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Government of India

Ministry of Rural Development

Department of Rural Development


KrishiBhavan, New Delhi

Dated the 26th March, 2021

Minutes

Sub: Minutes of Meeting of Empowered Committee to discuss the project proposals submitted by the State Government of Bihar under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) for the 2020-21 (Batch-I)-reg.

A copy of the Minutes of the Meeting of the Empowered Committee held on 24th March, 2021 through Video Conferencing (**VC Code:-1327898**) to consider the project proposals for Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of EC on priority.



Lalit Kumar)

Under Secretary to the Govt. of India

Tel. No.011 -23382406

Distribution:

- (i) The Secretary, RWD, Govt. of Bihar, 5th Floor, Vishveshwaraiya Bhavan, Bailey Road, Patna- 800015.
- (ii) Chief Engineer, RWD, Govt. of Bihar, Vishveshwaraiya Bhavan, Bailey Road, Patna- 800015.
- (iii) Shri Bhagwat Ram, Nodal Officer, PMGSY, SRRDA, RWD, Govt. of Bihar, Vishveshwaraiya Bhavan, Bailey Road, Patna- 800015.
- (iv) The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
- (v) The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- (vi) The Secretary General, Indian Road Congress, Kama Koti Marg, Ranjit Nagar, Sector-6, Rama Krishna Puram, New Delhi-110037
- (vii) The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- (viii) The Secretary, Department of Agriculture, Cooperation and Farmer's Welfare, Ministry of Agriculture and Farmers' Welfare, Krishi Bhavan, New Delhi, with the request to nominate an officer dealing with the Agricultural Produce and Live Stock Marketing (Promotion and Facilitation) Model Act, 2017 for the meeting.
- (ix) All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

Copy for information to:-

PS to Hon'ble MRD/PS to Hon'ble MoS (RD)/PS to Secretary (RD)/PPS to AS (RD)/PPS to AS & FA/PPS to JS (RC)/PPS to DS (RC-KM)

Minutes of the Meeting of Empowered Committee held on 24.03.2021 at 11.00 AM for the proposals of State of Bihar under PMGSY-III , Batch-I (2020-21)

A Meeting of the Empowered Committee for PMGSY-III (Batch-I, 2020-21) was held under the Chairmanship of Secretary (RD) through VC on 24th March, 2021 at 11.00 AM to discuss the project proposals for PMGSY-III from the State Govt. of Bihar under Batch I, 2020-21. The following officers were present in the meeting:

Central Government Representatives	
Sh. Nagendra Nath Sinha	Secretary(RD)
Dr. Ashish Kumar Goel	Joint Secretary (RC) & DG (NRIDA)
Shri K. M. Singh	Deputy Secretary (RC)
Sh. Bharat Pradhan	Director(Consultant), NRIDA
Shri P. Mohanasundarm	Joint Director (Technical), NRIDA
State Govt. Representatives and Others	
Sh. Pankaj Kumar Pal	Secretary-cum-CEO, BRRDA
Sh. Bhagwat Ram	Nodal Officer PMGSY, BRRDA
Md. Nurul En Ishrat	SQC, BRRDA
Sh. Kumar Rajeev Ranjan	EE, PMGSY, BRRDA
Sh. Ashok Kumar	EE, PMGSY, BRRDA
Sh. Prabhat Kumar	Financial Manger, BRRDA

2. The details of the proposals:-

(HS: Higher specification)

As per Pre EC dated 10/03/2021					As per OMMAS 23/03/2021				
Item	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost/ Km/m (Lakhs)	Nos	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost/km/ m (Lakhs) with HS	Avg. Cost/ km/m (Lakhs) wit hout HS
Roads	134	1108.53	965.68	87.11	177	1476.45	1251.30	84.75	75.57
LSBs	34	783.19	42.20	5.39	39	998.68	56.29	5.64	5.04
Total	134 roads 34 LSBs	1108.53 km roads 783.19m LSBs	1007.88		177 roads 39 LSBs	1476.45 km roads 998.68m LSBs	1307.59		
*MoRD Share : Rs. 699.77 Crore					State share : Rs 607.83 Crore (includes 141.32 Crore Higher specs cost)				
Target : 6162.50 km					Sanctioned: NIL				

3.75 m width road- 131 Nos & Length - 998.54 km - (Average cost) Rs. 62.88 Lakhs/km(without HS) & Rs.70.91 Lakhs/km (with HS)

5.50 m width road - 46 Nos & Length- 477.91 km - (Average cost)Rs. 102.12 Lakhs/km(without HS) & Rs.113.66 Lakhs/km (with HS)

State has taken BM and SDBC in all roads and difference of cost is included in the Higher specification cost. All the proposed roads are of length more than 5 km. All Proposals have been scrutinized by STAs but PTA has not scrutinised any proposals on OMMAS. NRIDA should select DPR for PTA scrutiny. PTA scrutiny should be ensured before floating of tenders. NRIDA will examine whether comments of PTA have been incorporated in DPRs, before the tenders are floated by the State.

3. Surface wise details of existing roads (In Km)

Brick soling	Track	Gravel	WBM	BT	CC	Total
25.54	54.09	1.10	3.82	1144.41	247.49	1476.45

As seen above table, out of 1476.45 km of proposed roads, existing surface of a large majority of the proposed roads are BT and CC roads and only a minor length is non - BT/CC.

4. Average cost trends (Roads & Bridges):-

The average cost of the proposed roads in both 3.75 and 5.5 meter categories appear to be on higher side even after excluding the cost of higher specification. The State Government attributed the reasons for higher cost due to price rise of bitumen and transportations cost of aggregates which are to be transported from Jharkhand.

State Government was advised that for the roads of next batch, state should find out the feasibility of getting aggregate for the roads in North Bihar from Nepal, as it is nearby and transportation cost would be less. It was also advised that in order to minimise cost , state may explore the possibility of using locally available material like Jute for north Bihar and also use new technology wherever aggregate cost is high.

Surface dressing and other new material may be used for the roads of South Bihar where water logging/flooding is not a concern.

It was also advised to the state that wherever CC work has been proposed on existing CC, all such DPRs should be identified and rechecked. It should be checked as to whether the existing CC work has completed its design life and if not whether it's a case of poor workmanship and whether proper credit has been given for the existing crust.

5. Distribution of roads based on Traffic Category:-

In T5 category, total average cost is 81.99 lakh/km (Ex-HS) and Rs. 82.42 lakh/km (In HS), which is much higher than roads with higher traffic category. This was explained by the state as due to construction from the level of gravel/track. For T9 category (5.5 meters), total average cost (in HS) is 155.04 lakh/km and 135.35 lakh/km for (Ex-HS) which seems to be very high and needs to be explained. Similarly, one road in IRC-37 category has average cost of Rs.164.26 lakh/km which also needs to be explained.

6. District wise details of current proposals and issue of high non Pavement Cost :-

It was seen that non pavement cost of some districts in 3.75m category was comparatively higher. On a specific query in respects of roads of Madhepura , Munger and Purnia., it was informed by the State Government officials that it is due to construction of multiple Cross Drainage structures as the area is prone to water logging . NRIDA should examine the same.

In respect of the roads of East Champaran, Kaimur, Sheohar and West Champaran pavement cost is on the higher side which needs to be explained by State and examined by NRIDA. It was mentioned by the state that the cost is high due to bitumen, more number of trips by smaller transport vehicles and carriage cost of aggregate.

Similarly, 5.5 meter wide roads, non pavement cost for Beghusarai and Purnia is very high.

Pavement cost of East Champaran and West champaran is also very high. Moreover, there is a considerable difference between pavement cost for East Champaran and West Champaran despite these being similarly situated.

It was observed that such high cost proposals need proper examination and such high cost roads should be shifted to the next batch.

On a specific query as why there is no proportionate distributions of roads district wise, it was informed by the State that most of the eligible roads have been taken under State Road Maintenance Policy. And other available and eligible roads have not completed their design life. Hence, State Government has selected roads based on the availability of roads and eligibility in the particular districts. It was advised to the State Government that this matter may be examined in the meeting of SLSC and proper target distribution under PMGSY-III should be done on objective criteria and it should be followed in subsequent batches of proposals.

8. Comparison between Pre-EC and EC:-

Sample DPRs have been scrutinized at NRIDA and NRIDA team visited the BRRDA at Patna for further scrutiny. The details of cost comparison after correction is as under:-

EC and Pre EC comparison									
3.75 m					5.5 m				
Pavement Avg cost/km		Toal Avg Cost/km			Pavement Avg cost/km		Toal Avg Cost/km		
Pre Ec	EC	Pre EC	EC Ex Hs	EC Ic HS	Pre Ec	EC	Pre EC	EC Ex Hs	EC Ic HS
47.55	46.61	65.64	62.88	70.91	95.75	82.34	118.70	102.12	113.66

9. General & DPR issues -

- State should provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of Hon'ble MPs on final proposal.
- State should certify that the roads proposed in current batch are not PMGSY roads which are under design life.

- 3rd party traffic verification as per recent advisory should be done by the State for design traffic considered more than 1 MSA and the reports should be attached with the DPRs. Sample reports need to be provided for verification. State is also requested to send pictures.
- State should ensure that the design stage RSA has been done for all the proposed candidate roads and the reports should be attached with the DPRs. Sample reports need to be provided for verification.

10. Trace Map Cut - Quality of Roads:-

75% proposals are in top-15 and 18% are in 16-50 trace map rank. All 11 proposals having Trace Map rank higher than 50 have been checked on Satellite Imagery.

11. Planning Audit Compliance:-

- (i) State has uploaded and approved all alignments on GEOSADAK.
- (ii) State was asked to furnish justification for the proposals of such roads which were primarily earthen whether fulfilling PMGSY-III objectives. 91 such proposals checked by NRIDA for high trace map rank. However, in 7 proposals, justification is not satisfactory. State was directed to furnish clarification on these proposals.
- (iii) With regards to the 52 proposals where Ownership Issues were involved, road wise justifications are to be furnished by State. Committee asked State to seek decision of SLSC on the matter. The decision on these is to be kept open to be proposed in the next batches.
- (iv) With regards to re-proposing two existing CC length, State was asked to furnish justification in two DPRs.
- (v) In respect of 16 proposals where more than 20 % deviations have been observed between proposed and eligible length, State has justified length in some cases. The rest of proposed ineligible length has either been deleted or moved to higher specification cost.

11. Maintenance:-

State has proposed Rs 11647.64 lakhs (9.31% of Construction Cost) for 5 years Routine Maintenance and Rs 20103.26 lakhs (16.07% of Construction Cost) for 6th year's renewal to be borne by State Govt. It was observed that 5 year maintenance @ 9.31% is very high and it should be re-examined. State explained that they have taken BM and SDBC in all roads and difference of cost is included in the higher specification cost. It was stated that precisely because of these rich specifications, the maintenance cost should be on the lower side.

State should also include 5 years routine maintenance cost after 6th year's renewal in DPRs.

12. R&D technology:-

State has proposed 82 roads of 540.11 km length (36.58%) under Waste plastic and 117 roads of 156.19 km length in paneled cement Concrete. However, State needs to adopt minimum 10% length for other main streaming technology such as RCCP, stabilized sub-base/base etc. For higher traffic roads, (especially in South Bihar) new technologies like geo-textiles, cold mix, RCCP etc may be adopted. State assured to take the same from next proposal.

13. Physical Progress 2020-21 (as on 23/03/2021) :-

Against the target of 3224 km , State has achieved 2121 km (66%). State also flagged the issue of non availability of Bitumen. State was advised to procure instruments for Pile Integrity Test to ensure the quality of bridges to be constructed. All unawarded LSBs work would be awarded by 15.4.21. In respect of unawarded PMGSY-I works, it was informed that all of them are proposed for dropping.

14. Maintenance Abstract & Renewal length status :-

State was advised to update DLP and Renewal length and expenditure data on OMMAS. State was asked to make payment within the prescribed time line. State Government officials informed that Rs. 150 crore has been received for the road under DLP and the same has not been uploaded on OMMAS. The State was asked to update.

16. Quality Control:-

It was seen that out of 1367 packages in Progress, on 165 packages, lab has not been established yet. On OMMAS, no of active SQM being shown are 115 SQM , however in practical only 33 SQM are available . The requirement is of 155 SQMs (including RCPLWEA) for better quality control. On this issue State clarified that the figure of SQMs on OMMAs as 115 is wrong, the correct figure is 33. State was asked to correct the figure.

State was advised to engage students of ITIs/ Poly-technic colleges / Engineering Colleges for supervision of LSBs and for quality monitoring. Also consultants/retired engineers /retired or serving faculties members of Engineering colleges may be engaged as SQM.

It was mentioned by the State that U% in latest (2020-21) inspections of ongoing and completed woks by NQMs has shown drastic improvement (less than 4%). It was allso noted though that the U % in maintenance continued to be high.

17. Finance issues:

State should look into the following points with regard to financial matters and take action to resolve the same: -

- (i) 25 works are pending for financial closure for more than 180 days.
- (ii) Recovery of short credit of bank interest .
- (iii) Non-submission of two PMGSY financial reconciliation reports.
- (iv) Grant from treasury to SRRDA to be reconciled by State in TSRY-02 report.

18. Subject to the compliance to the above observations/ decisions, the committee approved the proposal of the State Government.

The meeting ended with Vote of Thanks to and from the Chair
