

PHYSICAL VERIFICATION REPORT

(Conducted by Dy. Director, Planning on 29-06-2011)

1. Name of Project : Construction of 220 KV D/C Hiranagar – Bishnah – Burn Transmission Line
2. Funding Agency : GoI & State Plan
3. Executing Agency : I&FC Division Mahore, Dharmari.
4. Year of Sanction : 2007-08
5. Date of Start : May, 2008
6. Date of Completion : November, 2009
7. Extension period : July, 2010 (1st extension)
March, 2011 (2nd extension)
8. Completion likely by : March, 2012
9. Need/ Importance of the Project:

A new substation of 220/132/33 KV is being developed at Bishnah in order to supply electricity to the border villages of districts Jammu, Samba and Kathua. This sub-station will also help in reducing the load of the existing sub-stations in the adjoining areas.

The construction work of new 220 KV Double Circuit Hiranagar – Bishnah – Burn transmission line has been taken up under PMRP with the objective of charging the upcoming sub-station of Bishnah by supplying power either ways, i.e. from the 220/132/33 KV Burn Sub Station and the 220/132/66 KV Hiranagar Sub Station.

10. Financial Status of Work:

(Rs. in Lacs)

Approved Cost	4684.00 (Original) 5300.42 (Revised)
Expenditure incurred till May 2011	3191.93
% Expenditure Incurred	68% (against Original cost) 60% (against Revised cost)

11. Physical Status of Work:

SNo	Name of Work	Unit	Target	Achievement	% Achievement
A	Burn - Bishnah Section				
1	Towers				
(a)	Foundation laid	Nos	114	22	19%
(b)	Erected	Nos		1	0.9%
2	Line Length (stringing)	Kms	37.674	0	0%
B	Bishnah - Hiranagar Section				
1	Towers				
(a)	Foundation laid	Nos	136	136	100%
(b)	Erected	Nos		136	100%
2	Line Length (stringing)	Kms	44.923	44.923	100%
C	Grand Total				
1	Towers				
(a)	Foundation laid	Nos	250	158	63%
(b)	Erected	Nos		137	55%
2	Line Length (stringing)	Kms	82.597	44.923	54%

12. Field Observations:

The very nomenclature of the project of construction of the 220 KV Burn – Bishnah – Hiranagar Double Circuit Transmission Line indicates that it comprises of two sections. The progress on the Bishnah – Hiranagar section as well as the Burn – Hiranagar section is mentioned below separately: -

(I) Bishnah – Hiranagar Section:

- a) The progress achieved in this section of the electric transmission line is considerable and also appreciable. All the approved 136 towers of this section have been erected. The stringing of conductor on the approved length of 44.923 kms is complete. This section of the line was reported to have been charged on 21/06/2011. However, certain works, such as, protection of tower footings, fixing of accessories, payment on account of land/ crop/ trees compensation and mandatory clearances as envisaged in electricity act are yet to be achieved.
- b) The conductor used in the line was of Sterlite brand. The cross-section of the conductor comprised of 7 steel wires and 54 aluminium wires. The steel wires which were at the centre were for providing strength to the line and the aluminium conductor for transmission of electricity.
- c) The numbering of towers was given from Burn towards Hiranagar via Bishnah by the Systems & Operations Wing of the Power Development Department. As such, the towers that were inspected during the field visit along with their numbering and observations at site are given below: -
 - i) Tower number 251 was the last tower which had the transmission line stringed with the Hiranagar Sub-Station.
 - ii) The tower number 241 located in village Kothey Saini was a special tower with a height of about 60 meters. Three of its legs were normally fixed in the level ground but the fourth leg was towards a slope and hence provided protection on two sides. It was informed by the Executive Engineer concerned that this was the only tower in this entire section where retaining walls had to be constructed to provide counterbalance so that the tower does not get uprooted. It was also informed that it took more than a year's time to convince the people of this village to provide land. All most all the officers of PDD Department right from JE to the Commissioner/ Secretary had to visit this particular location to sort out the issue of payment of land compensation with the locals.

- iii) The Hiranagar Sub Station is on the upper side of the National Highway and the line had to be taken over the National Highway as well as the Railway track at one location at least to take it further towards Bishnah which lies on the lower side of the Highway. Tower number 229 and 228 are on either side of the Highway with conductor passing over the Highway and Tower number 228 and 227 are on either side of the railway track with conductors passing over the track. It was informed by the Engineers that here again it took more than a year to obtain permission from the railway authorities stationed at Hoshiarpur (Punjab) for stringing the 220 KV line over the railway track.
 - iv) Proceeding further ahead, between tower number 118 and 117 a local had started new construction which was not permissible. This again caused problem during execution of works, but the issue regarding payment of compensation for the structure was amicably resolved to the satisfaction of the local resident.
 - v) Most of the towers erected after Tower number 117 were in the fields where paddy was sown. The last tower in this section was connected with the Bishnah Sub Station. Although this section of the 220 KV line was reported to have been charged, the work on the Bishnah sub-station was still incomplete.
- (II) Burn – Bishnah Section:
- a) Against the approved 114 towers for this section, foundation has been laid for 22 towers but only 1 tower has been erected. The stringing of conductor is yet to start in this section.
 - b) The Executive Engineer concerned informed that there are multiple problems on this section, the major ones being:
 - i) Urbanisation of outskirts of Jammu city due to which adequate corridor is not available at a number of locations.
 - ii) Reluctance of locals to provide their land which now has high commercial value.
 - iii) Even the authorities in SKUAST, Chattha are reluctant to provide required corridor on the pretext that they would be constructing quarters for the faculty in the identified space. The Engineers of PDD have asked the authorities to develop a park/ garden beneath the required corridor and take up construction work of quarters elsewhere as even a slight change in the approved layout plan could result in additional expenditure running into crores of rupees, but the SKUAST authorities are adamant and unwilling to relent.

13. Problem Areas/ Suggestions:

SNo	Problem Areas	Suggestions
1	Time overrun: The time period for completion of the project has already elapsed.	It needs to be ensured by PDD that the pace of execution of work on the Burn-Bishnah section is speeded up.
2	Delay in payment of compensation: It was brought to notice that the field staff in Revenue Department viz. Patwaris and to some extent Naib Tehsildars were delaying or were not serious in preparing the papers of land (FARD) so that the title of the land is transferred to PDD and compensation paid to the people.	This is the major problem and the Engineers were very annoyed with the manner in which the Revenue staff was functioning. They suggested that:- (a) Deputy Commissioners need to strictly enforce their orders on the revenue staff fixing time-frame with initiation of action against the defaulters. (b) The Cell of Revenue Officials created in the PDD may be strengthened to speed up the process and the cell may be headed by a dynamic officer of the Revenue department who can get the things done in time so that people do not suffer.
3	Dispute at Chattha: The SKUAST authorities are not providing the necessary corridor for laying the electric transmission line.	Vice Chancellor SKUAST Jammu needs to understand that the layout plan of the towers and the transmission line has been approved by GoI and any deviation/ diversion could put the entire project in jeopardy and prevent further funding by GoI not just in this project but the other projects as well. The required corridor needs to be provided by SKUAST for laying the transmission line.
4	Delay in completion of Bishnah sub-station: If the Bishnah substation was complete it could have been made operational as the 220 KV D/C line from Hiranagar to Bishnah has been charged.	Chief Engineer, S&O, PDD Jammu needs to ensure that the balance work of Bishnah sub-station is completed since the extended time period provided for its completion has also elapsed months ago. This will enable functioning of this new sub-station thereby giving relief to the villages falling along the international border in J&K which are presently facing shortage of electric supply in the form of curtailments.

14. Conclusion:-

With the charging of one section of the 220 KV D/C Burn-Bishnah-Hiranagar electric transmission line, viz. Hiranagar-Bishnah half of the work is done. Now special emphasis has to be laid for completion of work on Burn-Bishnah section so that the project is completed by March 2012.

The issue regarding delay in payment of compensation to the people whose land has been acquired is causing resentment among the masses and some new strategy needs to be worked out so that public support is obtained with ease while executing the development works.

Physical Verification Conducted by:	Madan Gopal Sharma, Deputy Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officers of Executing Agency who accompanied:	Sh. Bavinder Kundal, Executive Engineer. Sh. Ravinder Gupta, Assistant Executive Engineer. Sh. Satish Kumar Chalotra, Junior Engineer. TLDC-II S&O Wing Jammu.