

No. P-17024/4(5)/2017-RC (FMS No 358389)

Government of India
Ministry of Rural Development
Department of Rural Development
Rural Connectivity Division

Krishi Bhavan, New Delhi
Dated the 16th February, 2022

Minutes

Sub: Minutes of the Meeting of Empowered Committee held on 8th February 2022, to discuss the project proposals submitted by the State Government of Bihar for Road Connectivity Project under Left Wing Extremism Area (RCPLWEA) (Batch-II, 2021-22)-reg.

A copy of the Minutes of the Meeting of the Empowered Committee held on 8th February, 2021 at 10:30A.M through Video Conferencing, to discuss the project proposals submitted by the State Government of Bihar for Road Connectivity Project under Left Wing Extremism Area (RCPLWEA) (Batch-II, 2021-22) is forwarded herewith for information and necessary action.

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



(K.M. Singh)

Deputy Secretary to the Govt. of India

Distribution:

- i. The Additional Chief Secretary, Road Construction Department, Government of Bihar, Vishveshwaraia Bhavan, Bailey Road, Patna-800015
- ii. The Nodal Officer (RCPLWEA), Road Construction Department, Government of Bihar, Vishveshwaraia Bhavan, Bailey Road, Patna-800015
- iii. Shri Nishant Kumar Mishra, Deputy Secretary (LWE), Ministry of Home Affairs, North Block, New Delhi
- iv. All Directors in NRIDA.

Copy to:-

PS to MRD/ PS to MoS/ Sr. PPS to Secretary (RD)/ PPS to AS&FA/ PPS to AS (RD)

MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 8TH FEBRUARY, 2022 AT 10:30 AM TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF BIHAR UNDER RCPLWEA, BATCH II, 2021-22

A Meeting of the Empowered Committee (RC) was held through Video Conference on **8th February, 2021 at 10:30a.m.** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Bihar under Road Connectivity Project for Left Wing Extremism Areas (RCPLWEA) (Batch-II) of 2021-22. Following officials were present in the meeting.

MoRD/ NRIDA Representatives	
Shri Nagendra Nath Sinha	Secretary (RD)
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG, NRIDA
Ms. Leena Johri	AS & FA (RD)
Shri Mam Chand	Director (IFD), MoRD
Shri K.M. Singh	Deputy Secretary (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
Shri. B C Pradhan	Consultant Director (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Dr. I.K. Pateriya	Director (P.III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
MHA Representative	
Shri Nishant Kumar Mishra	Deputy Secretary
State Govt. Representatives	
Shri Pratyaya Amrit	Additional Chief Secretary, RCD, Bihar
Shri Birendra Kumar	Chief Engineer
Dr. Alok Kumar	Joint Secretary (MC)- cum-Nodal Officer, RCPLWEA
Shri Madhurendra Kumar	State Quality Co-ordinator, RCPLWEA
Shri Sanjeev Kumar Sinha	Executive Engineer (Finance)
Shri Umesh Kumar Rai	Executive Engineer
Shri Indradev Pandit	Assistant Engineer

2. Details of Current Proposal

Item	As per PRE EC				As per OMMAS dated 27.01.2022			
	No	Length (in km/m)	Cost (in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	28	163.98	152.63	93.08	28	163.98	146.65	89.43

Bridges	17	1099.24	62.93	5.72	13	1032.74	50.28	4.87
Total	28 roads + 17 LSBs	163.98 km roads + 1099.24 m LSBs	215.56		28 roads + 13 LSBs	163.98 km roads + 1032.74 m LSBs	196.93	

*MoRD Share : Rs. 108.99 Crore

State share : Rs 88.04 Crore

3.75 m width road - 26 Nos & Length – 144.42 km - Rs. 87.48 Lakhs/km

5.50 m width road - 2 Nos & Length - 19.56 km - Rs. 103.84 Lakhs/km

3. General Observations

i) The State Government of Bihar has already been sanctioned 1,816.82 km of road works under RCPLWEA.

ii) The State has now submitted proposals for 28 roads of length 163.98 km 13 LSBs of 1032.74 m. Out of 28 roads, 26 roads of 144.42 km road length have been proposed with 3.75 m carriageway width at an average cost of Rs. 87.48 lakh/ km and 2 roads of 19.56 km road length have been proposed with carriageway width of 5.50 m at an average cost of Rs. 103.84 lakh/ km.

iii) The state had proposed 17 bridges at the time of pre-EC meeting. Now, they have proposed 13 bridges. State was asked about the reason for same. State mentioned that these 4 bridges were on the canals and Water Resource Department (WRD) will construct these bridges, hence they have dropped these bridges. Committee inquired, if these bridges would be constructed in the time frame of RCPLWEA. **State responded that, WRD is taking the matter this year only and the bridges will be constructed well within the time. Moreover, there are existing bridges, and connectivity will not be affected.**

iv) The current batch consists of the proposals recommended by MHA in October, 2021. It was observed that, out of 29 recommended roads in October 2021, the state has proposed 28 roads. Status of balance 1 other road was inquired. State informed that, this is being taken up by the Rural Works Department, Bihar. The work stand tendered as on date.

v) State was asked, if they have proposed all the bridges falling in the alignment of these 28 roads as there have been instances in the past where state comes later on for proposal of

left out bridges. *State mentioned that they have proposed all the bridges falling in the alignment of these roads and in future if during the course of construction, there is a need to construct some other bridges in the alignment of these roads, the state will construct those with their own resources.*

vi) All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny has also been done.

4. District-wise distribution of Roads

Committee mentioned that, all the districts (Aurangabad, Gaya, Jamui, Lakhisarai) have quarries near to them, still the pavement cost is on higher side. Committee also mentioned that the non-pavement cost in Gaya is about Rs. 24 lakh/ km which is higher in comparison to other districts. State mentioned that, the quarries have been banned in the state. State is dependent for aggregates on Jharkhand. Regarding increase in non pavement cost in the Gaya district, state mentioned that they will look into it. NRIDA was also asked to examine it.

5. Distribution of roads based on Traffic Category

It was observed that, state has proposed all the 28 roads under T7 traffic category. The same observation was made during the pre-EC meeting as well. It was mentioned that it is not statistically possible that all the roads will have same level of traffic. Committee mentioned that, they do not agree with such traffic distribution. These roads can not be more than T3, T4, T5 traffic category. However, if the state still wants to go ahead with the constructions of roads based on T7 category, they will have to bear the difference in cost. Ministry will allow the cost for maximum permissible traffic which is T5 in this case. The same stand has been in the case of other states also. At random, 2-3 roads may also be surveyed by the officials of NRIDA. Committee clearly observed that, a new road can not be T7 traffic category and a call will be taken on this after the state conducts and submit the 3rd party traffic survey, which was directed during Pre-EC also.

6. Distribution of roads based on widening to various carriageway

i) State has proposed majority of roads (24 in number) for up gradation from 3 m to 3.75 m. Committee mentioned that, it is not feasible to widen the roads from 3 m to 3.75 m. This was discussed during pre-EC meeting also and state was asked to adopt cement stabilization or FDR for such widening which may work better to achieve uniform compaction. State mentioned that they are widening the road on one side only.

ii) Committee inquired **whether the proposed roads are old PMGSY roads and whether they have completed their design life. What is the existing surface of the**

proposed roads? State sought some time from the committee and assured that they will sit with the RWD officials and will get the answers of all questions. Committee agreed and directed that NRIDA will assist State in this regard.

7. Pavement cost/ km wise details

Out of 26 roads in 3.75 m width category, 24 roads have pavement cost more than Rs. 50 lakh/ km. Similarly, 2 roads in 5.5 m width category have pavement cost more than Rs. 50 lakh/ km. State should adopt new technology (cement stabilization, etc) for these roads. It will not only reduce the cost but will also reduce the execution time and will be more environment friendly. NRIDA should hold a webinar with the officials to sensitize them on the use of new technology.

8. Pre-EC Compliance

i) During pre-EC, state was asked to adopt new technology. State, in response mentioned that, they have provisioned use of waste plastics in construction of all the roads. Committee advised the state to take a call on using base & sub-base soil stabilization and cement stabilization and FDR in construction of roads, as the state must be incurring a large amount of funds to transport the aggregates from Jharkhand. NRIDA will hold a webinar on new technology with the state.

ii) It was observed during the pre-EC, that the state has provisioned for BM & SDBC. Committee mentioned that the state cannot provision for the use of BM/SDBC for T7 category roads (even though the roads would in reality be T4/T5 only). State mentioned that, the specifications have been suggested by officials from MHA and the use of 50 mm BM and 25 mm SDBC will lead to thicker BT crust of roads which is required from security point of view. It was made clear that, such provision is not required for these roads and these have been deleted from MoRTH specifications also. State was asked to provision a single layer of BC of 40 mm thickness in place of BM/ SDBC or bear the additional cost over and above the permitted specifications. State agreed to it.

iii) State has proposed drain cover slab in 7 roads for which cost is Rs. 1400 per meter. It was made clear during the pre-EC also, that there is no provision of providing drain cover slab under RCPLWEA. Further, committee discussed that, if they allow such provision to the state of Bihar, then other states may also pitch in with similar demand. Hence, state may construct drain cover slab from their own resources, if they want to.

iv) State was asked to provide proper drainage system alongside the roads passing through the villages. This should be confirmed by the state.

v) State informed that 14.75 km out of 163 km is CC road and entire CC road length is proposed with paneled cement concrete.

9. R&D Proposals

State has proposed all the 28 roads for construction using waste plastics. Further, state has proposed nano technology for soil stabilization in 4 roads and paneled cement concrete in 24 roads. State was advised to take more roads for soil stabilization, cement stabilization and FDR. **NRIDA will hold a webinar on new technology with the state.**

10. Sanctioned, Completed, Balance and Un-awarded Works

It was observed that 11 roads and 2 Bridges are yet un-awarded. During the pre-EC meeting, State was advised to award these works by 31st December 2021. However, the works are still unawarded. State mentioned that, 11 roads have now been awarded and the LoA will be uploaded within a week. State mentioned that they have sent dropping proposal for these 2 bridges.

11. eMarg

i) NRIDA mentioned that, the state RCPLWEA has made a good progress in eMarg in the last 15 days and have made the payments through eMarg. Committee advised the state to saturate all the works on eMarg. State assured to do it within a week.

12. Quality

i) Target of SQM Inspections allotted to the state (RCPLWEA) during the year 2021-22 was 825, against which, only 231 inspections have been carried out which is very less. State needs to deploy sufficient number of SQMs so as to achieve the target of SQM Inspections.

ii) Out of 108 packages, lab has not been established in 1 package. State was asked to establish it as soon as possible.

ii) It was observed that, during the last three years (January 2019 to December, 2021), 6.25% of the ongoing works have been graded as unsatisfactory by NQMs, which is more than the national average (4%). Further, it was observed that, there is a huge difference in the observations of SQMs and NQMs. Where, NQMs have graded 6.25% of the ongoing works unsatisfactory in last three years, SQMs have graded only 0.36% of the ongoing works unsatisfactory during the same period. State needs to monitor the quality of works seriously and need to work on the quality of SQM inspections as well.

iii) 5 ATRs of NQM Inspections are pending from the state. State was asked to ensure the submission at the earliest.

iv) Anomalies of SQM Inspections

- Unequipped field labs are graded as 'Satisfactory' (Package no. BR03RC025, BR12RC47, BR15RC271).

- Critical information about contractor persons not being filled properly in revised formats (Package no. BR25RC257, BR25RC246, BR15RC209)
- Superficial inspection-Quality control tests of critical items not being conducted during SQM inspections (Package no. BR12RC59, BR12RC61, BR12RC051).
- Casual reporting- Poor quality of road furniture and logo boards being reported as 'Satisfactory' (Package no. BR12RC59, BR12RC62, BR02RC009, BR12RC59)
- Meaningless photographs uploaded with reports (Package no. BR02RC011, BR12RC03, BR15RC271, BR03RC021B)
- Wrong methodology adopted for checking super elevation and camber (Package no. BR15RC207, BR12RC47, BR12RC052)

The State was asked to sensitize their SQMs to reduce such anomalies. State informed that, they have had a meeting the SQMs and the NQMs of the state and discussed all these anomalies with them. State assured that they will improve the quality of SQM inspections. Committee mentioned that, a system has been set up with IIT Bhubaneswar, where SQMs can self-test themselves. State was requested to get their SQMs and their departmental engineers self-tested. It'll help them to identify their weak points and enhance their technical knowledge.

13. Financial issues

- i) State share of budget is not being reflected in PFMS TSRY-07 report. State needs to look into it and ensure that it is being reflected in the ratio of 60:40.
- ii) 8 works are pending for financial closure for more than 180 days. State needs to expedite the financial closure of these works on priority.

Subject to the above observations and concurrent action/compliance by the State Government as stipulated in the foregoing paras, the Empowered Committee recommended the above proposals as at Para-2 above.

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