

Statement showing Press Clippings regarding coverage of Report of the Comptroller and Auditor General of India on Utilisation of Central Road Fund, Government of Uttar Pradesh, Report No. 2 of the year 2025 (Performance Audit – Civil) in Newspapers

Date of laying/tabling of Audit Report in the State Legislature: 12 August 2025

Name of the Newspaper	Hindustan Times
Date	13.08.2025
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Some road-related projects lacked proper planning: CAG

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LUCKNOW : Proposals for widening and strengthening of roads were sanctioned in Uttar Pradesh without ensuring availability of free land that resulted in delay in completion of work, stated the report of the Comptroller and Auditor General of India (CAG) tabled in the UP Legislative Assembly on Tuesday.

Sharing an example, the report cited Varanasi-Shaktinagar Marg amounting to Rs 121.59 crore that got sanctioned in May 2018 without ensuring availability of encumbrance free land.

This resulted in a delay in completion of work by more than two years.

Widening and strengthening of Manikpur to Dharkundi Ashram via Kalyanpur road in Chitrakoot was sanctioned in May 2018 for Rs 40.37 crore.

Departmental officers did not ensure the availability of encumbrance free land before sending the proposal as forest clearance was not granted by the forest department, the report said.

This resulted in reduction in width of road during execution by 1.54 metres in a stretch of four km against original technical sanction of 5.5 metres, the report stated.

The Rule 6 (2) of the Central Road Fund (CRF) Rules 2014 inter alia provides that the proposals shall include only those works where land is available without any encumbrance.

The audit, however, noticed violation of the rule in following cases, the report stated.

There was no comprehensive planning in the state for upgradation of roads under CRF, however, an annual plan was prepared from 2022-23.

No periodical traffic survey was conducted to identify upgradation requirements, the CAG report further said.



The department utilised only 35% of the allotted budget for execution of works sanctioned under Central Road Fund from 2016-17 to 2022-23.

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"The proposals under CRF were sanctioned by the state in an ad hoc manner without proper identification and prioritisation of roads based on requirement.

The department utilised only 35 percent of the allotted budget for execution of works sanctioned under CRF during 2016-17 to 2022-23.

There was a difference in the expenditure recorded in the books of accounts," the report stated.

"The proposals received from public representatives were consolidated and proposed by the department for consideration under CRF instead of selecting the works based on prioritisation," the report added.

No periodical traffic survey was conducted by the divisional officers, due to which identification and prioritisation of roads for upgradation could not be carried out properly, the CAG stated.

Thus, the department did not have a complete and updated database of roads to facilitate systematic and objec-

WHAT THE REPORT RECOMMENDED

- The department should conduct periodical traffic census and axle load survey.
- CBR test of subgrade soil as per norms should be ensured before granting technical sanction.
- The government should examine cases of irregular advances and fix the responsibility on erring officials.
- Mandatory tests of materials, inspections of roads by higher authorities and road safety audits should be ensured.

tive planning for upgradation of works to be undertaken, it said.

Hence, the entire process of submission of proposals by divisional officers was performed in absence of proper planning procedure, the report said.

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CAG finds gaps in central road fund mgmt, highlights undue work delay

Calls For Plan To Minimize Time Wastage

TIMES NEWS NETWORK

Lucknow: The performance audit of the Central Road Fund, a corpus managed by the public works department (PWD) to strengthen road network, has revealed multiple gaps. The audit, conducted between April 2016 and March 2022, examined the expenditure of Rs 7,258 crore spent under the funds. It was found that some civil works were carried out through the funds after a gap of four years due to various reasons.

CAG emphasised the need to prepare long-term, medium-term, and short-term plans to manage works being executed under the funds for proper identification and prioritisation of road network, as envisaged by the state govt. It was noticed that proposals were randomly sanctioned without preparing a comprehensive plan to maintain and manage roads. A lack of periodical surveys and traffic studies also emerged as key issues that need to be addressed on priority.

The team that worked on the audit report noted a significant difference between the budget provisions and actual works that amounted to Rs 6,492 crore out of the provision of Rs 20,370 crore during the said period. After

KEY RECOMMENDATIONS

- Prepare long-term, medium-term, and short-term plans to manage works being executed under funds for proper identification and prioritisation of road network
- Periodic surveys of traffic and axle load for improved pavement designing
- Fix responsibility of errant officials who release payments and advances in irregular manner in contravention of rules
- Make road safety audits,

tests of material, and inspections of roads by higher authorities mandatory

opening the financial bids, the bills of 15 tenders out of 111 were revised to the tune of over 50%. Delays in periodic checks and inspections were also widespread.

Citing examples, the CAG report highlighted the delay of two years during the widening and restrengthening of the Varanasi-Shaktinagar route, a project worth Rs 122 crore.

Similarly, works on the road stretch between Gumti No. 9 and NH-2 in Kanpur were delayed by four years as a no-objection certificate from a public sector oil company could not be obtained for providing the land coming under the impact of the project.

In eight cases, anomalies were detected in release of payments to contractors. Providing its recommendations, the report recommended periodic surveys of traffic and axle load for improved pavement designing.

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केंद्रीय सड़क निधि के कामों में अतिरिक्त मदों पर उठे सवाल

अमर उजाला ब्यूरो

लखनऊ। भारत के नियंत्रक एवं महालेखा परीक्षक (केग) ने केंद्रीय सड़क निधि के कामों में अतिरिक्त मदों पर सवाल उठाए हैं। इसे पारदर्शी व्यवस्था के लिहाज से उचित नहीं माना है। केग ने रिपोर्ट में यह भी कहा है कि पीडब्ल्यूडी ने सड़कों के निर्माण के लिए कोई अल्पकालिक या दीर्घकालिक कार्ययोजना तैयार नहीं की। आवश्यकता से अधिक बजट का प्रावधान किया। इतना ही नहीं सड़क परियोजनाओं को मंजूरी मिलने से पहले ही निविदाएं आमंत्रित कीं।

यह रिपोर्ट वर्ष 2016-17 से 2021-22 के लिए जारी की गई है। रिपोर्ट में कहा गया है कि वर्ष 2016-17 से 2022-23 की अवधि में केंद्रीय सड़क निधि (सीआरएफ) के तहत 7257.86 करोड़ रुपये खर्च किया गया। ऑडिट में इन कामों में कमियां पाई गईं।

खंडीय अधिकारियों ने यातायात सर्वे नहीं कराया, जिससे सड़कों की पहचान और प्राथमिकता का निर्धारण सही से नहीं किया जा सका। इस अवधि में शासन ने केंद्रीय सड़क निधि के कार्यों के लिए 319 प्रतिशत अधिक बजट का प्रावधान किया। वित्तीय बिंदु खुलने के बाद बुनियादी और

पीडब्ल्यूडी ने सड़कों के निर्माण के लिए तैयार नहीं की कार्ययोजना

आवश्यकता से अधिक बजट का किया गया प्रावधान

अनिवार्य मदों को हटाकर बीओव्यू (बिल ऑफ वॉरंटिटी) को संशोधित किया गया, जिन्हें बाद में अतिरिक्त मदों के रूप में आवंटित किया गया।

केग ने इसे अनुचित मानते हुए कहा है कि इससे बिडदाताओं को परित्यक्त बीओव्यू के अनुसार बिड में हिस्सा लेने के अवसर से वंचित किया गया। ठेकेदारों ने अनुबंध की शर्तों के अनुसार आवश्यक बीमा कवर प्रदान नहीं किया। दोषी ठेकेदारों पर कोई कार्रवाई नहीं की गई। काम देरी से पूरे हुए। जिन नमूना सड़कों की जांच हुई उनमें ठेकेदारों को संसाधन जुटाने के लिए एडवांस देने के मामले भी मिले।

कामों की माप से पहले ही 8 प्रकरणों में ठेकेदारों को 45.68 करोड़ रुपये का भुगतान किया गया। कई मामलों में वास्तविक व्यय से अधिक का लेखांकन किया गया। सड़क सुरक्षा लेखा परीक्षा भी नहीं की गई। नमूना जांच में किसी भी खंड ने ठेकेदार खाता बही का रखरखाव नहीं किया।