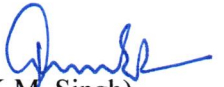


MINUTES

Subject: Meeting of Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State of Arunachal Pradesh for the year 2023-24 (Batch-I) – reg.

The undersigned is directed to enclose herewith a copy of the Minutes of the Empowered Committee meeting held on **5th June,2023 at 03:00 PM (through VC)** under the Chairmanship of Secretary (RD) to discuss the project proposals of State of Arunachal Pradesh for the Batch-I (year 2023-24) of PMGSY-III.

2. This issues with the approval of competent authority.


(K.M. Singh)
Director (RC)

Distribution:

- i. The Secretary, ARRDA, Rural Works Department, Government of Arunachal Pradesh, Itanagar-791111.
- ii. The Chief Engineer, Government of Arunachal Pradesh.
 - i. The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
 - ii. The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- iii. The Secretary General, Indian Road Congress, Kama Koti Marg, Ranjit Nagar, Sector-6, Rama Krishna Puram, New Delhi-110037
- iv. The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, 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:-

PS to Hon'ble MRD/ PS to Hon'ble MoS (RD)/ PSO to Secretary (RD)/ PPS to AS (RD)/ PPS to JS & FA/ PPS to JS (RC)

MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 5TH JUNE, 2023 AT 3:00 PM TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF ARUNACHAL PRADESH UNDER PMGSY III, BATCH I, 2022-23

A Meeting of the Empowered Committee (RC) was held through Video Conference on **5th June, 2023 at 3:00 p.m.** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Arunachal Pradesh 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 Shailesh Kumar Singh	Secretary (RD), MoRD
Dr. Ashish Kumar Goel	Additional Secretary (RD), MoRD & DG, NRIDA
Ms. Tanuja Thakur Khalkho	JS & FA (RD), MoRD
Shri Amit Shukla	Joint Secretary (RC), MoRD
Shri Shailesh Kumar	Director (IFD), MoRD
Shri K.M. Singh	Director (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
Shri. B C Pradhan	Consultant Director (Tech), NRIDA
Dr.I.K.Pateriya	Director (P.III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
Shri Nirmal Kumar Bhagat	Director (F&A), NRIDA
State Govt. Representatives	
Shri N.T. Glow	CEO (PMGSY) cum Secretary RWD, Govt. Of Arunachal Pradesh
Shri Nyadar Nyodu	SQC cum Superintending Engineer
Shri K.C Dhimole	Resident Technical Advisor

2. Details of Proposal

Item	As per Pre EC dated 17.01.2023				As per EC 15.03.2023				As per OMMAS as on 04.06.2023			
	No	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	No	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost (Lakhs/km)
Roads	112	829.24 km	908.14	109.51	101	769.74	777.86	101.05	91	720.75	646.79	89.73
LSBs	31	1178.23 m	93.77	7.95 lakhs/m	30	1285.080	111.33	8.66	30	1285.73	110.79	8.61
Total	143		1001.91		131		889.19		121		757.58	

5.5 m width road- 7 Nos & Length – 96.4 km - Rs. 115.69 lakhs/km

3.75 m width road – 84 Nos & Length- 624.35 km – Rs. 85.73 lakhs/km

3. General Observations

- i) The State Government of Arunachal Pradesh had been allocated 1375 km road length under PMGSY-III. This was the first proposal submitted by the State under PMGSY-III.
- ii) The State had submitted proposals for 91 roads of 720.75 km and 30 LSBs. Out of 91 roads, 84 roads of 624.35 km road length have been proposed with 3.75 m carriageway width at an average cost of Rs. 85.73 lakh/ km and 7 roads of 96.4 km road length have been proposed with carriageway width of 5.50 m at an average cost of Rs. 115.69 lakh/ km.
- iii) All proposals had been uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny has also been done for 11 roads and 3 bridges on OMMAS.

4. Planning Audit

- i) 30 proposed LSBs had been found to be located on the alignment of the proposed roads to be taken up for sanction as verified from GeoSadak.
- ii) Total 123 roads were audited by NRIDA for their utility as Through Routes/ Major Rural Links under PMGSY-III and 32 roads were found to be unsatisfactory including 9 terminating link routes near International Border and had been shifted from current batch for better scrutiny. The 9 roads can be taken up with MHA for consideration under Border Roads Organisation (BRO) schemes or other suitable MHA scheme.
- iii) The proposed 91 roads and 30 LSBs had been uploaded on GeoSadak.

5. Existing Surface

- i) All the proposed roads have more than 70% of BT/CC surface.

6. Pre-EC compliance

- i) State had been requested to consider 150 mm GSB and 100-125 mm Cement Treated Base (CTB) on damaged roads with major earthen portion as per requirement based on traffic. State has decided 100-125 mm CTB on such roads as per traffic. The Pre-EC had enquired from the State its requirements for orientation/ technical know-how to implement CTB. State representative mentioned that they are well aware of the technology.
- ii) The State had been requested to identify the eligible roads which will complete their design life in March, 2024 and propose such roads. Accordingly, State had identified 90 roads of 792.36 km which would complete their design life in March, 2024. The State would propose these roads in next batch.

7. High Priority Roads skipped in CUCPL

- i) It was observed that 47 high priority roads have been skipped citing 'ownership with different department' as the reason. Committee however observed that these roads cannot be skipped until and unless these are being constructed by the owner department as they can be included under PMGSY-III after taking No Objection Certificate (NOC) from the owner department. State needs to provide road-wise justification with documents at the earliest.

8. Average Cost of Roads (lakhs/ km)

- i) It was observed that for roads of 3.75 m width sanctioned under PMGSY-I in 2018-19, the average cost was Rs. 82 lakh/ km and the average cost of the proposed roads of 3.75 m width in the current batch under PMGSY-III is Rs. 85.73 lakh/ km. The average cost has increased from 2018-19 to 2023-24 very marginally despite increase in GST, SoR etc.
- ii) The average cost of roads as proposed in Pre-EC was Rs. 105.79 lakh/ km for 3.75 m wide roads and Rs. 137.82 lakh/km for 5.5 m wide roads. The same has now decreased to Rs. 85.73 lakh/ km and Rs. 115.69 lakh/ km for 3.75 m wide and 5.5 m wide roads respectively.

9. Average Cost of Bridges (lakhs/ km)

- i) It was observed that, the average cost of bridges sanctioned under PMGSY-I in 2018-19 was Rs. 6.42 lakh/ km, the average cost of bridges sanctioned under PMGSY-II in 2019-20 was Rs. 8.12 lakh/ km. The average cost of the bridges proposed in the current batch during pre-EC was Rs. 7.95 lakh/ km which had become Rs. 8.61 lakh/ km while being placed before EC. It was explained by the State representatives that the increase in cost of bridges from pre-EC to EC is due to increase in GST from 12 to 18%, increase in SoR and addition of 1% labour cess which was not included in the proposal submitted during Pre EC.

10. Distribution of Roads based on Traffic Category

- i) It was observed that 75 roads of 3.75 m width are of T4 traffic category, 7 roads of 3.75 m width are of T5 traffic category and 9 roads (2 of 3.75 m width and 7 of 5.5 m width) are of T6 traffic category. The design for the roads in T4, T5 and T6 will almost be the same.

11. Distribution of Roads based on widening

- i) It was observed that, out of 91 proposed roads, 79 roads have been proposed for widening from 3 to 3.75 m. The EC inquired from the State as to how it would ensure proper compaction in widening of these roads from 3 to 3.75 m. State representative mentioned that the existing shoulder would be widened by undertaking required excavation and compaction within the roller width at the base and sub-base level. The State was requested to keep the photographs and videography of the process so that the same may be referred to while conducting inspections.

12. District wise details of the current proposal

- i) The average costs in the following districts were observed to be outliers during the previous EC meeting:-

Dibang Valley- Rs. 59.2 lakh/ km (non-pavement cost)

Kra Daadi- Rs. 130.31 lakh/ km (total average cost) and Rs. 63.53 lakh/ km (non pavement cost)

Kurung Kumey-Rs. 115.41 lakh/ km (total average cost) and Rs. 57.42 lakh/ km (non pavement cost)

Lepa Rada- Rs. Rs. 108.97 lakh/ km (total average cost) and Rs. 55.07 lakh/ km (non pavement cost)

The State had brought down the average cost in these districts by reducing the number of protection works. **Committee observed that protection works, wherever required, should be provided as per norms.**

13. Compliance of the observations of the previous EC held on 15.3.2023

i) During the previous meeting of the EC which was held earlier on 15.3.2023 it was decided to send a team from NRIDA to the state to ensure that the DPRs have been prepared as per the site requirements. Accordingly, NRIDA sent a team of NQMs to the state and they observed some extra provisions in protection works and some other issues. State was asked to modify bridge DPRs as per the observations of visiting NQMs. Accordingly State has revised the cost on OMMAS after correcting the LSB proposals as per the observations of the NQM which resulted in cost reduction.

ii) It was also observed that 4 roads have less than 25% BT/CC surface. Further, 52 roads have 70-75% BT/CC surface. NRIDA mentioned that, most of these roads are damaged roads with major earthen portion as inspected by the team from NRIDA. State was advised to adopt new technology on these roads for cost economy and better quality. NRIDA recommended the State to adopt 150 mm GSB and 100-125 mm CTB as per requirement based on the traffic so that these roads can be economically constructed.

State has revised the provisions from convention (WBM/WMM) to Cement Treated Base of 100-125 mm in a total no of 51 proposals of 369.96 km. State has shown credit for existing GSB wherever crust was available and new GSB (150 mm) is proposed where it is found that the existing crust is not available or not matching the thickness standards of IRC specifications. 4 roads with BT/CC surface less than 25% have been shifted to next batch.

iii) Committee had further observed that average cost of the roads proposed by the State is as high as Rs. 80-90 lakh/km, which means that the roads are almost new construction and are not for up gradation and widening. NRIDA was asked to verify on the ground. After the visit of NRIDA team and on the advise of NRIDA, State has revised all the DPRs as per the observations of NRIDA team and the cost has been substantially revised and the non pavement cost is brought down in the range between 20-50 lakh/km.

iv) State has proposed 91 roads for widening from 3 to 3.75 m. State was asked if these roads are earthen roads as PMGSY roads were never built with 3 m. NRIDA mentioned that, for these roads, State has provisioned for all the specification and has not given credit to any existing surface. It was mentioned that, these roads are old PWD roads and are actually earthen roads. Committee mentioned that generally earthen roads cannot be taken up under PMGSY-III as the scheme is for upgradation of existing TR/MRL roads. Maximum 25% portion of the road can be kutchra / earthen and in some exceptional cases, if the road is serving some exceptional purpose then a few roads can be taken.

State had clarified that earlier PMGSY roads with 3 meter of carriageway width were sanctioned to Arunachal Pradesh from 2013-14 to 2019-20 for a length of 5,742.98 km. Widening of these roads from 3 to 3.75 will be done on hill side portion. Compaction will be done by roller. While widening of the carriageway width, existing shoulder will be excavated to minimum roller width & to the sub-base level and layer wise compaction will be carried out.

v) State was asked to revise their design for bridges as per the inputs of expert, who had visited the State. The State has complied with the observations on the bridges.

14. Maintenance

i) State has provisioned 5 year routine maintenance cost of Rs. 77.33 crore which is 11.96% of the construction cost and they have provisioned 6th year Renewal cost of Rs. 142.68 crore which is 22.06 % of construction cost. The costs provisioned are on higher side. State representative mentioned that, because of heavy rain in the state, they have provisioned higher cost. Committee agreed to the same, as these costs are to be borne by the State Government.

15. New Technology Proposals

- i) State has proposed 3 roads of 39.94 km with FDR technology on pilot basis and mentioned that based on the outcome, more roads would be proposed with FDR in the next batch. Committee enquired about the increase in cost of these roads after adopting FDR, to which NRIDA replied that the costs of these roads after adopting FDR are similar to that obtained from conventional methods with 5-10% variation. The State mentioned that they are coordinating with the State of Nagaland for provision of required machinery for implementation of FDR.
- ii) State proposed 590.26 kms for construction using waste plastics and mentioned that its Urban Development Department and Municipal Corporations had agreed to supply waste plastics for construction of the roads.
- ii) State has converted all proposals proposed with MSD to 25mm MSS as per the provision applicable to NER.
- iii) State has proposed the entire flexible pavement surface course with Hot Mix Asphalt with MSS/SDBC and 100% CC pavement length with Paneled Cement Concrete .
- iv) State has proposed 371.46 km length in 51 number of roads with Cement Treated Base.
- v) State has proposed 30 mm SDBC in high altitude region of the State (Tawang District).

16. Progress of PMGSY works

- i) Under PMGSY-I, 118 roads of 1105 km and 64 bridges are pending and under PMGSY-II, 5 roads of 38 km are pending. State was requested to complete these works within the extended timeline i.e. March, 2024. It was clarified to the State that no further extension would be granted; either the balance works would have to be completed by March, 2024, or else the works would have to be dropped. State representative mentioned that they would complete maximum works by March, 2024.
- ii) Annual physical target of the State is 1030 km for FY 2023-24, out of which, only 43 kms has been completed so far. State was asked to increase the pace of construction so that the entire target can be achieved.

17. Maintenance Abstract

- i) It was observed that an expenditure of only Rs. 18.69 crore towards DLP maintenance had been incurred by the State against the liability of Rs. 68.50 crore in the FY 2022-23, which is very less. This year also, so far no funds had been credited for DLP maintenance. State was requested to get the required funds credited for DLP maintenance and incur the expenditure as required.
- ii) State was requested to update the renewal length and expenditure data on OMMAS regularly.

17. e-Marg

- i) 34 (10%) packages were observed to be pending for locking on OMMAS and 45 (13%) packages were pending for MEE. RI had been missed on 31 (31%) works in the month of May, 2023. The State was requested to improve maintenance of rural roads and the consequent reporting on e-Marg.

18. Quality

- i) Out of 120 ongoing packages, lab had not been established in 1 package. State was requested to look into it.

- ii) It was observed that 17 works had not been inspected by SQMs even once. State representative mentioned that the required inspection schedule had been made and these works would be inspected within this month. The State was requested to conduct the inspection on these works at the earliest as these have been pending for more than a year.
- iii) Against the target of 440 SQM inspections in the current FY 2023-24, only 46 inspections have been conducted so far. State was requested to conduct the remaining inspections.
- iv) In the last three years (June 2020- May 2023), 72.73% maintenance works, 12.66 % completed works, 9.48% ongoing works and 28% bridge works have been graded as unsatisfactory in NQM inspections. State was requested to improve the quality of works.
- v) In the SQM inspections conducted during the same period only 16.52% maintenance works, 1.33 % completed works, 3.49% ongoing works and 5.24% bridge works had been graded as unsatisfactory. The State was requested to look into the wide difference between the gradings given by NQMs and SQMs and improve the quality of SQM inspections.
- vi) ATRs of NQM inspections were observed to be pending for 54 ongoing works and 20 completed works. The State was requested to send the ATR of the NQM inspections at the earliest.
- vii) 2 complaints were observed to be pending on which no inputs had been received from the State. State was requested to provide the inputs at the earliest.
- viii) In the SQM analysis, the SQM at sl no. 7 Sh. Islam Fakrul had graded all the works as Satisfactory. State was requested to identify such SQMs whose grading pattern appear to be non-serious and take appropriate action.

19. Financial issues

- i) Minutes of Audit Committee had not been submitted by the state. State was requested to submit the minutes at the earliest.
- ii) Interest amount of Rs. 5.04 crore was pending for recovery from bank. State was requested to recover the interest amount at the earliest.
- iii) Interest Verification for FY 2004-05 to 2009-10 and 2020-21 to 2021-22 was observed to be pending. State was requested to expedite the submission of the same.
- iv) 52 works were observed to be pending for financial closure for more than 180 days as on 02-06-2023. State was requested to financially close these works at the earliest.

On the basis of discussions held as detailed above, noting the compliance made with respect to the observations in the Pre-EC/ previous EC meeting held on 15.3.23 and the reasons/ submissions of the state during the meeting, the **Empowered Committee recommended the proposals as per para 2 above submitted by the State of Arunachal Pradesh under PMGSY-III.**

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