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

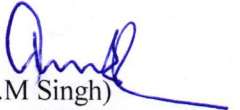
Krishi Bhavan, New Delhi
Date: 9th September, 2022

MINUTES

Subject: Minutes of the Meeting of Pre-Empowered Committee held on 1st September, 2022 to discuss project proposals of State of Bihar under PMGSY-III (Batch-II, 2022-23)-reg.

The undersigned is directed to enclose herewith the Minutes of the Pre-Empowered Committee meeting held on **1st September, 2022 at 12:30 PM** under the Chairmanship of Additional Secretary (RD) & DG, NRIDA (**through Video Conferencing**) to discuss the project proposals submitted by the State of Bihar under PMGSY-III (Batch-II, 2022-23).

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



(K.M Singh)
Deputy Secretary to the Govt. of India
Tel. No: 011-23070308

Distribution:

- i. The Secretary, Rural Works Department, Government of Bihar, 5th Floor, Vishveshwaraiya Bhawan, Bailey Road, Patna- 800015, Bihar.
- ii. Shri Rajeev Ranjan, Nodal Officer, PMGSY, SRRDA, RWD, Govt. of Bihar, Vishveshwaraiya Bhawan, Bailey Road, Patna- 800015.
- iii. All Directors in NRIDA.

Copy for information to:-

PPS to AS (RD)

Minutes of the Meeting of Pre- Empowered Committee held on 1st September, 2022 to discuss project proposals of State of Bihar under PMGSY-III (Batch-II, 2022-23)

A meeting of the Pre-Empowered Committee was held on 1st September, 2022 at 12:30 PM through VC under the Chairmanship of Additional Secretary (RD) & DG NRIDA to consider the project proposals of State of Bihar under PMGSY-III (Batch-II, 2022-23).

The following officials were present in the meeting: -

MoRD/ NRIDA representatives	
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG (NRIDA)
Shri K.M. Singh	Deputy Secretary (RC)
Ms. Anjali Yadav	Assistant Director (RC)
Shri B.C. Pradhan	Consultant/Director, (Technical) NRIDA
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Dr. I.K. Pateriya	Director (Projects-III), NRIDA
State Government representatives	
Shri Pankaj Kumar Pal	Secretary-cum-CEO, BRRDA
Shri Bhagwat Ram	Chief Engineer-cum-Senior In-charge, PMGSY, BRRDA
Shri Kumar Rajeev Ranjan	Nodal Officer, PMGSY, Bihar
Shri Anand Prakash	EE, PMGSY, BRRDA
Shri Prashank Kumar	ITNO, PMGSY, BRRDA
Shri Prabhat Kumar	Financial Manager, BRRDA

Pre-Empowered Committee meeting to discuss the project proposal submitted by the state of Bihar under PMGSY-III (Batch-II, 2022-23), was initially scheduled on 02.08.2022., however the meeting could not take place as the state failed to submit the physical copy of the DPRs on time. Subsequently the meeting was re-scheduled for 22.08.2022. However, on the request of State Government, the meeting had to be postponed for 01.09.2022.

2. The details of the proposal of the State Govt. under PMGSY-III, Batch-I of 2021-22 are as under: -

Item	As per OMMAS dated 14.8.2021			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost (Lakhs)
Roads	296	2676.415	2606.74	97.39
LSBs	72	3241.93	287.05	8.85
Total	296 roads + 72 LSBs	2676.415 km roads + 3241.93 m LSBs	2893.79	

*MoRD Share : Rs. 1727.78 Crore
Target: 6162.50 km

State share : Rs. 1166.01 Crore
Sanctioned: 3562.348 km

2. General Observations

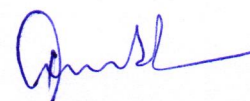
- i) The State of Bihar has been allocated target length of 6,162.50 Km under PMGSY-III, out of which 3562.35 km has already been sanctioned to the state. The current proposal is for 296 roads of 2676.415 km and 72 LSBs of 3241.93 m at an estimated cost of Rs. 2893.79 crore (Central Share- Rs. 1727.78 crore and State share- Rs. 1166.01).
- ii) 203 roads of 1566 km length are of 3.75 m width with average cost of Rs. 84.41 Lakhs/km and 93 roads with 1110 km length are of 5.50 m width with average cost of Rs. 115.71 Lakhs/km.
- iii) All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny has been done for 38 roads and 2 bridges only. State was asked to get the PTA scrutiny done for the remaining works before EC meeting.
- iv) The balance target for the state under PMGSY-III is 2600.15 km, however, the state has proposed 76.263 km in excess of the balance target. The same should be deleted.
- v) State has not furnished the SLSC approval and consent letters of Hon'ble MPs for the proposal. State was asked to furnish the same before EC meeting.
- vi) The reports of 3rd party traffic survey adopting ATCC for traffic more than 1 MSA has not been submitted by the state. State was asked to submit the same well before EC meeting, so that the same can be analyzed in time.
- vii) Formats F-9A and F-9B have not been signed by PIUs in many DPRs. State must ensure to send the revised DPRs with signed formats.
- viii) State was asked to ensure that the design stage Road Safety Audit has been done for all the proposed roads of length more than 5 km and the reports should be attached to the DPRs with appropriate compliance to the recommendation made in the report.
- ix) State was asked to attach the details of existing crust thickness with the DPRs by conducting pit test.
- x) In most of the DPRs, state has proposed replacement of CD works, which has resulted in high non-pavement cost. State was asked to retain the existing CD works and culverts if they are in good conditions or can be repaired so as to rationalize the cost.

3. Trace Map Cut- Quality of Roads

- i) It was observed that 21 roads have trace map rank of 51-100 and 4 roads have trace map rank of lower than 100. Reason for inclusion of roads with such low trace map ranks was asked from the state. State representative mentioned that, it is because of the fact that these 25 roads are block boundary roads. The same should be verified by NRIDA.

4. Planning Audit

- i) All the 296 roads and 72 LSBs have been uploaded on GEOSADAK. Out of 296 roads, 152 sample roads were audited by NRIDA team for their utility as TR/ MRL. Of 152, 18 roads have been flagged by NRIDA for which state was asked to give justification. NRIDA was asked to audit all the roads in the proposal.



ii) It was observed that, out of 72 LSBs, 71 LSBs are located on PMGSY-III roads, however 1 LSB was not found to be on the alignment of PMGSY-III road. State was asked to provide justification for the same.

iii) Some of the roads flagged in the audit done by NRIDA team are as under-

- On the alignment of “MRL16-Karwandia to Tarachandi Road” in Rohtas district, mining activity was observed on Geo-Sadak imagery. State was asked to confirm the same. State representative informed that, all the mines in Rohtas district have been closed long back and this has been confirmed with District Mining Officer and the District Magistrate. Committee asked the state to justify as to how the road is fulfilling the objective of PMGSY-III as the road is not connecting any major habitation. The CUCPL rank of the road is 23, and whether there was no other important eligible roads above this rank? State was asked to examine the same.
- One road “T21-SH-73 Mahavir Asthan Dhorlahi Kaithal Mintu Kumar or Ashok Singh kegharhote hue Laxman Baitha Shamsher Miyankegharhtoe hue NH-722 tak” in Chhapra district is a loop road with 42% Non-BT road. Also the side portion of the road is not serving any objective of PMGSY-III. Most of the non BT portion seems to be due to this portion of the road. Committee advised the state to delete that particular portion and the other side of the road may be extended till State Highway. State agreed to the same.
- The mid portion of the alignment of a road “MRL13-BISHUNPURWA (ADAPUR) TO NARKATIA (CHHAURADANO) VIA LATIYAH” in East Champaran district is parallel to existing BT road. There are no enroute habitations along this portion and 42% of the road is non BT on this stretch. NRIDA suggested that, if required, the state can go for Improvement Riding Quality with PCI more than 2, or else they can make an alignment for through route. NRIDA and State were asked to examine the same.
- One LSB (BR06PI23) is located 700 metres away from the end of the proposed road. State representative mentioned that, candidate road length may be extended for 700 m, so that LSB can fall on the alignment of the road, as the LSB is very important and will be very useful for the people living there. Committee advised the state to include the road in candidate road.

5. Proposals with more than 15% variation in eligible length

i) Following 21 roads have proposed length more than 15% of the eligible length:-

BR28RLK01, BR01FOR2, BR09KNK001, BR37SH4, BR09KNK0010, BR29FLR02, BR11KNK052, BR16FL14, BR18POH3, BR18THR5, BR18DIG2, BR01FOR9, BR10AA014, BR18POH2, BR18POY1, BR01FB26, BR08P3R017, BR11PI6, BR09KNK007, BR18THR3, BR09KNK009

State was asked to examine all these roads.

6. Existing Surface

i) It was observed that 1 road has BT/CC in 25-50% of its surface and 25 roads have BT/CC in 50-75% of its surface. State was asked to look into these and only keep those roads which are of exceptionally high utility. Others should be deleted. NRIDA should examine all these roads afresh.

7. **High Priority Roads skipped in CUCPL**

i) It was observed that, 65 high priority roads have been skipped due to ownership with different department. Committee however observed that these roads should not be skipped unless these are being constructed by the owner department. State mentioned that, these roads are under Road Construction Department. State was asked to provide road-wise justification with necessary documents.

8. **Distribution of roads based on traffic category**

i) State was asked to send the report of ATCC axle load survey done on T9 traffic category roads (7 roads of 3.75 m width category and 4 roads of 5.5 m width category).

ii) Committee observed that the average total cost of 3 roads (3.75 m width) in T4 traffic category is as high as Rs. 94.9 lakh/ km. NRIDA mentioned that, the cost is high probably due to higher proportion of non BT/CC. State was advised to delete such roads if such is the case.

iii) 48 roads (5.5 m width) in T6 traffic category have average total cost of Rs. 105 lakh/ km and 41 roads (5.5 m width) in T7 traffic category have average total cost of Rs. 123.1 lakh/ km, which is very high. Reason for the same was asked from the state.

9. **PCU/ day details**


i) It was observed that 11 roads have PCU/ day less than 500 and 59 roads have PCU between 500 and 1000. However the traffic category of these roads is T6/T7. Roads having such low PCU may not have high traffic category. ***NRIDA was asked to examine these roads and to check the correlation between PCU and traffic categories.***

ii) It was observed that 12 roads in 3.75 m width category have PCU/ day more than 2000. State was asked as to why are they not taking up these roads for widening. State representative mentioned that, due to unavailability of land, these roads could not be taken up with 5.5 m width. ***Committee mentioned that widening should be preferred if land can be made available. In case it is not available, 11 roads with PCU less than 3000 may be constructed with 3.75 m width by making provision of hard shoulder and adopting various safety measures after checking specifications. However, 1 road with PCU/ day more than 3500 has to be of 5.5 m width or else state may delete this road.***

10. **Average Cost Trends**

i) It was observed that, the average cost of 3.75 m wide roads in 2020-21 was Rs. 70.61 lakh/ km, during 1st batch of 2022-23, it was Rs. 63.75 lakh/ km and it is as high as Rs. 84.41 lakh/ km for the current proposal. Similarly for roads of 5.5 m width category, the average cost in 2020-21 was Rs. 109.18 lakh/ km and the same is Rs. 115.71 lakh/ km for the current proposal. State was asked to justify the abnormal increase in average cost of roads.

ii) The average cost of bridges under PMGSY-III in 2020-21 was Rs. 5.64 lakh/ m, it was Rs. 6.13 lakh/ m in batch-I of 2022-23 and the same is Rs. 8.85 lakh/ m for the current proposal. State was asked to explain the reason for abnormal increase in the average cost of bridges. State



mentioned that there are two reasons for increase in the cost of bridges. The first one is the enhancement in GST by 6%, and another is the increase in cost of steel, cement, bitumen and aggregates by around 30-44%.

iii) Committee asked if the SoR of the state has been approved by NRIDA. NRIDA mentioned that, the same is under examination and some information has been called for from the state. In the current proposal, the state has adopted the ongoing rate. After the SoR is approved by NRIDA, the state will have to correct the DPR accordingly and the revised cost will be examined by NRIDA before EC meeting.

iv) State was asked to get their DPRs checked for high cost as the change in the rate of GST as well as increase in the material cost has not resulted in such a high increase in the project cost of other states whose proposals have recently been sanctioned by the Ministry.

v) With regard the earlier clearance issued by the Ministry with higher specifications of BM/ SDBC which ultimately did not fructify , the state was asked to send the proposal for revising the sanction letter as per the revised sanction cost, so that actual project cost is reflected on OMMAS. Committee also asked the state to submit the tender details of last batch to NRIDA for award analysis to see the what is the range of variation with regard to tender cost vis a vis the revised sanctioned cost .

11. District wise details of current proposals

i) Following districts were identified as outlier in respect of pavement cost:-

Roads of 3.75 width category

- Bhagalpur- Rs. 86.32 lakh/ km
- Bhojpur- Rs. 74.93 lakh/ km
- Muzaffarpur- Rs. 77.81 lakh/ km
- West Chamaparan- Rs. 99.29 lakh/ km

Roads of 5.5 m width category

- Araria- Rs. 94.54 lakh/ km
- Banka- Rs. 108.53 lakh/ km
- Begusarai- Rs. 102.82 lakh/ km
- Darbhanga- Rs. 119.77 lakh/ km
- East Champaran- Rs. 121.55 lakh/ km
- Gopalganj- Rs. 106.96 lakh/ km
- Kishanganj- Rs. 95.11 lakh/ km
- Madhubani- Rs. 115.90 lakh/ km

- Samastipur- Rs. 103.82 lakh/ km
- Supaul- Rs. 97.26 lakh/ km
- Vaishali- Rs. 123.12 lakh/ km
- West Champaran- Rs. 109.19 lakh/ km
- Khagaria- Rs. 119.50 lakh/ km

State was asked to analyze the reason for such high pavement cost in these districts and provide road-wise justification for the same.

12. Pavement cost/ km wise details

i) It was observed that, 52 roads in 3.75 m width category have pavement cost more than Rs. 70 lakh/ km, 76 roads have pavement cost between Rs. 60-70 lakh/km and 91 roads in 5.5 m width category have pavement cost more than Rs. 70 lakh/ km. State was asked to submit, how many of these roads have been proposed with new technology/ FDR and how many with conventional technology. These roads are ideal candidates for adoption of new technologies for rationalizing the cost.

ii) State was asked to remove the Existing/proposed box culverts, slab culverts, Causeways portion in pavement quantity so as to avoid duplication of quantities.

13. Non-Pavement cost/ km wise details

i) It was observed that 48 roads in 3.75 m width category have non-pavement cost of more than Rs. 25 lakh/ km. Similarly, 28 roads in 5.5 m width category have non-pavement cost of more than Rs. 25 lakh/ km. NRIDA mentioned that, the non-pavement cost is higher because the state has provisioned for replacement of CD works. State was asked to send the photographs of existing CD structures. If the CD structures can be repaired rather than replacement, then the non-pavement cost can be rationalized.

14. Road DPR Observations

i) State has provisioned a lump sum amount of 10-15% extra quantity in WBM and 5 % in GSB for profile correction. Lump sum amount beyond 10% extra quantity in WBM is not allowed for any state. Hence, this needs to be revised. Actual quantity needs to be used after survey.

ii) In maximum DPRs, very high road furniture cost (approx. Rs. 3.5 to 5 lakh/km) has been proposed by the state. State was asked to revisit the cost and propose it on the basis of the recommendation of the road safety auditor and site conditions.

iii) State has proposed GSB thickness of 225mm in some of the DPRs. As per the fig.2.4 of IRC: SP:72-2015, 100 mm modified soil + 125mm GSB should be provided. State was asked to revise the GSB thickness as per IRC: SP:72-2015.

iv) State has added quantities for extra widening on curve and junction. Curve and junction design calculation need to be provided and quantity should be taken according to the actual design calculation.

v) In some of the DPRs, state has proposed GSB of Grade -II material 100mm, WBM Grade-III 75 mm, DLC 100 mm and PCC 180 mm in the newly constructed CC road over earthen surface, State was asked to remove WBM layer and provide 125 mm panel concrete only.

vi) In some of the DPRs, paneled cement concrete pavement (125 mm thick) has been provisioned by the State as new technology to replace the traditional CC pavement. However, it appears that the current conventional CC pavement is in excellent shape as per the images included with the DPR. Committee mentioned that approximately 511 km of the proposal is of existing CC road and that can be repaired. State was asked to check the estimates once again and go for repair of the roads wherever necessary. It will reduce the cost. Justification provided by the state should be supported by accurate images as per the site condition. *NRIDA was also asked to send 3-4 teams in the state to check the high cost DPRs, i.e DPRs with high CC provision and high non-pavement cost may be examined. These teams will examine 100% DPRs with state officials and PIUs.*

15. Bridge DPR Observations

i) In many DPRs, the provision of POT- PTFE bearings is provided for even small spans (e.g. 16m and 18m). However, provision of POT-PTFE bearings is for longer spans of 30 m and heavier structures. The same should be deleted. Moreover, design of POT-PTFE bearing, fixation arrangement etc. have not been given in the DPR. State should provide these details in DPRs.

ii) Design of superstructure is missing in some of the DPRs. Drawings of superstructure is not supported by design. Rather, standard drawings of Ministry of Shipping & Transportation Roads wing, New Delhi, Dec 1977 have been attached and based on that design of foundation, substructure, cost estimation has been done. State was asked to relook into it and get it corrected.

iii) Design of pile foundation and substructure has been given in some DPRs as per new code of practices, however, the superstructure design (longitudinal girders, cross girders, deck slab etc) has not been performed. State was asked submit the design of superstructure

iv) Provision for acceptance load testing of one span before opening to traffic as per IRC code is missing in some of the DPRs. The scheme of load testing, load positions, test load and deflections is also not in the Drawing. State was asked to look into it and ensure the aforementioned provisions.

v) *State was asked to check the site of the bridges and to check, if the provision of approach road has been properly made or not.*

16. FDR Proposal

i) State has provisioned 70 roads of 643.37 km with FDR technology.

ii) It was observed that, 13 roads (3.75 m width) of T5 traffic category, proposed with FDR have average pavement cost of Rs. 87.76 lakh/ km which is very high, even more than that of T6. State representative mentioned that, the figure is erroneous. The actual pavement cost is around Rs. 71 lakh/ km. State was asked to correct the same on OMMAS.

iii) *State was asked to ensure that FDR is adopted in clusters so that execution is smooth, for other isolated roads, cement stabilization without FDR may be adopted. This will reduce the cost to a certain extent. All the 93 roads for widening (3.75 m – 5.5 m) can be taken with cement stabilization with or without FDR, this will reduce the requirement of aggregates.*

iv) Committee mentioned that, in widening of roads from 3.75 m to 5.5 m, unless traffic is more, CD works should not be replaced. Rather, if possible, CD works may be widened without replacement. *State was asked to call their engineers from PIUs, when the teams from NRIDA visit the state, so that they also see the irregularities of DPRs and do not totally rely on consultants for DPRs.*

v) NRIDA was asked to examine the feasibility of FDR/ cement stabilization on roads proposed for widening. An excel sheet should be made in this regard and the roads feasible for FDR and the roads feasible for cement stabilization without FDR should be short-listed for further examination and decision.

17. R&D Proposals

i) State has proposed 1142.37 km (92.51%) with mechanized surface dressing. However, state has to compensate the shortfall in adoption of surface dressing as per the conditions laid down in the previous sanctions. 600 km road length in addition to the eligible length should be proposed with surface dressing.

ii) State has proposed 594.34 km (94.91%) with paneled cement concrete/ white topping. Committee asked the state to propose 100% road length with new technology. The provision of normal pavement concrete may be removed and 100% should be proposed with paneled cement concrete.

iii) The state needs to take more roads with waste plastics. In general, New Technology Vision 2022 should be complied with.

18. Maintenance

i) State has provisioned Rs. 387.1458 crore as 6th year renewal cost, which is 14.85% with respect to the construction cost. Ideally it should be 18-22%. State was asked to correct the same. State representative mentioned that, around 600 km (25% of the proposal) is CC pavement, which doesn't need much renewal, hence less provision has been made.

19. Pending compliance of the State on previous clearances

i) State was asked if they have uploaded Design Stage Road Safety Audit reports of all the roads sanctioned in Batch-I, 2022-23 on OMMAS. State confirmed the same.

ii) The State was asked to ensure installation of GPS system in key machinery and equipment engaged during execution of road works under PMGSY-III (covered in the clearance letter and also previously ongoing works) in terms of instruction issued by NRIDA vide letter dated 31st January, 2022. State representative mentioned that, they will install the GPS system by 6th September, 2022. State was asked if they are purchasing it or are taking it on lease. State representative mentioned that, they are taking it on lease and 3 agencies will be empaneled for the purpose and the payment will be made by the contractors. State was asked to pay it from SRRDA, as there will be a conflict of interest otherwise. NRIDA will also issue a clarification soon.

iii) The State was asked to ensure verification of quality control registers and uploading on OMMAS in terms of circular no. NRRDA-P014 (14) dated 13th January, 2022. State representative mentioned that 296 QCRs have been received from PIUs and 106 have been uploaded. State was asked to upload the QCRs at the earliest in consultation with NRIDA.

20. Physical Progress

i) 6 roads of 25 km and 4 LSBs are still un-awarded under PMGSY-I. Committee decided that these works will be suo moto dropped by the Ministry. State was made clear that, any liability beyond September, 2022 will be borne by the State out of their own resources.

ii) 288 roads of 2231 km and 84 LSBs are still un-awarded under PMGSY-III. State was asked to award these works at the earliest.

iii) The Annual Physical target allotted to the state is 1800 km, against which, state has so far completed only 253 km. State was asked to increase the pace of construction, so as to achieve the annual target.

iv) It was observed that, status of maintenance liability, fund credited, expenditure incurred on DLP maintenance and renewal length data have not been updated on OMMAS by the state. State was asked to update the same on OMMAS.

21. eMarg

i) In eMarg, it was observed that 352 (4%) roads are pending for locking on eMarg, MEE is pending for 470 (6%) packages, routine inspection (RI) has been missed on 1824 packages and out of Packages with pending payment for >3 months, 1741 (38%) packages are pending for first payment. State was asked to look into it and improve the progress on eMarg.

ii) The expenditure done through eMarg in FY 2022-23 is Rs. 26.99 crore, of which, only 6.01 crore has been spent on liability of FY 2022-23. State was asked to make all the payments through eMarg only and ensure payment of current year's liability this year only.

iii) The state was also asked to do the award analysis of the previous awarded works of PMGSY-III after deduction of the cost of higher specifications of SDBC and BM and submit a copy of the same to NRIDA. Also extra SQM inspections need to be carried out.

22. **Quality**

i) Lab has not been established in 39 packages. State was asked to establish labs in all the packages.

ii) Total 4649 SQM inspections were targeted in the state during FY 2022-23, against which, 1516 SQM inspections have been conducted so far. State was asked to increase the pace of SQM inspections, so as to achieve the annual target.

iii) During NQM inspections conducted from August 2019 to July 2022, 12.23% completed works, 13.06% ongoing works, 31.92% maintenance works and 1.79% bridge works have been graded as unsatisfactory by NQMs. The unsatisfactory percentage is much above the national average. State was asked to look into the quality aspect.

iv) During SQM inspections conducted from August 2019 to July 2022, 4.31% completed works, 6.28% ongoing works, 19.52% maintenance works and 3.98% bridge works have been graded as unsatisfactory by SQMs. There is much difference between the grading of NQM and SQM inspections. State was asked to look into the quality of SQM inspections.

v) State was asked to recruit bridge experts and ensure that the quality of bridges does not get compromised. ***Significant unsatisfactory percentage in bridges both by NQMs and SQMs is alarming.*** State representative mentioned that, they are taking utmost care in ensuring the quality. They stop payment of the consultant, whenever unsatisfactory is being reported by him/her. ***Committee asked the state to fix the responsibility of poor quality on PIUs and not just on consultants, as it will result in false satisfactory reporting.***

vi) 134 ATRs of NQM inspections are pending from the state. State was asked to submit the ATRs at the earliest. ATRs pending for more than a year shall be marked as non-rectifiable.

vii) Following anomalies have been observed in SQM inspections:-

- In BR01P2R-03 at chainage 8.70 km, sum of cumulative weight (%) retained and weight (%) passed is coming less than 100% at sieve 53mm and 45 mm, calculation for test conducted are not done properly.
- Inadequate size of pit for BT thickness checking packages BR38R354, BR38R357.
- Volumetric analysis is done with the use of tin boxes packages BR-02R-795, BR02R-814, BR02R-695.
- Wrong description given in photos uploaded packages BR02R-787, BR02R-812.

State was asked to conduct proficiency test of all the SQMs and sensitize them in order to avoid such anomalies. If any SQM doesn't appear in proficiency test, the state may de-empanel that SQM. ATR of these anomalies should be submitted in compliance report.



viii) Comments of the state are pending on 2 complaints (*“Irregularities in construction of work under PMGSY, Complaint related to bridge failure”*). State was asked to send the comments at the earliest.

ix) State was asked to take action against SQMs whose grading pattern appears to be outlier.

23. Financial Issues

i) Audited Balance Sheet of Maintenance Fund of FY 2020-21 has not been submitted. State was asked to expedite the submission of same.

ii) Interest verification certificate for FY 2004-05 to 2009-10 and FY 2020-21 has not been submitted by the state. State was asked to submit the same at the earliest.

iii) Interest recovery of Rs. 22.76 crore is pending from bank. State was asked to get the interest re-covered at the earliest.

iv) State budget is not being reflected in 60:40 ratio in TSRY-06 report on PFMS. State was asked to get the issue resolved.

v) PMGSY financial reconciliation report submitted by the state is incorrect and incomplete. State was asked to submit the revised report at the earliest.

vi) 81 works pending for financial closure for more than 180 days as on 31-08-2022. State was asked to get these works financially closed at the earliest.

vii) Central share of Rs. 244.75 crore and the corresponding state share of Rs. 212.45 crore is pending to be released from state treasury. State was asked to get the pending central and state share released at the earliest.

24. Other Issues

i) State was asked about any pending issues with NEAs. State representative mentioned that, UC of Rs. 93 crore DLP expenditure has not been obtained yet from NEAs despite writing multiple letters to them.

ii) Committee asked the state, if they have got sanction of the revised estimates of works taken over from NEAs. State representative mentioned that NEAs have incurred maximum expenditure by cheques, which could not be uploaded on OMMAS. NRIDA mentioned that, provision of uploading cheques can be made in consultation with CDAC. State was asked to get the cheques uploaded in consultation with NRIDA.

iii) State representative mentioned that, interest accrued in maintenance fund account was sought from NEAs, however the same has not been obtained from all the NEAs. State was asked to conduct a meeting with NEAs, and resolve all the issues related to them at the earliest.



25. The State was asked to furnish the compliance report on the observations of the Pre-Empowered Committee urgently so that the proposal could be placed before the Empowered Committee at the earliest.

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

