) Audited Balance Sheet of all the three Funds of FY 2022-23 need to be submitted by 30.09.2023. State was asked to expedite the submission of same.
- ii) Interest verification certificate for FY 2004-05 to 2009-10 and FY 2020-21 to 2022-23 has not been submitted by the state. State was asked to submit the same at the earliest.
- iii) 36 works pending for financial closure for more than 180 days as on 13-09-2023. State was asked to get these works financially closed at the earliest.

- iv) State was asked to get the pending central and state share released at the earliest.
 - v) No internal Audit Report has been conducted till date. State was asked to take needful action at the earliest.
21. Subject to compliances of the above observations by the State, EC approved the above proposal.

Meeting ended with Vote of Thanks to and from the chair.
