

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

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

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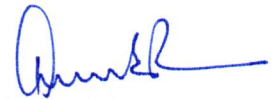
Krishi Bhavan, New Delhi  
Dated the 7<sup>th</sup> February, 2022

**Minutes**

**Sub: Minutes of the Empowered Committee Meeting to consider the project proposal for the State of Jharkhand-RCPLWEA, Batch-II, 2021-22-reg**

A copy of the Minutes of the Meeting of the Empowered Committee held on 31<sup>st</sup> January, 2022 at 11:00 A.M through Video Conferencing, to consider the project proposals submitted by the State Government of Jharkhand 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  
Tel. 011 2307 0308

**Distribution:**

- i. The Secretary, Rural Works Department-cum-Chief Executive Office, Jharkhand State Rural Roads Development Authority, F.F.P Building, 2<sup>nd</sup> Floor, Dhurwa, Ranchi- 834004
- ii. Chief Engineer, JSRRDA
- iii. Director (LWE), Ministry of Home Affairs, North Block, New Delhi
- iv. All Directors in NRIDA.

**Copy to:-**

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

**MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 31<sup>st</sup> JANUARY, 2022 AT 11:00AM TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF JHARKHAND UNDER RCPLWEA (BATCH II), 2021-22**

A Meeting of the Empowered Committee (EC) was held through Video Conference on **31<sup>st</sup> January, 2022 at 11:00 AM** under the Chairmanship of Secretary (RD) to consider the proposal of the State of Jharkhand under RCPLWEA (Batch-II) of 2021-22. Following officials were present in the meeting.

<b>Government of India Representatives</b>	
Shri Nagendra Nath Sinha	Secretary, Rural Development, MoRD
Ms. Leena Johri	AS & FA, Rural Development, MoRD
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 Director (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Shri I.K.Pateriya	Director (P.III), NRIDA
Shri Pradeep Agrawal	Director (P.I), NRIDA
Shri Rajendra Goel	Director (P.II), NRIDA
<b>State Government. Representatives</b>	
Dr. Manish Ranjan	Secretary-cum-CEO, RWD, Jharkhand
Shri Ramkumar Sinha	Additional Secretary
Shri J.P Singh	Chief Engineer, JSRDA
Shri Sanjay Kumar	SQC, JSRDA
Shri S. Verma	NMO, JSRDA
Shri Dinesh Pradhan	Finance Controller, JSRDA
Shri Manish Kesari	IT Nodal Officer, JSRDA

**2. Current Proposal by the State:**

A detailed presentation on the proposal of RCPLWEA, (Batch-II) of 2021-22 submitted by the State of Jharkhand was made before the Empowered Committee.

The details of the proposal are as under:-

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	58	361.47	262.43	<b>72.60</b>	58	361.47	234.18	<b>64.79</b>
Bridges	26	973.94	53.53	<b>5.49</b>	26	973.94	41.92	<b>4.30</b>
<b>Total</b>	<b>58 roads + 26 LSBs</b>	<b>361.47 km roads + 973.94 m LSBs</b>	<b>315.96</b>		<b>58 roads + 26 LSBs</b>	<b>361.47 km roads + 973.94 m LSBs</b>	<b>276.1</b>	

3.00 m width road - 06 Nos & Length – 31.19 km - Rs. 56.38 Lakhs/km  
3.50 m width road - 02 Nos & Length – 4.43 km - Rs. 68.97 Lakhs/km  
3.75 m width road - 50 Nos & Length – 325.84 km - Rs. 65.53 Lakhs/km

### **3. General Observations**

- i) The State of Jharkhand has already been sanctioned 1,976.68 km under RCPLWEA.
- ii) The current batch of proposals is for 58 number of roads of 361.47 km and 26 LSBs. Out of 58 roads, 6 roads of 31.19 km are proposed with 3.00 m width at a cost of Rs. 56.38 lakh/ km, 2 roads of 4.43 km are proposed 3.50 m width at a cost of Rs. 68.97 lakh/ km and 50 roads of 325.84 km is proposed with 3.75 m width at an average cost of Rs. 65.53 lakh/ km.
- iii) All proposals have been uploaded on OMMAS and scrutinized by the STAs on OMMAS. PTA has scrutinized 7 roads and 5 bridges.
- iv) State mentioned that 13 roads of 76.30 km recommended by MHA were taken up by the state in other schemes and hence, they have requested MHA to recommend alternative roads, which also lie in extremely LWE areas. This issue was raised during the pre-EC meeting also and state had then assured that they will get these 13 alternative roads recommended by MHA in a week's time, and it was decided that EC meeting for 58 roads and these 13 roads will be done altogether. However, even after a lapse of more than a month, state couldn't get the recommendation of MHA. MHA representative mentioned that they will send the recommendation by the next day.
- v) State was asked about the number of bridges in the alignment of 76.30 km road length. State mentioned that most of the roads are existing roads and not new construction. Hence, there is no requirement of bridge.
- vi) Committee made it clear that, any further recommendation, other than these 76.30 km won't be accepted by the Ministry.

### **4. Distribution of roads based on traffic category**

- i) During pre-EC meeting, the average total cost and the average pavement cost of the roads in different traffic category was very high. State was asked to examine the roads with abnormally high costs. State has reduced the cost quite significantly. The distribution of roads amongst traffic categories seems reasonable, with most of the roads in T4/ T5.
- ii) State was asked if all the roads are earthen roads. State informed that most of the roads are earthen roads and some existing cc roads are also there. NRIDA clarified that, out of 58 proposed roads, 50 roads are track roads and are new construction and 8 roads are existing with some kind of granular material.

### **5. PCU values**

- i) It was observed that 4 roads with PCU greater than 2500 and less than 3500 and 1 road with PCU value greater than 4500 and less than 5500 qualify for 5.5 m carriageway width, however the state has proposed these with 3.75 m carriageway width. State mentioned that, they have done new 3<sup>rd</sup> party traffic survey and none of the roads have PCU value greater

than 2500. State was asked to correct these figures on OMMAS. As these are all new roads, 3.75m carriageway seems sufficient.

## **6. Pre-EC Compliance**

i) State was asked to examine the roads with abnormally high cost. State informed that due to security reasons, they have provided 150 mm GSB+ 150 mm WBM +40 mm SDBC. Committee asked if this is a standard practice for LWE areas. NRIDA informed that, the recommendation of inter ministerial committee to provision thicker bituminous layer in LWE areas suggests the same. State had earlier made provision of BM & SDBC, which has now been revised to SDBC as it was not agreed upon by Pre-EC. 40 mm SDBC is adequate for this much traffic. Instead of 20 mm OGPC with seal coat or surface dressing, the 40 mm SDBC works better in remote/ naxal affected areas from security point of view. Committee inquired, if the state has adopted 40 mm BC or SDBC. State confirmed that they have adopted 40 mm SDBC. State further mentioned that at the time of the sanction of the first batch, SDBC was allowed; hence they have provisioned it in this batch also. Committee agreed with the same.

ii) During pre-EC meeting, state was advised to use box culverts instead of bridges for CD. State mentioned that, they have provisioned bridges only for more than 10 m length, where box culvert couldn't be provisioned and most of the bridges are of more than 15 m length. Committee asked NRIDA to examine this point once again.

## **7. R& D Proposals**

i) State has proposed 16.81% of the roads (60.75 km) with cement stabilization. State informed that they have proposed cement stabilization in only those roads where proper supervision can be done and not in the roads of very remote areas. Committee asked about the districts where cement stabilization has been proposed. State informed that they have proposed cement stabilization in the districts of Chatra, Gumla, Lohardaga. Committee mentioned that except for Paschimi Singhbhum, parts of Khunti, Latihar & Lohardaga which lie in remote areas, soil stabilization etc. can be adopted in all other districts. State was asked to adopt more roads with new technology and cement stabilization should be adopted on at least 50% of the non-CC road length. This will result in reduction of cost & time and the roads will also be stronger. State assured to change the provision in consultation with NRIDA.

ii) All the CC roads should be taken up with new technology. No CC road should be in old technology (200mm).

## **8. Compliance of conditions of previous RCPLWEA sanctions**

i) 01 road each in district Chatra (T9), Koderma (IRC-37) and Pachami Singhbhum (T9) were of traffic category more than 1 MSA. The State had submitted the third party traffic survey and axle report as per normal procedure. State was asked to submit traffic survey through ATCC before award of work. However, even after a lapse of more than a month, the same has not been submitted yet. State was asked to get it done and submit the compliance report on priority.

## **9. Physical Progress**

i) It was observed that, 125 roads of 774.42 km and 71 bridges which were sanctioned on 28<sup>th</sup> October 2021, have not yet been awarded. The issue was raised during pre-EC also and State had then informed that they will award all the works shortly except 2 roads because they will go for re-tender of these roads. During EC meeting, state informed that the technical bid has been opened and the works will be awarded in 6-7 days. State was asked as to how they will complete these works by March, 2023. State assured that they will complete the works in 12 months. Committee advised the state to plan the construction of bridges wisely so as to avoid delay in completion of works. State was further advised to be ready with the bid documents of the current proposal so that the same may be uploaded immediately after the sanction of the proposals and state should ensure that the works get awarded within the time limit of 72 days after sanction. State was further asked to send the compliance of the current proposal quickly so that sanction and further processes can be done immediately.

ii) Annual physical target allotted to the state is 563 km, against which state has so far constructed 110 km. State informed that they have revised the annual physical target is 444 km and the rest will be completed by September 2022. Committee mentioned that the state cannot change the target mid way on their own as the annual target of the Ministry is decided in consultation with the states and the same is communicated to PMO as well. State was asked to increase the pace of execution and achieve the target of 563 km.

#### **10. eMarg**

i) It was observed that 425 (11%) packages are pending for locking. 736 (21%) of the packages are pending for MEE. It was observed that, during pre-EC also, 22% of the packages were pending for MEE. Hence, state has not made enough progress. RI has been missed in 1,134 (44%) of the roads, payment in 2,692 (84%) of the roads is pending for more than 3 months. 2,063 (77%) packages are pending for the first payment. Total expenditure done on bills having liability of FY 2021-22 is only Rs. 7.81 crore. Committee expressed their displeasure over the very slow progress on eMarg by the state.

#### **11. Quality**

i) Out of 106 ongoing packages, lab has not been established for 5 packages. State informed that, 4 out of 5 labs have been visited by SE, the same will be uploaded on OMMAS shortly. One road is in Lohardaga, where work has not started yet.

ii) State has 72 active SQMs against the total requirement of 78. State should empanel more number of SQMs.

iii) Only 148 inspections have been conducted by the State out of the target of 1,117 inspections targeted for 2021-22, which is substantially low. State is required to increase the inspections frequency in order to meet the annual inspection target. State informed that they have sent SQMs for 400 inspections and the same will be reflected by 10<sup>th</sup> February on OMMAS. Committee mentioned that the state should give the number of inspections in the compliance report.

iv) It was observed that none of the inspected roads by SQMs/ NQMs have been graded as Unsatisfactory which is quite unreal. AS (RD) & DG (NRIDA) mentioned that a policy of re-inspection has been formulated and will be executed very soon. Roads of Jharkhand will also be re-inspected.

v) 1 ATR of NQM observations are pending with the State.

vi) Various anomalies in respect of SQM inspection have been seen which area as follows:

- Unequipped field labs or projects without field labs are graded as 'Satisfactory' (Package no. JH10RCPL-GUM-04, JH14RCPL-LAT-03, JH15RCPL-LOH-05, JH22RCPL-WSM-09, JH22RCPL-WSM-05)



- Critical information about contractor persons not being filled properly in revised formats (Package no. JH01RCPL-BOK-02, JH07RCPL-GAR-01, JH02RCPL-CHA-01, JH05RCPL-DUM-01, JH10RCPL-GUM-05)
- Casual reporting- Road furniture is not as per specifications graded as 'Satisfactory' (Package no. JH01RCPL-BOK-02, JH10RCPL-GUM-02, JH10RCPL-GUM-04, JH14RCPL-LAT-03)
- Casual reporting- Test pit size not as per specifications (Package no. JH07RCPL-GAR-01, JH10RCPL-GUM-05)
- Poor condition of shoulders is graded as 'Satisfactory' (Package no. JH07RCPL-GAR-01, JH10RCPL-GUM-04, JH14RCPL-LAT-03, H14RCPL-LAT-02)

SQM needs to be sensitized to reduce such anomalies. ATR of these anomalies should be mentioned in Compliance report.

### **13. Financial Issues:**

i) State has not submitted the Audited Balance Sheet for F.Y 2020-21. State needs to submit the same on priority. No further release will be made until it is submitted. State informed that they have not got the report from the auditors. Committee asked about the date of appointment order to the auditors. State informed that they had given the appointment orders in the month of November. Committee mentioned that the appointment order should be given in the months of April-May and by September Audit should be completed and sent to the Ministry. Committee asked Director (F&A) to examine these practices of SRRDAs which cause delay in submission of these practices.

ii) State has not submitted bank interest verification reports from 2010-11 to 2020-21, despite separate reminders. State should submit the same at the earliest.

iii) 219 works pending for financial closure for more than 180 days as on 28-01-2022. This number is very large, probably the largest in the entire country. State needs to look into it and ensure the financial closure of these works on priority. If any un-locking on OMMAS is required, state should send the request to NRIDA.

iv) State has submitted incorrect and incomplete financial reconciliation report. Complete and accurate financial reconciliation report should be submitted.

v) State budget reflected in PFMS TSRY-07 report is not in 60:40 ratio. State should look into it and resolve the issue. State mentioned that, their Finance department has the requisite credentials and they had ensured to get the budget reflected after release of the state share of Rs. 79 crore, which has now been released. Committee made it clear to the state that the budget and actual release are separate things and the budget that has been provisioned should be reflected in TRSY 07 report. If the scenario persists, IFD won't release any further funds to the state. State needs to take the matter seriously and get the state budget reflected in PFMS TRSY 07 report on priority. State assured to do the same and mentioned that they will intimate the same to the office of AS (RD) & DG (NRIDA), the next day.

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

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

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