

File No.P-17024/10/2021-RC (FMS-377950)

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

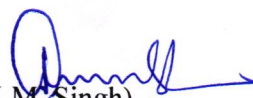
Room No.376
Krishi Bhavan, New Delhi
Dated the 08th June, 2022

MINUTES

Subject: Meeting of Empowered Committee to discuss the project proposals for PMGSY-III submitted by the Government of UT of Jammu and Kashmir for the year 2022-23 (Batch-I) – reg.

The undersigned is directed to enclose herewith a copy of the Minutes of the Empowered Committee meeting held on **1st June, 2022 at 2:00 PM (through VC)** under the Chairmanship of Secretary (RD) to discuss the project proposals of Government of UT of Jammu and Kashmir for the Batch-I (year 2022-23) of PMGSY-III.

2. UT is requested to furnish the compliance to the observations contained in the minutes to the Ministry/NRIDA at the earliest for clearance of the project on time.


(K.M. Singh)

Deputy Secretary to the Govt. of India

Distribution:

- 1) The Chief Secretary, Government of UT of Jammu & Kashmir, Civil Secretariat, Jammu & Kashmir, Srinagar- 190001
- 2) The Principal Secretary, Public Works(R&B) Department, Government of UT of Jammu & Kashmir, Civil Secretariat, Jammu & Kashmir, Jammu - 180001
- 3) The Chief Engineer, Jammu & Kashmir Rural Roads Development Agency, Jammu & Kashmir, Jammu.
- 4) The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
- 5) The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- 6) The Secretary General, Indian Road Congress, Kama Koti Marg, Ranjit Nagar, Sector-6, Rama Krishna Puram, New Delhi-110037
- 7) The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- 8) 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

MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 1st JUNE, 2022 AT 2:00 PM TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF Jammu and Kashmir UNDER PMGSY III, BATCH I, 2022-23

A Meeting of the Empowered Committee was held through Video Conference on 1st June, 2022 at 2:00 PM under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the UT of Jammu and Kashmir under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of 2022-23. Following officials were present in the meeting.

MoRD/ NRIDA Representatives	
Shri Nagendra Nath Sinha	Secretary (RD)
Ms. Leena Johri	Additional Secretary and Financial Advisor (RD)
Dr. Ashish Kumar Goel	Additional Secretary(RD) & DG (NRIDA)
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 (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
UT Govt. Representatives	
Shri Shailendra Kumar	Principal Secretary PW(R&B) Department/Empowered Officer JKRRDA.
Ms. Tanvi Mir	Chief Engineer PMGSY, Kashmir.
Shri Ranjan Mengi	Chief Engineer PMGSY, Jammu.
Shri Mazhar Hussain Khan	Financial Controller.
Shri Ajay Kumar Raju	State Quality Coordinator
Shri Gopal Verma	Executive Engineer
Shri Sajad Ahmad Guru	IT Nodal Officer

2. Details of Proposal

Item	As per Pre EC				As per OMMAS dated 30.05.2022			
	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 (Lakhs)
Roads	235	1782.72	2462.71	138.14	235	1785.58	2339.55	131.03
LSBs	-	-	-	-	-	-	-	-
Total	235 roads + NIL LSBs	1782.72 km roads + 0.00 m LSBs	2462.71		235 roads + NIL LSBs	1785.58	2339.55*	131.03

* Mord Share : Rs. 2076.13 Crore

UT Share: Rs 263.41 Crore

Target: 1750 Km

Sanctioned: nil

3.0 m width road - 1 Nos & Length	- 5.5 km	- Rs. 177.06 Lakhs/km
3.75 m width road - 175 Nos & Length	- 1154.62 km	- Rs. 119.47 Lakhs/km
5.50 m width road - 55Nos & Length	- 572.19 km	- Rs. 150.00 Lakhs/km
7.00 m width road - 04 No & Length	- 53.27 km	- Rs. 172.83 Lakhs/km

3. General Observations

- i) The Government of UT of Jammu & Kashmir has been allocated a road length of 1750 km under PMGSY-III.
- ii) The UT has submitted proposals for 235 roads of 1785.58 km. In the pre-EC meeting, UT representative had informed that 63 LSBs are to be proposed on these 235 roads. In the EC meeting, state informed that 65 bridges are to be proposed on these 235 roads, DPR of which, will be submitted separately.
- iii) Out of 235 roads, 1 road of 5.5 km has been proposed with 3.0 m width at an average cost of Rs. 177.06 lakh/ km, 175 roads of 1154.62 km have been proposed with 3.75 m carriageway width at an average cost of Rs. 119.47 lakh/ km, 55 roads of 572.19 km have been proposed with carriageway width of 5.50 meter with an average cost of Rs. 150.00 lakh/ km and 04 roads of 53.27 km have been proposed with carriageway width of 7.00 m at an average cost of Rs. 172.83 lakh/ km.
- iv) The average cost of the proposed roads was Rs. 138. 14 lakh/ km during Pre-EC, which has been reduced to Rs. 131.03 lakh/ km in the EC meeting.
- v) All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA has also scrutinised 27 (11.4%) proposals on OMMAS.
- vi) Out of 235 roads, 74 roads are of length 3-5 km and 161 roads are of length 5 km and above.

4. Planning Audit (Proposals)

- i) All the 235 proposals have been uploaded on GEOSADAK. Out of total 235 proposals, 41 were audited at NRIDA for their utility as TR/ MRL under PMGSY-III. Of these 41, justification was asked for 14 roads and justification of 5 roads was not found satisfactory.
- ii) After pre-EC, 52 more sample proposals were audited and it was observed that, Many of the roads are 100 % Non BT Roads, some of the proposal are serving to small direct habitation or enroute habitation, one road proposal and DRRP alignment are not matching, two roads seem BT on geosadak image, state need to recheck and confirm the existing condition of the road.
- iii) 10 roads out of 52 sample proposals need to be justified by the state as to how these are meeting the objectives of PMGSY. Of these 10 roads, 8 roads have 100% non BT/CC surface and even candidate roads of 3 roads have 100% non BT/CC surface. UT mentioned that, wherever the surface is 100% non BT/CC, there was no alternate available. Committee mentioned that, the objective of PMGSY-III is the consolidation of existing roads by way of widening and strengthening of the existing roads wherever required. It may include some roads having majority portion non BT/CC, but primarily under PMGSY-III such roads should be taken which are having majority portion BT/CC and not the vice versa, as they can not be termed as 'existing' roads under the category of TR/ MRL.
- iv) Committee also observed that the traffic category of the roads with 100% non BT/CC roads is very high, which doesn't seem reasonable. The road which doesn't exist as of now, cannot have traffic of T5 & T6 all of a sudden. Traffic distribution needs to be checked by the UT as it is not in congruence with the surface of the road. UT representative informed that they have a limitation of giving one road to each block. Committee mentioned that, the programme per se does not provide such limitation and only such existing roads need to be taken which is important through routes and major link routes which cater

important facilities and major population. PMGSY-III does not envisage mechanical distribution of targets, nor it is a new connectivity scheme.

v) Out of 52 sample proposals audited by NRIDA for their utility as TR/ MRL under PMGSY-III after pre-EC, 10 proposals were flagged for justification by the UT. UT has given following justification-

(a) One road in the Rajouri district (**MRL04-Samote to Rangbagla**) has 100% non BT/CC surface and is benefitting very few habitations.

Justification :UT mentioned that the road is connecting to headquarters many offices and also will connect a large population . However, committee mentioned that the objective of PMGSY-III is not to connect the habitations but the consolidation of the existing roads.

(b) One road in Reasi district (**MRL02-Ganjote to Bhallar via Thrall Shakaro**) has 100% non BT/CC surface and only benefitting small scattered habitation along the route.

Justification : UT mentioned that the road is in regular use and it provides access to educational institutes, medical facility, bank facility, market, inter district bus stop, Tehsil Office, block head quarter, fuel station and to other important govt. offices present in Sub-District Mahore.

(c) One road in Udhampur district (**T07-Champari to Kalorisamanikeri via Kaldatalal**) has 100% non BT/CC surface which shows that entire road is kutchha road.

Justification: The road is not benefitting a major population. UT mentioned that the said road is a track road pertaining to R.D.D and requires grade improvement which involves earth cutting. This is the only road that will connect major education facility i.e. Govt. High School Ghantwal which is the major/prime objective of PMGSY-III. Also the said road will connect Panchayat HQ.

(d) A road in Kishtwar district (**MRL01-Paddar road Dool to Buttpora**) has 79% non BT/ CC surface and is also parallel to existing BT road.

Justifications; UT mentioned that this road takes off from Kishtwar Paddar road which is a major road. These roads are not parallel to each other as Paddar road to Buttpora is in rising gradient for its entire length of 8 km whereas Kishtwar to Paddar road runs along the river Chenab and has very mild gradient. Existing road surface of Paddar road to Buttpora is having BT for initial 1.5 Km and beyond that the road has gravel surface. The road requires widening in stretches as per geometrics and is not new road. As per CUCPL generated for Nagseni Block this is the 4th eligible road as the first eligible road is an ongoing PMGSY Scheme while as the second and third eligible roads are Hydro Electric Power Project Roads.

(e) One road in Reasi district (**MRL03-KOTLI TO NEOUSI**) is 100% non BT/CC and not serving the objectives of PMGSY-III.

Justifications: UT mentioned that the proposed road was previously constructed by the PWD(R&B) having roadway width of 5.5 m but now the proposed roadway width is 6.0 m, so to achieve the roadway width of 6.0m it is necessary to keep the back Cutting/Earthwork throughout the length of the road.

(f) One road in Rajouri district (**T01-DARHAL TO UPPER SIMBLI VIA PATATHANA HARIBAN**) has 84% non BT/CC surface and is not as per the objective of PMGSY-III.

justifications; UT mentioned that the said road is an important link providing connectivity to Govt. H.S.S. Darhal and also Degree college, S.D. Hospital, Tehsildar office situated at Tehsil Headquarter Darhal.

(g) One road in Samba district (**MRL05-DEBOH TO MOUTLIAN**) has 73% non BT/ CC surface and the proposal is not as per objective of PMGSY-III.

Justifications: UT mentioned that, the first portion of the road i.e. Deboh to Darui was constructed by PMGSY and has completed its Defect Liability Period of 5 years and Renewal work is in progress. The remaining portion of road i.e. from Darul to Moutlian having a length of 4.10 km is to be taken under PMGSY-III Scheme as per guidelines.

(h) One road in Udhampur district (**MRL05-Govt Girls High School Jaganoo to SC Mohalla Bassain via Loat and Pad Devta**) has zigzag portion. State was asked to provide justification for the same, as there is no airforce station in the map.

Justifications: UT mentioned that the last portion of the route runs along the Air force Station and due to security reasons and restrictions, the existing zig zag route cannot be avoided / modified as there is a valley on the other side of the road.

(i) One road in Reasi district (**MRL02-PANNASA GOVERNMENT HIGH SCHOOL TO GANDALI VIA HOSPITAL**) has 52% non BT/CC surface and is benefitting only few en-route habitations.

Justifications: UT mentioned that, at the start of the road, there is Block Headquarter Thakrakot, Panchayat HQ, Govt. High School, Panassa and it leads towards the habitation Gandal via Primary Health Centre.

(j) One road in Doda district (**T20-Atalgarh to Shanbagh**) is parallel to Major District road and not as per PMGSY-III guidelines.

Justifications: UT mentioned that, the said road provides an alternate congestion free connectivity to the Sub-District hospital Bhaderwah. This road after upgradation will help a vast population of Bhaderwah and to access health, education and market facilities without undergoing the trauma of traffic congestion and will help in regulating the traffic during peak hours.

Justifications furnished by the UT were deliberated upon in the meeting of EC and it was found that prima facie, these 10 roads do not seem to fulfill the objectives of PMGSY-III. After detailed deliberation, the Committee decided that instead of going for sample audit, it would be desirable to make a detailed study of each and every road of this proposal in order to ensure that the proposed roads are meeting the objectives of PMGSY-III. Multiple teams may therefore be constituted by NRIDA and sent to the UT to interact with the PIUs, collect the necessary information and submit their inputs expeditiously. The teams should also visit some roads proposed for inclusion.

5. Existing Surface

i) It was observed that 125 roads have BT/CC in more than 75% of their surface. The roads with non BT/CC in less than 75% of their surface cannot be taken under PMGSY-III unless there is very compelling reason. The same criteria has been adopted while sanctioning projects in other states as well. Therefore roads with BT/CC in more than 75% of the surface should only be taken. So 125 roads can only be taken if their DPRs are proper. For other 110 roads, detailed justification road-wise need to be given as to how they are eligible under PMGSY-III.

6. Pre-EC Compliance

i) A road T01-Pulwama Awantipora road in Awantipora block of Pulwama district with average cost of Rs. 212.38 lakh / km has been proposed for widening from 5.7 m to 7 m with projected traffic IRC-37 With pavement Rs.73.96 lakh/km, and non-pavement cost of Rs.81.96 lakh/km. Committee

mentioned that widening upto only 5.5 m is permissible under PMGSY, hence the UT will bear the cost for extra widening beyond the permissible limit. Its non-pavement cost is very high and needs proper examination.

ii) A road TO1-ODR 02 KM 2nd of MDRO1 to Rakhi Shilvat Block Boundary Sumbal in Sumbal block of Bandipora district with average cost of Rs. 149.62 lakh / km has good PCI, still proposed for construction. This road is being widened from 3.20 m to 5.50 m with projected T6 traffic. The pavement cost of the road is Rs.80.46 lakh/km and the non-pavement cost is Rs.52.44 lakh/km. Both pavement and non-pavement cost were observed to be on higher side. UT was asked to reduce the cost or bear the additional cost for higher specification. UT mentioned that they will re-visit the cost and will try to bring it down. Committee observed that the UT has also proposed BM and SDBC for all the roads, to which UT responded that, such specification is allowed for roads in frost areas, however for 2 districts which are not frost areas, such specification has been erroneously mentioned and the same will be removed which will further reduce the cost by around Rs. 7 lakh/ km.

It was observed that, if proper due diligence is done, the average cost will get reduced by Rs. 15-20 lakh/ km. UT assured to revisit the cost component of all the roads and will remove such specifications which are not required.

iii) Similarly, MRL04-PEHROO TO RANBIRPORA VIA RAMPORA in Khovripora block of Anantnag district has high average cost of Rs. 162.95 lakh/ km. The road is being proposed for widening from 3.65m to 5.5 m with projected T6 traffic with pavement Rs.61.51 lakh/km and non-pavement cost of Rs.70.75 lakh/km. UT mentioned that, wherever, widening is being, the average cost and the non-pavement cost would be high. Committee however observed that the non-pavement cost of Rs. 70 lakh/ km is too high. It was observed that, 9 roads of 5.5 m have PCU/ day less than 2000. Committee mentioned that, widening is not needed unless the existing pavement is 5.5 m. UT was asked as to why the widening has been proposed. UT mentioned that, these 9 roads would be limited to 3.75 m only. The PCU of this particular road should also be checked again.

iv) UT has proposed 1 road of 7m C/way and 2 roads of 5.5m C/way having good PCI. These roads should be deleted.

v) It was observed that, crash barrier has been proposed invariably in many of the DPRs and the cost is on the higher side. UT was asked to do it as per the road safety norms/ necessity.

7. Roads with good PCI

i) It was observed that the following roads with very good PCI have been proposed:-

- T01 in Pulwama district
- T01 in Bandipora district
- MRL04 in Anantnag district

UT was asked as to why these roads have been proposed. UT representative mentioned that these roads are proposed for widening. Committee desired that all such roads should be looked into on the basis of their PCU and traffic category. Roads with good PCI should not be taken in general, and if UT proposes them for widening, the cost of widening only shall be loaded on PMGSY, rest of the cost will be loaded on higher specification. Each road should be examined very critically and if not found fit for inclusion in accordance with the objective of the scheme should be deleted.

8. Distribution of Roads based on traffic category

i) It was observed that 1 road of 3.0 m width in T6 traffic category has an average cost of Rs. 177.06 lakh/ km. UT was asked as to how this road is major rural link. UT mentioned that this road is almost a new road. Prima facie, this does not seem to be proper to include the same in the proposal.

ii) Committee mentioned that, out of 235 proposed roads, only 125 roads are BT/CC, rest of the roads have kutcha road in major portion. Even then, most of the roads have traffic category more than T5. The traffic distribution, therefore doesn't seem justified. UT should look into it. **It was also decided that, ATCC survey will be carried out on sample basis on lower category roads also. Road selection will be done by NRIDA. ATCC survey also needs to be done on all the roads T8 and above.**

9. PCU/ day

i) It was observed that 58 roads in 3.75 m width category have PCU/ day more than 2000 but have not been proposed for widening. UT was asked if it is due to non-availability of land. UT mentioned that non-availability is the reason for not widening these roads. Committee mentioned that while considering the proposal of West Bengal, it was suggested to again look into such cases where PCU/ day exceeds 3000 and propose such roads for widening. UT of J&K was also asked to explore other possibilities. NRIDA should also look into it. Moreover, there are many roads (9 nos) which have been proposed for widening to 5.5 metres, but their PCU is less than 2000. They should not be taken up for widening.

ii) Committee observed that the distribution of PCU seems to be on higher side, which has generally not been the case for other states, and more so in hill states.

10. Distribution of roads based on widening to various carriageway

i) It was observed that most of the roads have been proposed for widening from 3 m to 3.75 m. Such widening is considered one of the most difficult widening. Proper compaction in such a narrow widening is not possible technically until the whole shoulder is dug up. Such widening doesn't prove to be productive. Rather, these roads should be upgraded from 3 m to 3 m only if these have less PCU (say 1500 or less), except in cases where the whole road is to be dug up. UT mentioned that, they have done the widening of 3 m road to 3.75 m in PMGSY-II. Committee, however, mentioned that for roads with less PCU (1500 or less), such widening is not advisable. Director (P.III) also mentioned that in some of his visits to the states, he has seen that in widening of 3 to 3.75 m, trench along the sides is excavated and benching is not being adopted in majority of the cases. Compaction in such cases is not possible. Major difference was seen in the compaction quality of the central carriageway and the widened carriageway.

Committee desired that necessary guidelines should be issued by NRIDA in this regard and trench cutting method should be prohibited right away. SQMs and NQMs should also be sensitized with the issue and all such roads where trench cutting has been adopted should be graded Unsatisfactory by them right away. Director P.I was asked to get the list of the roads sanctioned earlier for such widening under PMGSY-III in the last three years and send it to all the states/ UTs and get the report. Dir (P-III) will issue necessary instructions to NQM/ SQM/ SQC for inspection of such roads and how they should be made "U" if compaction is not correctly done. UT was asked to upgrade 3 m wide roads to 3 m only in general, and propose widening only where necessary. It'll reduce the cost as well. UT agreed to the same.

11. Pavement cost/ km wise details

i) 48 roads in 3.75 m width with pavement cost more than Rs. 60 lakh/ km and 25 roads in 5.5 m width having pavement cost more than Rs. 70 lakh/ km should be proposed with new technology to bring

down the cost. Further, 1 road in 3 m width with pavement cost more than Rs. 90 lakh/ km should be examined critically for its eligibility in PMGSY-III, as mentioned earlier.

12. Non-pavement cost/ km wise details

i) 146 roads in 3.75 m, 50 roads in 5.5 m and 3 roads in 7.00 m category have non-pavement cost of more than Rs. 50 lakh/ km which is very high. For other states, non-pavement cost of more than Rs. 20 lakh/ km is considered as outlier. UT should look into it. NRIDA teams will also look into it. Moreover, once roads are not being widened from 3 to 3.75m, then non-pavement and pavement costs will reduce substantially as provision of culverts and CD structure will not need major enhancement.

13. R&D proposals

i) UT has proposed 32 roads of 223 km with waste plastics, 7 roads of 32 km with cold mix, 1 road of 4 km with surface dressing, 41 roads of 10 km with lime stabilization and 1 road of 27 km for white topping. UT was asked to propose roads under new technology as per the new technology vision document which prescribe enhanced use of new technologies/ materials in the construction of PMGSY roads as per the following details:-

For the surface course:

- a. Compulsory use of waste plastic in at least 70% length out of the eligible proposed length involving Hot Mix process.
- b. Universal use of Mechanized Surface Dressing (MD) in T-1 to T-5 category of roads. From T-6 to T-8 category of roads, minimum 50% of length shall be taken under MSD. Surface Dressing can also be done with cold mix technology.
- c. Cold Mix Technology shall be used in minimum 25% of the total eligible proposed length. The use of cold mix technology shall be prioritised in climatically suitable areas.

In addition to above, the following guidelines shall be applicable for base course, sub-base course and sub-grade:

- a. At least 50% of length of the proposal shall be constructed utilizing new/green technologies/ materials.
- b. Each state shall promote two new innovations.
- c. 100 % proposed length under Cement Concrete shall be constructed using thin White topping (panelled cement concrete) or Cell Filled Concrete. Only in exceptional cases Pavement Quality Concrete (PQC) shall be used
- d. In cases where pavement cost is high due to factors, such as non-availability of aggregate, leading to high transportation cost or unacceptable quality parameters of aggregate, FDR shall be preferred as methodology of construction with advanced equipment and machinery by using stabilization technology so as to attain cost economy, better compaction, quality and durability.
- e. In areas near thermal power plants, fly ash shall be used in Cement Treated Base (CTB) and embankments in adequate quantity.
- f. In areas near steel plants, slag shall be used in subbase course, base course and embankments in adequate quantity.
- g. Construction and demolition (C&D) waste, duly processed, shall be used in subbase/base course in at least 10% of the proposals.
- h. Jute-Geo textile/Coir and similar such locally available materials shall be used for slope protection in hilly areas and other areas, where improvement of characteristics of sub-grade, embankments, shoulders etc. may be required.

14. Maintenance

i) UT has proposed 5 year routine maintenance cost of Rs. 281.39 crore which is 12.07% of the construction cost. 5 years maintenance cost is high and should be between 5-8%. This needs a re-look.

UT has proposed 6th year Renewal cost of Rs. 251.61 crore which is 10.07 % of construction cost. The same should ideally be 18-23 % of the construction cost.

ii) UT was asked to update the maintenance and renewal data on OMMAS.

15. Progress of PMGSY works

i) The physical target for FY 2022-23 is 1598 km against which UT has so far completed 12 km. UT was asked to expedite the progress so that, work gets completed within the timeframe of PMGSY-I & II.

16. eMarg

i) Against the DLP maintenance liability of Rs. 43.71 crore, an expenditure of Rs. 11.24 crore has been incurred in eMarg in 2021-22. Against the DLP maintenance liability of Rs. 38.38 crore in 2022-23, an expenditure of Rs. 0.15 crore has been incurred so far. UT was asked to make all the payments through eMarg only.

17. Quality

i) Out of 897 packages, labs have not been established in 7 packages. UT needs to establish labs on all the packages.

ii) In the last three years (May 2019- April 2021), 29.31% maintenance works, 9.02 % completed works and 5.56% ongoing works have been graded as unsatisfactory in NQM inspections. In the last one year (May 2021- April 2022), 28.57 % maintenance works, 11.54% completed works and 2.35% ongoing works have been graded as unsatisfactory in NQM inspections. UT needs to look into quality aspect to improve the overall quality of construction of roads.

iv) Large variation has been found between the grading given by NQMs and SQMs. The reasons for such variation need to be found out.

v) 17 ATRs of NQM inspections are pending from the UT. The same may be expedited.

vi) **Anomalies of SQM Inspections**

- Field Laboratory is not established, but still SQM has graded Satisfactory for the mobile laboratory which is against the guidelines. **Package no. : JK013232 , JK01400, JK01407 , JK102004 , JK02144 , JK032011**
- Citizen information board and main information board is partially filled and is not as per PMGSY guidelines. **Package no. JK03280**
- GSB layer is not at all compacted, as surface seems to bleed out from the photographs and boulders could be seen eroded on the surface. **Package no. JK04493**
- Camber has been calculated in a wrong way, as elevation should be taken from the edge of carriageway not from centre of the carriageway. **Package no. JK04414**
- Volumetric analysis have been partially and casually, as stone metal height or screening height have not been taken in consideration while calculating the screening percentage, casual inspection by SQM. **Package no. - JK022006**

UT needs to sensitize SQMs to reduce such anomalies and ATR of these complaints should be sent in compliance.

vii) **SQM Analysis**

It was observed that many SQMs have not given unsatisfactory grading to any works, despite inspecting a large number of works. This doesn't seem realistic. UT was asked to look into it and take appropriate action against these SQMs.

18. Financial issues

- (i) Interest Verification Certificate for FY 2020-21 has not been submitted. UT was asked to submit the certificate at the earliest.
- (ii) Interest of Rs. 24.26 Cr. is pending for recovery from Bank. UT should get the interest recovered from bank.
- (iii) Interest earned in SNBA in FY 2021-22 has not been transferred to CFI & CFS. UT should get the matter resolved.
- (iv) State budget reflected in PFMS TSRY-07 report is not in 90:10 ratio. UT should look into it.
- (v) 8 works are pending for financial closure for more than 180 days as on 30-05-2022. UT should look into it.
- (vi) UT was asked to update the data on PFMS regularly so that there is no problem in further release of funds.
- (vii) Central share of Rs. 200 crore is pending with the UT treasury. UT should get it credited to the nodal account at the earliest.

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.
