

No. P-17024/1/2021-RC (FMS No 374264)

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

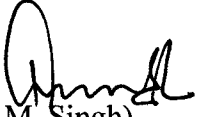
Krishi Bhavan, New Delhi
Dated the 18th August, 2021

Minutes

Sub: Minutes of Meeting of Empowered Committee, dated 11th August 2021, to discuss the project proposals submitted by the State Government of Jharkhand for Road Connectivity Project under Left Wing Extremism Area (RCPLWEA) (Batch-I, 2021-22)-reg.

A copy of the Minutes of the Meeting of the Empowered Committee held on 11th August, 2021 at 10:30 A.M through Video Conferencing, to discuss the project proposals submitted by the State Government of Jharkhand for Road Connectivity Project under Left Wing Extremism Area (RCPLWEA) (Batch-I, 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 Secretary, Rural Works Department-cum-Chief Executive Office, Jharkhand State Rural Roads Development Authority, F.F.P Building, 2nd Floor, Dhurwa, Ranchi- 834004
- ii. The Chief Engineer, JSRRDA
- 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)/
PPS to JS (RC)

Minutes of the Meeting of the Empowered Committee held on 11th August, 2021 at 10:30 A.M to consider the project proposals submitted by the State of Jharkhand under Batch-I of PMGSY- RCPLWEA (2021-22)

A Meeting of the Empowered Committee was held through video conference on **11th August, 2021 at 10.30 A.M** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Jharkhand under RCPLWEA (Batch-I, 2021-22). Following officials were present in the meeting:

Shri Nagendra Nath Sinha	Secretary (RD)
Dr Ashish Kumar Goel	Joint Secretary (RC), MoRD & DG, NRIDA
Shri K.M Singh	Deputy Secretary (RC), MoRD
Shri BC Pradhan	Consultant (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F & A), NRIDA
Dr. IK Pateriya	Director (P.II & III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
MHA Representative	
Shri Nishant Mishra	Deputy Secretary
State Govt. Representatives	
Dr. Manish Ranjan	Secretary, Department of Rural Development-cum-CEO, JSRRDA
Sri Ram Kumar Sinha	Additional Secretary
Shri Jai Prakash Singh	Chief Engineer, JSRRDA
Shri Praveen Kumar Jha	Nodal Officer, JSRRDA
Shri Surendra Prasad	Executive Engineer, JSRRDA
Shri Dinesh Pradhan	Finance Controller, JSRRDA
Shri Manish Keshri	IT Nodal Officer, JSRRDA

2. Details of Proposal:

As per Pre-EC dated 04.6.2021					As per OMMAS dated 09.8.2021				
Item	No of works	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	
Up-Gradation	125	780.86	711.24	91.08	125	775.82	619.72	79.88	

Bridges	72	4369.49	167.34	3.83/m	71	4300.19	182.50	4.24/m
Total	125 roads 72 LSBs	780.86 Km & 4369.49 m	878.58*		125 roads 71 LSBs	775.82 Km & 4300.19 m	802.22*	

***MoRD Share: Rs. 477.25 Crore**

State Share: Rs. 324.97 Crore

3.75 m width road – 122 Nos & Length - 720.013 Km - Rs. 77.66 Lakh/Km

5.50 m width road – 03 No & Length - 55.81 Km - Rs. 108.56 Lakh/Km

3. General Observations:

i) The current proposal is for sanction of 125 road works and 71 LSBs of 775.82 km and 4300.19 m respectively at an estimated cost of Rs. 802.22 crore. Out of proposed 125 road works, the State has proposed 122 roads of 3.75 m carriageway width (720.01 km) at an average cost of 77.66 lakhs/ km and 3 roads of 5.50 m carriageway width (55.81 km) at an average cost of Rs. 108.56 lakhs/ km.

ii) All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny of the 10% Road & Bridge proposals has been carried out by IIT Bhubaneswar.

iii) Third party traffic survey reports using ATCC and axle load of the above 03 roads are yet to be furnished by the State. State was advised to expedite the same.

iv) The issue relating to pendency of works for a longer period than the required timeline was raised. State informed that the timeline for completion of the project is till March 2023. It was explained to the state that this timeline is for entire scheme and not for individual projects. As such, state should complete the individual projects within the prescribed timeline as per the programme guidelines. State assured that they would complete the pending works expeditiously. NRIDA was directed to fix timelines for each project in consultation with the state and monitor the same regularly.

4. Average Cost Trend:

i) It was seen that the average road cost was higher in comparison to neighboring state Bihar despite the fact that the aggregate (material) is available within the state. To this, state

officials explained that all these roads are of new connectivity, hence construction cost is higher in comparison to Bihar where pre-existing roads have been taken for upgradation under PMGSY – III.

5. Pre-EC Compliance:

- i) In respect of Jharkhand, MHA had recommended 129 roads of 810 km and 12 LSBs at outlay of Rs. 725 crore. But state proposed only 125 roads and 71 bridges at outlay of Rs. 810.61 crore. On this issue, State has clarified that all 125 proposed roads are approved by MHA. Out of 12 LSBs, which are standalone bridges, only 10 have been proposed as the remaining 2 have already been constructed by other department. 61 additional LSBs are falling on the same alignment of the 125 proposed roads.
- ii) Regarding cost escalation due to use of BM and SDBC for roads below T5 category, state has now provisioned 40mm SDBC (instead of earlier 50 mm BM & 25 mm SDBC) for traffic less than T9 category. State has revisited all the proposals and revised the cost on OMMAS also. Committee enquired as to why SDBC of 40 mm has been proposed. NRIDA informed that for SDBC, 25 mm is thickness is minimum and 40 mm is maximum and the same has been taken due to security consideration under RCPLWEA.
- iii) As regards issue relating to forest clearance, state officials informed that there are 16 works which are held up due to forest clearance, out of which, 12 works (9 roads and 3 LSBs) are of RCPLWEA and 4 works are of PMGSY-I. It was specifically asked to the state, if any of the roads in the current proposal would be affected due to forest clearance. State representative informed that not a single case has been reported as of now. State was directed to get a categorical statement from the concerned PIUs in this regard and give the status in their compliance report.
- iv) It was also inquired as to whether PTA has made any query relating to the provisions of the road. It was clarified that IIT Bhubaneswar, which is the PTA in this case has not made any significant observation in respect of roads' DPRs.
- v) Average cost of 3.75 m wide roads was Rs. 72.92 lakhs/ km in 2019-20 which has increased to Rs. 89.63 lakhs/ km i.e an increase of 22.91%. On these issues, NRIDA had asked the state to further review the 33 road proposals where cost is more than Rs. 90 lakhs/ km. State informed that the proposals have been revisited by senior engineers/ executive engineers of the state and the average cost has now come down to Rs. 77.66 lakhs/ km. This issue is to be re-examined by NRIDA. The 33 DPRs which have been flagged for high cost should be examined by NRIDA team. A team from NRIDA should be sent to the state to examine these DPRs. Apart from 33 DPRS, other DPRs with high pavement/non-pavement cost should be examined.
- vi) The committee observed that non pavement cost is very high in the districts of Hazaribagh, Chatra, Dhanbad, Paschimi Singhbhum and Purbi Singhbhum. It was informed that, it

is because it includes GST and cess also which need to be separated from non pavement cost. It was observed that in that case, pavement cost becomes very high.

vii) State had proposed hard shoulder of GSB quality material for both sides for a width of 1.875 m. It was observed that there is no need of hard shoulder in each and every T3 and T4 category roads where CBR of soil/ earthen shoulders is acceptable and on roads which have lesser CBR, hard shoulder may be provided, depending on the traffic conditions. On this, state informed that provision of hard shoulder has been removed from the roads where CBR is equal to or more than 5 and 1.0 m width hard shoulder with moorum on either side is provisioned in 3.75 m carriageway width roads where CBR is less than 5.

6. DPR Issues:

Observation on Bridge DPRs

i) For 3 bridges, significant cost escalation (nearly 50% in some cases) was seen without any major design variation. During Pre-EC, the average cost was Rs. 2.83 lakhs/ m which has increased to Rs. 4.24 lakhs/ km in the EC proposal.

ii) Also, some items for which a significant amount has been added in the cost is not applicable for the bridge such as cost of well staining, when there is no well foundation in the design.

iii) State representative informed that the rate of liner in pile formation has been taken from PWD as the same was not in the SOR of PMGSY. However in the SOR of PWD, rate is of well foundation, however actually in DPR rate of cylindrical liner has been provided, and the cost of the same is made comparable with well foundation liner. As far as increase in cost of bridges is concerned, the heights of pillars have also been proposed to be increased keeping in view the flow of water during the rainy season. It has been seen that the bridges having low pillars get submerged when the water level exceeds during the rainy season. State was advised to get the design of bridges rechecked by STA and NRIDA. The state should provide the detailed reasoning for cost revision for each of the bridges. STA and NRIDA should examine the same.

iv) Further, for Bridge No. JH11 SME/B09, the State was advised to submit a readable document for scrutiny by NRIDA.

7. Maintenance:

i) 5 years maintenance cost after 6th year's renewal needs to be included.

8. R&D Proposals:

i) State has proposed to construct 6 roads from waste plastic covering length of 38.835 km which is 5.00% of the proposed length. Further, under IRC Accredited Technology, 10.03% of the proposed length has been proposed as per the following details-

- a. Zycosoil Nanotechnology for 8 roads of 36.40 km.
- b. Nano Technology for water proofing for 4 roads of 33.50 km and
- c. Terrazyme for 3 roads of 7.95 km.

ii) Since the roads are very low traffic category roads, the State was advised to propose roads under other main streaming technologies like cement stabilization especially on the roads where cost is high due to long lead items. Further, State was advised to not use panel in cement concrete roads due to security considerations.

9. Physical Progress 2021-22 (as on 11.08.2021):

Only 694.94 Km road length has been constructed against sanctioned length of 1,202.25 Km. State has assured that the target would be met for FY 2021-22. State should accelerate the pace of execution to achieve the target.

10. e-MARG: On boarding & Maintenance:

i) Progress of the State on eMarg is much behind than other states both in PMGSY & RCPLWEA. Total payment of only Rs. 2.3 crore has been done till now. State assured to improve it in the least possible time and certainly before sanction of these proposals.

ii) State provided Rs. 150 crore for DLP maintenance during 2020-21. State informed that their maintenance budget for this Financial Year is around Rs. 450 crore. NRIDA informed that the requirement of the State for DLP maintenance this year is Rs. 102.15 crore against 4,376 roads and state has released Rs. 300 crore and spent Rs. 8.86 crore only. Issue was raised as to why there was zero expenditure on 96% roads in 2019-20 and 77% roads in 2020-21. It was seen that, state was making payment against older bills. Committee advised state to stop the practice of paying older bills in current year and they should make payment on time. This should also be brought to the notice of Chief Secretary.

iii) It was also emphasized that PIUs should be identified and held accountable for high U% in maintenance.

11. Quality Control - 1st & 2nd tier:

- During January to June 2021, Unsatisfactory grading of 16%, 13% and 35% has been observed in completed, ongoing and maintenance works respectively in regular PMGSY. The same was however 0%, 0%, 0% in case of RCPLWEA. The figures of U% grading for RCPLWEA seem to be incongruous. This needs further examination.
- Various anomalies in respect of SQM inspection have been seen during Jan, 2021 to July 2021 period, which are as follows:-
 - i. No photographs were uploaded for packages JH17RCPL-PAL-04, JH24RCPL-KHU-03, JH01RCPL-BOK-01 even after lapse of more than three months from the date of inspection.
 - ii. Observations were not made based on requisite no. of test pits in packages JH01RCPL-BOK-02, JH02RCPL-CHA-02, JH10RCPL-GUM-05, JH11WLWE01.

- iii. Critical observations were left out in detailed report in packages JH01RCPL-BOK-01, JH05RCPL-DUM-01, JH24RCPL-KHU-17

12. Financial Issues:

i) There is a difference in opening balance in bank balance and OMMAS (BRS point), amounting to Rs. 8.28 crore. State needs to look into it.

ii) On the issue of balance in statutory liabilities, committee observed that, although the figures have come down, but still there is a huge balance to pay as per the following details

- Income Tax: Rs. 17.21;
- Commercial Tax: Rs. 9.93 crore &
- GST: Rs. 9.21 crore.

The state was advised to liquidate the statutory liabilities at the earliest as they have enough funds in han.

iii) 90 works are pending for financial closure for more than 6 months. State was advised to financially close the works at the earliest.

iv) Bank interest verification report for F.Y 2019-20 has not yet been submitted by the State. The same may be expedited.

Empowered Committee recommended the project proposal submitted by the Government of Jharkhand subject to fulfillment of the observations made in the foregoing paras and compliance thereof.

The meeting ended with a Vote of thanks to and from the Chair.
