

No-P.17024/25(1)/2021-RC (e-376220)  
Government of India  
Ministry of Rural Development  
Department of Rural Development  
Rural Connectivity (RC) Division

Room No.464  
Krishi Bhavan, New Delhi  
Dated the 21<sup>st</sup> December, 2021

MINUTES

**Subject: Minutes of Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State Government of Tripura for the 2021-22 (Batch-I)-reg.**

The undersigned is directed to forward herewith minutes of the Empowered Committee Meeting held on 02<sup>nd</sup> December, 2021 under the chairmanship of Secretary, RD on the subject mentioned above for information and necessary action.

2. This issues with the approval of Competent Authority.



(Devinder Kumar)  
Director (RC)

**Distribution:**

- i. Secretary (PWD), Govt. of Tripura.
- ii. Chief Engineer PMGSY, Govt. of Tripura
- iii. The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
- iv. The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- v. All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

**Copy for information to:-**

PPS to Secretary (RD), PPS to AS&FA (RD), PPS to AS (RD), PPS to JS(RC)

**Minutes of the Empowered Committee Meeting held on 02nd December, 2021 for consideration of proposal of the State of Tripura under PMGSY-III, Batch-I of 2021-22**

A meeting of the Empowered Committee was held on 02.12.2021 at 04:00 PM through VC under the chairmanship of Secretary, RD to consider the project proposal submitted by the State of Tripura for PMGSY-III, Batch-I of 2021-22. The following officials were present in the meeting: -

<b>Government of India representatives</b>	
Shri Nagendra Nath Sinha	Secretary (RD)
Ms. Alka Upadhyay	Additional Secretary (RD)
Ms Leena Johri	Additional Secretary & Financial Advisor
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG NRIDA
Shri Devinder Kumar	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.II&III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
<b>State Govt. Representatives</b>	
Shri Kiran Gitte	Secretary, PWD (Govt. of Tripura)
Shri Dhruva Chakraborty	Chief Engineer & Empowered Officer, TRRDA
Shri Pradip Bhattacharjee,	ITNO
Shri Sukhen Sarkar	Executive Engineer
Shri P Ray Barman	SQC
Shri Shibabrata Bardhan (FC)	Financial Controller

**2. Details of Proposal**

Item	As per Pre EC Dated 16.8.2021				As per OMMAS dated 01.12.2021			
	No	Length (in km)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	41	293.90	314.52	107.02	39	279.702	268.5533*	96.01
LSBs	-	-	-	-	-	-	-	-
Total	41	293.90	314.52		39	279.702	268.5533	
*MoRD Share: Rs. 241.5035 Crore Target: 775 km					State share: Rs 27.0498 Crore Sanctioned: NIL			

3. All these 39 nos of proposals of length 279.702 km are of 3.75 carriageway width and these have been uploaded on OMMAS. These proposals have been scrutinised by the STA and PTA. 01 proposal has been deleted as the alignment was 100% non-BT/CC and another 01 proposal has been shifted to next batch for correction in the alignment and DPR, as the current proposal was non-linear.

State has requested for 1 (one) bridge at Ch. 0+258 on (MRL-02-Kalagachia Bazar to Simna Diversion road via Braja Binodipur) (Package No-TR-01-06 P3) in next batch.

#### **4. Carriageway width wise and Average cost wise details of Road**

*Existing carriageway width of 13 roads, 21 roads and 5 roads are 2.5m to 3 m, 3m to 3.5m and 3.75 m respectively. Empowered committee observed that existing carriage way width of all roads are less 3.75 m, therefore, the State should clearly indicate the kind of procedure to be followed while doing widening of roads from 2.5 to 3.0, and 3 to 3.5 so as to have proper compaction and also explain the methodology of compaction for widened portion. Proper provision should be there in DPRs. Further the State should furnish the availability of land to construct required formation width as per PMGSY standards. It was also pointed out that the state should explore the use of Full Depth Reclamation (FDR) as it will probably be more economical than conventional method, especially for widening of roads. Since the PCU of these roads is very less, whether they require widening at all (3 to 3.5m especially) should be critically looked into. All such widening should be done through FDR/ cement stabilization techniques.*

#### **5. Traffic wise details of road**

In 3.75 m carriageway width, 01 road of 12.877 km is in T3 category with average cost Rs. 83.92 lakhs/km, 09 roads of 79.575 km are in T4 category with average cost Rs.93.14 lakh/km and 29 roads of 187.25 km are in T5 category with average cost Rs. 98.06 lakh/km. *According to State, they have adopted surface dressing for all category of roads. This should be confirmed on OMMAS.*

#### **6. Surface wise details of existing roads**

Out of the total proposed length of 279.702 km, 13.41 km is Brick soling, 35.674 km is Track, 2.45 km is Gravel, 6.7 Km is Moorum, 3.9 km is WBM, 216.309 km is BT, 1.259 km is CC. State should justify high proportion of track/gravel/WBM/brick soling roads and as to how they are classified as MLR/TR. Road wise information should be presented in a tabular form in which BT and non-BT portion length and percentage should be mentioned, and detailed justification be given for taking up non-BT portion. *NRIDA will detail a team to examine these issues on satellite map/ GeoSadak.*

#### **7. Length wise proposal details**

07 roads of length 30.993 km (3.93 km-01 No, 4.01 to 4.267 -03 Nos, 4.756 to 4.958- 03 Nos) is with average cost Rs 95.30 lakh/km. 32 roads of length 248.709 km are with average cost Rs 96.10 lakh/km. Average length of candidate road is 7.80 km and proposed average length of road is 7.17 km.

#### **8. High pavement and non-pavement cost**

Empowered Committee observed due to high lead, cost of pavement and non-pavement items is high. It is seen that number of CD & protection works is very high. State should adopt alternative technology for these high pavement cost roads. State should explore adoption of New Technology in protection works also. The state should explore to adopt FDR methodology to bring down the cost. NRIDA should send a team to the state to examine DPRs and suggest ways to adopt New Technology and bring down the cost.

#### **9. Trace map ranking**

87.18 % of roads are falling under trace map ranking of 1 to 15 and the remaining 12.82% of roads are under trace map ranking of 16 to 50. High trace map ranking can be because of low usage or inter-block roads. State has complied all observations of Pre EC.

## 10. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs.22.20 Crore which is 8.27% of construction cost and Rs.57.43 crore which is 21.39% of construction cost for 6<sup>th</sup> year renewal cost. State needs to include 5 years maintenance cost after 6<sup>th</sup> year's renewal in the DPRs.

## 11. R&D Technology

The state has proposed 117.62 Km (42.05%) using Cold Mix Technology Mainstreaming Technology and 279.02 km (100%) of total length using Mechanized Surface Dressing. State has also proposed 167.392 km (59.85%) using IRC Accredited Technologies/ Materials as per guidelines. State should also explore the usage of waste plastic with hot SD and also examine the suitability of Hot vs Cold Mix.

## 12. Maintenance of roads under DLP

TSRRDA has utilized just Rs. 88.82 crore against its Maintenance Liability of last 5 years of Rs. 104.09 crore which comes around 85.33%. *During 2021-22, against the liability of Rs.13.86 crore no amount has been credited in the TSRRDA account. This is a serious situation, and the state should immediately take appropriate action. The State was advised to take immediate corrective action and show improvement before these projects are sanctioned. Maintenance and renewal data should be updated on OMMAS.*

## 13. eMarg status

Under e-Marg, the state reported that all 86% packages have been locked. 75% contractors have been registered and payment has been started in 50% packages. Till date State has released Rs.19.16 crore. **The state was asked to saturate 100% roads on eMARG before sanction of projects.**

## 14. Status of PMGSY Works

Annual physical target for the State is 544 Km of road length, out of which, State has completed road length of 75 km only. State needs to accelerate road construction activity to achieve the targeted length. Status of balance and unawarded works in the State is as under:

Name of Scheme	Balance works			Unawarded works		
	No. of roads	Length in Km	LSBs	No. of roads	Length in Km	LSBs
PMGSY-I	66	230.54	22	02	5	03
PMGSY-II	40	236.47	01	-	-	-
<b>Total</b>	<b>106</b>	<b>467.02</b>	<b>23</b>	<b>02</b>	<b>5</b>	<b>03</b>

According to the state, they have proposed 5 unawarded works for dropping.

Empowered Committee observed that progress against the annual target achieved by the State is far from satisfactory. Committee asked the State about their review system of PMGSY works. In response, Secretary, PWD said the during current financial year, he has reviewed the works two times. **The State was asked to forward the copies of minutes of review meetings and also of the SRRDA EC and GB meetings held during 2020-21 and 2021-22.**

## 15. Quality Issues

(a) Out of 100 packages, lab has not yet been established in respect of 01 package. 6 works have not been inspected by SQM even once, out of which 2 works are more than 12 months old and 4 are 6-12 months old. **This should be rectified on priority**

(b) 20 SQMs are empaneled against requirement of 13. Despite having adequate number of SQMs, **only 117 inspections were conducted against target of 503 inspections during the year 2021-22. State should conduct more number of inspections.**

(c) Unsatisfactory grading by NQM from November, 2018 to January, 2021 for completed work is 3.03 %, ongoing works it is 17.04% and for maintenance works it is 26.42%. The State was advised to take immediate corrective action and show some improvement in the aforesaid indicators. **A clear action plan to improve quality of works and inspections need to be put in place in the compliance report.**

(d) A total of 63 ATRs are pending on NQM reports and out of 63, 33 ATRs are pending for more than 12 months at State level. **State should show substantial compliance for these pending ATRs before they come for sanction of new projects.**

#### **16. Financial Issues**

(a) Financial closure of 71 works is pending for more than 180 days as on 11.01.21, which is a very large number of works. The State was asked to take immediate action and expedite pending financial closure of completed works.

(b) State has not submitted audited balance sheet of Maintenance Fund. The State budget reflected in PFMS TSRY-07 is not of 90:10 ratio. State was asked to look into these financial issues and take appropriate action.

(c) Interest verification report for the year 2010-11, 2011-12, 2016-17, 2017-18, 2018-19 & 2019-20 has been submitted to NRIDA. Total Rs.29.78 crore interest is pending with SBI, and loss of interest not yet credited in SRRDA's account. State should expedite the process after due liaison with bank authorities.

(d) Draft report of financial reconciliation of funds released to the states under PMGSY-I & II was submitted by the State in the month of September, 2021. NRIDA had raised certain observations on reconciliation statement. State has assured that final report will be submitted after collection of information from the PIUs. State was asked to ensure the same before sanction of new projects.

#### **17. Recommendations of Empowered Committee**

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

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

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