

**No. P-17024/18/2023-RC (FMS No. 384769)**

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

Krishi Bhavan, New Delhi

Dated the 25<sup>th</sup> July, 2023

**Minutes**

**Sub: Minutes of Meeting of Empowered Committee to discuss the project proposals for Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) submitted by the State Government of Mizoram for the 2023-24 (Batch-I)-reg.**

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee Meeting held on 18<sup>th</sup> July, 2023 under the chairmanship of Secretary (RD) through Video Conferencing to consider the project proposals submitted by State of Mizoram under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III), 2023-24 (Batch-I) for information and necessary action. The State Government is requested to furnish compliance on the observations of Empowered Committee on priority.

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

  
(Timan Singh)  
Deputy Director (RC)

**Distribution:**

- (i) The Principal Secretary, Public Works Department, Government of Mizoram, Aizawl-796001.
- (ii) Chief Engineer, Mizoram Rural Road Development Agency, Aizwal-796001
- (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:-**

PSO to Secretary (RD), PPS to AS (RD), PPS to JS(RC)

**Minutes of meeting of the Empowered Committee held on 18<sup>th</sup> July, 2023 at 05:00 PM to consider the project proposals submitted by the State Government of Mizoram under PMGSY-III (Batch-I, 2023-24)**

A Meeting of the Empowered Committee was held through Video Conferencing on 18<sup>th</sup> July 2023 at 05:00 PM under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Mizoram under Pradhan Mantri Gram Sadak Yojana-III, (Batch-I of 2023-24). The following officials were present in the meeting: -

Shri Shailesh Kumar Singh	Secretary, Department of Rural Development, MoRD
Dr. Ashish Kumar Goel	Additional Secretary (RD), MoRD & DG, NRIDA
Shri Amit Shukla	Joint Secretary (RC), MoRD
Ms. Tanuja Thakur Khalkho	Joint Secretary and Financial Advisor (RD)
Shri Devinder Kumar	Director (RC), MoRD
Shri B C Pradhan	Consultant/Director (Tech), NRIDA
Shri Pradeep Aggarwal	Director (P-I), NRIDA
Shri I. K. Pateria	Director (P-III), NRIDA
Shri Timan Singh	Deputy Director (RC), MoRD
<b>State Govt. Representatives</b>	
Mr. K. Lalthawmmawia	Commissioner cum Secretary, PWD, Govt of Mizoram
Mr. B. Lalawmpuia	CEO, Mizoram Rural Road Development Agency (MiRRDA)
MrLalrinkima Hnamte	EO, MiRRDA
Mr Robin Lalrinawma	SQC, MiRRDA
Mr. Rosiamliana	FC, MiRRDA
Mr. Lalngaisanga	EE, MiRRDA
Mr. David Laltanpuia	EE, MiRRDA
Mr. Danny Lalzarliana	AO, MiRRDA
Mr. R. Lalthalamuani	ITNO, MiRRDA

**2. Details of Proposal**

Item	As per Pre-EC dated 08.06.2023				As per OMMAS dated 17.07.2023			
	Nos	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	Nos	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
<b>Roads</b>	19	507.67	701.64	<b>138.20</b>	19	507.67	582	<b>114.64</b>
<b>Total</b>	19	507.67	701.64	<b>138.20</b>	19	507.67	582	<b>114.64</b>
<b>MoRD Share: Rs. 523.80 Crore</b>				<b>State Share: Rs. 58.20 Crore.</b>				

### 3. General Observations

(i) The State of Mizoram has been allocated target of 487.50 km under PMGSY-III. The State has submitted the proposals for 19 road works of 507.67 km road length. It was requested by the State to consider the current proposal of 507.67 km against the allocated length of 487.50 km. **State Government urged that all the proposed roads have very high desired utility and due to longer length of roads, it is very difficult for them to curtail the length of road and further requested to consider this additional 20.17 km over and above the allocated length. Empowered Committee took note of this specific request of the State Government.**

(ii) Out of 19 roads, 11 roads of 196.74 km are in 3.0 m carriageway width category with average cost of Rs. 97.53 lakh/km, 05 roads of 244.60 km are in 3.75 m carriageway width category with average cost of Rs. 122.08 lakh/km and 03 roads of 66.33 km are in 5.50 m carriageway width category with average cost of Rs. 137.96 lakh/km.

(iii) All proposals have been scrutinized on OMMAS by STA. The scrutiny of 03 proposals on OMMAS is carried out by the PTA.

**(iv) At the time of Pre-EC, total cost of roads was Rs. 701.64 crore with an average cost of Rs.138.20 lakh/km. After the field visit of teams deputed from NRIDA, the total cost of roads have been brought down to Rs. 582.00 crore with average cost of Rs. 114.64 lakh/km.**

(v) State apprised the EC that after verification on ground, proposals for Long Span Bridges (LSBs) will be 7 nos. instead of 5 nos on following roads:-

- a. Khawlailung - Hmunzawl - Lungpho Road - 1 Bridge
- b. Phairuang - Thehlum Road - 5 Bridges for

- (i) River Sailungrek
- (ii) River De
- (iii) River Tuipawl
- (iv) River Zawlpui
- (v) River Tuiseen

- c. Sateek - Samlukhai - Sialsuk Road - 1 Bridge.

State informed that proposal for 7 nos. of LSBs will be submitted separately as Batch-II of PMGSY-III by end of August 2023 to STA.

### 4. Average Cost

It was observed by EC that in respect of 3.00 m width roads average cost was Rs. 150.83 lakh/km and Rs.86.52 lakh/km at the time of sanction of PMGSY-I (2018-19) and Pre-EC PMGSY-III (2023-24), respectively, and now it is Rs. 97.53 lakh/km.

The average cost in respect of 3.75 m width roads was Rs. 99.34 lakh/km, 86.52 lakh/km and Rs. 139.93 lakh/km at the time of sanction of PMGSY-I (2018-19), PMGSY-II (2019-20) and Pre-EC PMGSY-III (2023-24) respectively which is Rs. 122.08 lakh/km now.

The average cost in respect of 5.50 m width roads was Rs. 155.5 lakh/km and Rs. 200.25 lakhs/km at the time of sanction of PMGSY-II (2019-20) and Pre-EC PMGSY-III (2023-24) which has been brought down to Rs. 137.96 lakh/km now.

EC observed that now the average cost has substantially been brought down in case of 3.75 m and 5.50 m width carriageway roads after the field visits of teams from NRIDA post Pre-EC. State mentioned that after ground inspection by team from NRIDA and NQM (Emeritus) officials the total cost has come down to Rs. 577.59 crore from Rs.701.64 crore. Also cost per km is reduced to Rs. 113.77 lakh per km from Rs. 138.31 lakh per km.

It was further mentioned that the PMGSY-II projects which were prepared with SOR 2016 during 2019-2020 sanction is having average cost of Rs. 135 lakh per km. Additionally, team from NRIDA informed that in case of 3.0 m carriageway width, cost is slightly increased from previous sanctions majorly due to increased rates in SoR and due to increase in GST rate, moreover DPRs of all the road have been re-verified for high cost and rationalized.

#### 5. Trace Map ranking

Min. Trace Map Rank	Numbers of Proposals (%)
1 to 15	18 (95%)
16 to 17	1(5%)
<b>Total</b>	<b>19</b>

Trace map rank of all the proposals is satisfactory

#### 6. Planning Audit Proposals

All 19 road proposals are uploaded on GEOSADAK. Planning team of NRIDA audited all road proposals for their utility as TR/MRL under PMGSY-III and found satisfactory.

State apprised the EC that in case of Packages ID MZ08101 and ID MZ06113 modifications are done in the DPRs on the suggestion of inspection team from NRIDA. NRIDA team also informed that in case of package ID MZ06113, in OMMAS, the eligible length of the road is entered within the block. However, the proposed road passes through two districts, Mamit and Lunglei. The eligible length of 58 km, as indicated during the Pre-EC, specifically applies to the Reek block in Mamit district. The remaining length, which is 29.40 km, falls within the Bungmun block of Lunglei district.

#### 7. Surface wise details of existing roads

Out of total proposed length of 507.7 km in the current batch, 17.4 km is gravel, 16.8 km is track, 439.10 km is BT and 34.4 km is CC. 18 roads have more than 75% BT/CC and 01 road has more than 50% BT/CC.

It was informed by the State to EC that this road has 60% BT and high utility. With the construction of this road journey of more than 180 km for the residents of Serchhip district to Aizawal will be reduced to 50 km only. EC agreed for inclusion of this road.

## **8. High Priority roads skipped in CUCRL**

During Pre-EC, State was asked to examine and provide road-wise justification for 03 roads where ownership is with another department and also for 10 roads which were skipped due to forest issue.

In this connection, State has apprised the EC that in respect of three roads where ownership is with other departments are in good condition.

## **9. Length wise proposal details**

Out of 19 roads, 01 road has length of 4.87 km with an average cost of Rs 79.69 lakh/km and 18 roads of length 502.80 km are more than 5 Km in length with an average cost of Rs 114.98 lakh/km. Average Candidate Road length is 28.33 km and average proposed road length is 26.72 km.

## **10. Distribution of roads based on Traffic category**

Out of total 11 roads of 3.00 m carriageway width roads, 06 roads of 111.21 km road length are in T4 category with average cost of Rs 109.03 lakh/km, 04 roads of 54.82 km road length are in T5 category with average cost of Rs 81.63 lakh/km and 01 road of 30.71 km road length is in T6 category with average cost of Rs 84.25 lakh/km.

In case of 3.75 m carriageway width roads, 05 roads of 244.60 km road length are in T4 category with average cost of Rs 122.08 lakh/km.

Out of 03 roads of 5.50 m carriageway width road, 02 roads of 48.20 km road length are in T6 category with average cost of Rs 139.65 lakh/km and 01 road of 18.13 km road length is in T7 category with average cost of Rs 133.46 lakh/km.

During Pre EC, NRIDA was asked to do field inspection to find out the reasons for high cost and suggest ways to bring down the cost (both pavement and non pavement) while keeping the road technically correct. After field visit and checks on high cost DPRs on ground by the team from NRIDA, suggestions of the teams were accepted by the State and cost has been substantially brought down.

## **11. PCU/day details**

In case of 3.0 m carriageway width road, 09 roads have PCU/day less than 500, 01 road has PCU/day 500-1000 and 01 road has PCU/day 1000-1500.

In case of 3.75 m width carriageway roads, 04 roads have PCU/day less than 500 and 01 road has PCU/day 500-1000.

In case of 5.50 m width carriageway roads, 02 roads have PCU 1000-1500 and 01 road has PCU 1500-2000.

During Pre-EC, State was directed to examine roads having PCU/day more than 1500 and one road in case of 5.50 m where PCU is less than 1500. State mentioned that joint inspection was done by the inspection team and PWD in Diltlang to Chawngte P Road and PCU/day has been reduced. Remaining 3 roads PCU/day is accepted by the joint inspection team of NRIDA, NQM officials and PWD, as all of these 3 roads are major rural link route.

## **12. Distribution of roads based on widening to various carriageway**

EC observed that 05 roads have been proposed for widening and up-gradation from 3 m to 3.75 m and 03 roads have been proposed for widening and up-gradation from 3.75 m to 5.5 m.

During Pre-EC, State was requested to clearly indicate the kind of procedure to be followed while undertaking widening of roads. State apprised EC that FDR is proposed for roads where widening from 3.00 m to 3.75 m is considered which will not have any problem regarding compaction. The State was requested to ensure videography of the widening works during execution .

## **13. Details of roads with pavement cost per km**

Out of total 11 roads of 3.00 m carriageway width, 02 roads have pavement cost more than 75 lakhs/km. Out of total 05 roads of 3.75 m carriageway width, 03 roads have pavement cost more than 80 lakhs/km. In case of 5.50 m carriageway width, all 03 roads have pavement cost more than 85 lakhs/km.

In Pre-EC State was requested to examine the DPRs of above high pavement cost. According to State, FDR is proposed for a total length of 172 km to bring down the cost and team from NRIDA has examined the cost of pavement (layer wise) and the suggestion of joint inspection team of PWD and NRIDA has been incorporated in the modified DPR.

## **14. Details of roads with non-pavement cost per km**

Out of total 11 roads of 3.00 m carriageway width, 02 roads have non-pavement cost more than 35 lakh/km. Out of total 05 roads of 3.75 m carriageway width, 04 roads have pavement cost more than 80 lakh/km. In case of 5.50 m carriageway width, 01 road has pavement cost more than 35 lakh/km.

It was informed by the NRIDA that non-pavement cost has been rationalized as per the inspection observations and has been provided as per the site requirement.

## **15. DPR Issues (Compliance on Pre-EC observations)**

(i) In Pre-EC meeting, State was apprised that road safety audit should be done on all roads with a length of 5km & more and to attach RSA reports with the DPR. State informed that all 19 DPRs are audited for road safety and reports will be uploaded on OMMAS shortly.

(ii) In Pre-EC meeting, State was advised to do a comparative cost analysis between FDR and conventional Methodology and furnish the same to NRIDA and also to examine SoR for FDR. State apprised that comparative cost analysis has been done and most economical and durable structure is selected by the joint inspection team of NRIDA and State PWD. Accordingly, the modified DPR is prepared and uploaded on OMMAS.

(iii) In Pre-EC meeting, State was requested to propose CC length only along the village/habitation portion. State informed that inspection team had visited site of the package No MZ04100 and necessary changes has been incorporated in the modified DPR. NRIDA also informed that rigid pavement is proposed in habitation area or in those stretches where there is an existing CC pavement.

(iv) In Pre-EC meeting, State was requested to examine minor bridge proposals and prepare separate DPRs if the span is greater than 15m. State informed that separate DPR for bridges having span greater than 15m will be proposed in Batch-II of PMGSY-III

## 16. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs. 5,614.03lakh which is 9.65% of construction cost and 6<sup>th</sup> year renewal cost of Rs. 10,804.52lakh which is 18.56% of construction cost. State has been advised that 6<sup>th</sup> year's renewal cost should be accompanied by a post 5-year routine maintenance period and such cost should be a part of the DPRs.

## 17. New Technology Proposals

State has proposed construction of roads using New/ Green technologies as under:

(i) State has not proposed waste plastic in 70% of the eligible length involving Hot Mix due to non-availability of waste plastic in the state.

(ii) State has proposed entire flexible pavement length in roads having Traffic category less than or equal to T8 with 25 mm MSS.

(iii) State has proposed 132.16 km of road length for construction using Cold Mix Technology.

(iv) State has proposed 30.77 km of road length using Panelled Cement Concrete (PCC).

(v) State has proposed 171.96 km of roads length using FDR Technology.

EC directed that in case of Cold Mix Technology, State should do 100 m Trial Test Patch and the scale it up for full length if it suits as per codal and environmental conditions. **In case of adoption of cold mix technology, the State was requested to ensure that the cold mix emulsion is sourced from reputed manufacturers and all invoices of purchase are duly verified for its authenticity before incorporation in the work and uploaded on OMMAS.**

## 18. Progress of PMGSY works

For the year 2023-24, annual target of the State is 360 Km, out of which, only 2 Km has been completed. State needs to complete balance target in a time bound manner. The details of work sanctioned, completed, and pending under PMGSY-I and II are given below.

### Roads

S.No.	Scheme	Sanctioned		Completed		Balance	
		No. of roads	Length (Km)	No. of roads	Length (Km)	No. of Roads	Length (km)
1.	PMGSY I	345	4,288.48	304	4,190.61	41	81.41
2.	PMGSY II	6	194.25	1	65.80	5	125.25
<b>Total</b>		<b>351</b>	<b>4,482.73</b>	<b>305</b>	<b>4,256.41</b>	<b>46</b>	<b>206.66</b>

It was informed by the State that proposal for 02 roads for dropping will be sent soon. The State was also requested to ensure completion of balance works under PMGSY-I & II by March, 2024.

### **19. Maintenance of roads under DLP**

During 2022-23, State has credited Rs. 3.88 crore against the liability of Rs. 6.64 crore and expenditure of Rs. 0.38 crore has been done. For the current financial year 2023-24, the maintenance liability is Rs. 10.13 crore and expenditure of Rs. 0.14 crore has been incurred. State has incurred zero expenditure on renewal of roads during 2022-23. EC has observed that very less expenditure has been incurred on maintenance corresponding to their maintenance liability. State is asked to put more efforts to increase the expenditure on maintenance of roads and to credit required maintenance liability for the year 2023-24 in the SRRDA's account on priority. State is directed to show considerable improvement in this regard before concurrence of the current proposal.

Further, **State was asked to update the data regarding fund released to SRRDA & expenditure under DLP and renewal length on OMMAS on priority.**

### **20. e-Marg**

Out of total 93 packages pushed to e-MARG, 06 packages are pending for locking, 21 packages are pending for manual entry expenditure (MEE). 41 roads are eligible for routine inspection in May, 2023, 12 roads (29.27%) are pending for routine inspection (RI) missed. 54 packages are pending for payment for >3 months. 36 packages are pending for payment for first payment for > 3 months. Payment of Rs.0.14 crore has been done using e-MARG in FY 2023-24. Total expenditure of Rs. 0.02 crore has been done on bills having liability of FY 2023-24.

The above position is not satisfactory. The State was asked to saturate 100% roads on eMARG on priority. State requested for training on e-Marg in Delhi. **In response, State was apprised that multiple rounds of training have been held previously and the State was asked to resolve the issue with Director P-I within 15 days and show substantial progress before sanction of the present proposal.**

### **21. Quality Issues**

- (i) QC labs have been established in all 46 packages in progress.
- (ii) Number of active SQMs are 7 against the requirement of 1 SQM. During 2023-24 out of 20 SQM inspections targeted, 45 inspections have been carried out so far.
- (iii) Action Taken Report (ATR) in respect of 12 completed works and 27 ongoing works are pending with State. Out of these, 20 ATRs are pending for more than 02 years. **EC advised that the State should show substantial compliance for these pending ATRs before sanction of current proposal.**
- (iv) **Unsatisfactory grading by NQM from July, 2020 to June, 2023 for completed works is 10.71 %, for ongoing works it is 16.19% and for maintenance works it is 46.67% which is quite unsatisfactory. The unsatisfactory grading by NQM from July, 2022 to June, 2023 for completed works is 14.29%, for ongoing works, it is 17.50% and for maintenance works is 33.33%. The State was advised to take immediate corrective action and show**



substantial improvement in the aforesaid indicators. State was also asked to present **Quality Management Plan for quality improvement/management including PMGSY-III works before sanction of the present proposal.**

(v) Similarly, unsatisfactory grading by SQM from **July, 2020 to June, 2023** for completed works is **0.98%**, for ongoing works it is **2.61%** and for maintenance works, it is **20.69%**. The unsatisfactory grading by SQM from **July, 2022 to June, 2023** for completed works is **1.10%**, for ongoing works, it is **4.69%** and for maintenance works, it is **28.57%**.

**(vi) There is high variation in the unsatisfactory grading of NQM and SQM.**

(vii) EC has observed that out of 13 ongoing works, QCR is uploaded in 09 works only. **State is asked to upload QCR in all works without delay.** State is also suggested that proper test should be done to maintain the quality where QCR is not uploaded.

(viii) It was observed that SQMs empanelled by the State have graded only one work 'Unsatisfactory' out of the projects inspected by them. The State was advised to scrutinize and find out whether the performance of SQMs satisfactory. State was requested that now onwards Mr. N Chhylai, SQM should not be given any work for inspection.

**EC asked the State to improve the performance of State Quality Control Mechanism. State was requested to ensure uploading of all QCR on OMMAS. State was advised to take immediate corrective action and show improvement in the aforesaid issues and furnish ATRs before sanction of the present proposal.**

## **22. Financial issues**

(i) Interest recovery of Rs. 0.92 crore is pending from bank.

(ii) 03 works are pending for financial closure for more than 180 days.

The State was asked to look into these financial issues and take appropriate action.

**23.** Subject to the above observations and concurrent action/compliance by the State Government as stipulated in the foregoing paras, the Empowered Committee recommended the above proposals.

Meeting ended with vote of thanks to and from the chair.

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