SUPREME AUDIT INSTITUTION OF INDIA
लोकहितार्थ सत्यनिष्ठा
Dedicated to Truth in Public Interest

Report of the Comptroller and Auditor General of India for the period ended March 2024

Government of Karnataka

Report No. 4 of 2026

(Compliance Audit - Civil)

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Table of contents

Preface

This Report of the Comptroller and Auditor General of India for the year ended 31 March 2024 has been prepared for submission to the Governor of Karnataka under Article 151 (2) of the Constitution to be tabled in the State Legislature. This report deals with the results of audit of Government Departments and Autonomous bodies for the year ended March 2024.

This Report contains three Chapters. Chapter-I on Introduction to Government Departments audited by the Office of the Principal Accountant General (Audit-II), Karnataka, Chapter-II on Subject Specific Compliance Audit Observations on Departments and Chapter-III contains 12 compliance audit paragraphs pertaining to Public Works Department, Electronics, Information technology and Bio technology Department, Industries and Commerce Department and Minor Irrigation and Ground Water Development Department.

The instances mentioned in this Report are those, which came to notice in the course of test audit for the period 2023-24 as well as those, which came to notice in earlier years, but could not be reported in the previous Audit Reports. Instances relating to period subsequent to 2023-24 are also included, wherever found necessary.

The audit was conducted in conformity with the Auditing Standards issued by the Comptroller and Auditor General of India.

Overview

Overview

This Report relates to matters arising from the Compliance Audit of 28 Government Departments falling under the jurisdiction of Office of the Principal Accountant General (Audit-II). The primary purpose of the Report is to bring important results of audit to the notice of the State Legislature. The audit findings are expected to enable the Executive to take corrective actions, to frame policies and issue directives that will lead to better governance.

Compliance Audit on "Preparation of Estimates for Road Works by Public Works Department"

We noticed that the Public Works Department, which is responsible for planning and executing road works, did not always follow the standards prescribed by the Indian Roads Congress, the Ministry of Road Transport and Highways, and the Karnataka PWD Code. These lapses affected both cost efficiency and quality. Our audit, covering 2019-20 to 2023-24, revealed several issues.

We found that the Department stipulated certain inflated rates in the Schedule of Rates itself. For instance, the incorrect use of a density of 1.5 tons per cubic meter instead of 1.8 tons per cubic meter for road metal while arriving at the rates of bituminous items, resulted in an inflated rate for those items which in turn led to an extra burden of ₹24.07 crore across 239 works.

We also saw that the Department adopted a higher building work rate instead of the correct road work rate for PQC M40 concrete. This led to inflated rates and an additional cost of ₹3.74 crore in 18 works.

We noticed that the Schedule of Rates did not include an item for constructing subgrade or shoulder using excavated soil. While one division used a data rate of ₹126.56 per cubic meter effectively, other divisions did not do so, opting for costly borrowed soil instead, causing an extra cost of ₹3.69 crore in 33 works.

We found that 186 works included incorrect items or rates, inflating estimates by ₹34.93 crore. In seven works across six divisions, revised issue rates were not adopted despite the SoR revision, leading to an excess of ₹1.36 crore. The use of richer specifications than prescribed resulted in inflated estimates by ₹8.65 crore.

We also saw that non-reduction of sub-base thickness in 9 road works led to excess estimation of ₹31.86 crore. In 10 works, available earth was not used, costing ₹0.63 crore more. Economic alternatives like Cement Treated Subbase and Reclaimed Asphalt Pavement were not adopted in 13 works, leading to an additional ₹8.80 crore in costs. Besides, arithmetical errors in seven cases added another ₹1.77 crore to the expenditure.

Overall, we found that deviations from prescribed standards and inefficient estimation practices led to significant cost overruns and avoidable financial burden on the government.

(Paragraph 2.1)

Subject Specific Compliance Audit on "Development of basic Infrastructure facilities and Maintenance of Industrial Areas by Karnataka Industrial Area Development Board"

Karnataka Industrial Areas Development Board (the Board) is a statutory body constituted (July 1966) under *Section* 5 of the Karnataka Industrial Areas Development Act, 1966, (KIAD Act) to aid industrial development in the State. In terms of Section 13 of KIAD Act, 1966, the functions of the Board were to promote and assist in the rapid and orderly establishment, growth and development of industries and to provide industrial infrastructural facilities and amenities in Industrial Areas (IAs). Audit analysis of development and maintenance of Industrial Areas by KIADB between April 2019 and March 2024 revealed the following irregularities.

- The Board had no system for preparing annual and long-term plans for carrying out the developmental works for creation of basic infrastructure in the approved industrial areas. Further, the Board carried out developmental works in the IAs without ensuring (i) possession of land (ii) prior environmental clearances and (iii) compliance to the terms of Environmental Clearence, which led to substantial delays in completion of various developmental works in the test checked industrial areas.

- In the three test-checked zones, out of 1,751 allotted units across 2,119.87 acres, 1,074 units (61.34 *per cent*) spanning 945.03 acres remained non-functional, vacant or not-implemented with delays ranging up to 43 years.

- Out of 41 IAs developed in three sampled Development Offices, the Board had developed 22 IAs subsequent to the Environment Impact Assessment notification, 2006. Out of these 22 IAs, the Board obtained Environmental Clearence for 12 IAs, three IAs with less than 50 hectares of land were not required to obtain EC. Proposals for another three Ias were sent for EC and remaining four IAs did not apply for EC. Moreover, out of 2,159.46 acres pertaining to these four IAs, 1,046.72 acres (48 *per cent*) of land was allotted to 474 units without obtaining the Environmental Clearence.

- The Board carried out development activities in three IAs (Kittur IA, Balekundi IA and Sub-layout 11 Aerospace Park, Devanahalli) despite availability of litigated free land. The investment of ₹281.34 crore in these three IAs, was underutilised as lack of basic infrastructural facilities dissuades prospective investors.

- Board carried out development activities in Hassan IA which was surrounding the Gandekatte reserve forest by leaving 100-meter buffer zone in violation of the Environment Impact Assessment notification, 2006, which states that if the boundary of Protected Areas notified under the Wildlife (Protection) Act, 1972 falling within 10 kms, the area shall consider as ecologically fragile zones.

- The Board could not provide basic facilities such as water to 24 IAs of the test checked 41 IAs which resulted in digging up of 201 borewells in test checked Development Offices. Further, the Board, even after incurring an expenditure of ₹31.49 crore could not run Sewerage Treatment Plant/Common Effluent Treatment Plant.

- The board extended an undue benefit of ₹ 10.36 crore to the contractors by adopting incorrect item rates. Further, the Board by overestimation of the electrical works extended an undue benefit of ₹1.89 crore to the contractors.

- In the three test checked zones, same set of works relating to repairs and maintenance of roads, water supply lines and electrical installations along with installation of ancillary items *etc*., aggregating to ₹2.98 crore were split into 64 piece works of less than ₹ five lakh each and entrusted to the contractors to avoid tendering.

- The total requirement of maintenance funds across the three Development Offices was ₹621.68 crore, while the funds budgeted was only ₹57.69 crore *i.e.* 9.27 *per cent* of the actual requirement for 2019-20 to 2023-24. Added to the shortfall in budget provision, the actual expenditure incurred was only ₹8.54 crore, *i.e.* 1.37 *per cent* of actual requirement and 14.80 *per cent* of the budget provision.

- In Aerospace sub-layout 11, DO3, Bengaluru instance of encroachment of un-allotted Plot No. 11 admeasuring 1 acre of land was also noticed. In Amble IA, Hassan zone, a portion of the drain was encroached (plot no. 58, 59 and 60-P) and a compound wall was erected by the allottee. Untreated water was also being discharged through the drain. In Navanagar Agrotech Park, Bagalkote 7.9 acres of park area was encroached, fenced and a plantation crop was being cultivated.

- Out of the total commercial plots of 169.43 acres earmarked in two (Belagavi and DO-III, Bengaluru) out of three Development Offices test checked, 29.8 acres (18 *per cent*) were yet to be auctioned by the Board. Further, 29 civic amenity plots to the extent of 98.10 acres (20 *per cent*) in 9 IAs out of the test checked 41 IAs, were lying vacant as on date (March 2025).

- In DO-Hassan, Water treatment Plant (WTP) Gorur and the aerator were dilapidated and in abandoned condition. Six double room staff quarters in Gorur were also dilapidated and not fit for occupation. In Amble IA, two staff quarters constructed in a CA plot was abandoned and two Ground Level Storage Reservoirs (GLSR) were left abandoned.

(Paragraph 2.2)

Compliance Audit Paragraphs

Public Works Department

As per the Karnataka Public Works Departmental Code (KPWD Code), estimates for land acquisition must be sanctioned first, and tenders should be invited only after the Department has taken possession of the required land. However, in the Karwar Division, construction of a bridge from Siddar Nayawad Village to Umbeljoog Village was commenced and completed without acquiring land for the approach roads. Although the bridge was completed in January 2022, it remains non-operational due to the pending construction of the approach roads.

(Paragraph 3.1)

Improvement works undertaken by PWD Yadgir Division had overlapping chainages of 925 meters, with other works executed within the same division. Consequently, payments amounting to ₹1.33 crore in Yadgir were made to contractors for work that was not actually carried out causing loss to Government.

(Paragraph 3.2)

In Kalaburagi and Chamarajanagara PWD Divisions, manual excavation rates were paid for work executed mechanically, resulting in an undue benefit of ₹5.04 crore to contractors.

(Paragraph 3.3)

As per Rule 22 of KTPP, the evaluation of tenders and the award of contracts should be completed within the period for which the tenders remain valid. However, for Work Indent No: 10209, the tenders were finalized after a delay of 501 days. As a result, the lowest bidder declined to extend the tender validity, necessitating a retendering of the work with a reduced project scope. This delay has led to an avoidable future liability of ₹5.08 crore to the Government.

(Paragraph 3.4)

Electronics, Information technology and Biotechnology

The establishment of Regional Science Centre at Mysuru was taken up at an estimated cost of ₹14.50 crore in seven acres of land inside Mysuru University close to Kukkarahalli lake. However, the work was stopped in February 2016 as the said construction site was in a lakebed rendering an expenditure incurred of ₹1.55 crore wasteful.

(Paragraph 3.5)

Industries and commerce

Delay in Construction of Office building even after investing ₹63.55 crore (in 2012) and awarding of modified work without re-tendering resulted in avoidable rental expenditure of ₹48.60 crore by Karnataka Industrial Areas Development Board.

(Paragraph 3.6)

Action of Karnataka Industrial Areas Development Board in contravention to Government Order in recovering the compensation for the land used for the road and reduction of the rate of service charges amounted to extension of undue benefit of ₹31.90 crore to the Single Unit Complex (M/s. Toyota Industries Engine India Pvt. Ltd.).

(Paragraph 3.7)

Allotment of alternate land without negotiation disregarding the Hon'ble High Court Order by Karnataka Industrial Areas Development Board resulted in extending undue benefit of at least ₹3.88 crore to the lessee.

(Paragraph 3.8)

Minor Irrigation and Ground Water Development

Irregular payment of price adjustment contrary to the tender condition resulted in undue financial benefit of ₹9.52 crore to the Contractor.

(Paragraph 3.9)

Lack of due diligence and supervision in execution of works by the Implementing Authorities resulted in irregular payment of ₹3.22 crore to the Contractors for works the execution of which is doubtful.

(Paragraph 3.10)

Omission of the Minor Irrigation Division, Koppal to include specific clauses in tender document to regulate quantity variations in respect of lumpsum contracts resulted in financial loss of ₹26.00 crore.

(Paragraph 3.11)

Award of a Lift Irrigation scheme work without acquiring the required land resulted in non-completion of the work rendering the incurred expenditure of ₹58.85 crore blocked. In addition, the incorrect survey by the Division led to the relocation of the site for jack well which resulted in wasteful expenditure of ₹1.13 crore.

(Paragraph 3.12)

Chapter-I

Introduction

Chapter-I

1.1 Introduction

This Report of the Comptroller and Auditor General of India (C&AG) relates to matters arising from Compliance Audit of Government Departments and Autonomous Bodies. Compliance Audit refers to examination of the transactions of the audited entities to ascertain whether the provisions of the Constitution of India, applicable laws, rules, regulations and various orders and instructions issued by Competent Authorities are being complied with.

The primary purpose of the Report is to bring important results of audit to the notice of the State Legislature. The audit findings are expected to enable the Executive to take corrective actions, frame appropriate policies and issue directives. It will also lead to improved financial management of organisations and contribute to better governance.

This chapter, in addition to explaining the planning and extent of Audit, provides a synopsis of the follow-up on previous Audit Reports. Chapter-II and Chapter-III of this report contains findings arising out of observations of compliance audit in Government Departments and Autonomous Bodies.

1.2 Audit Universe and Structure

The Principal Accountant General (PAG) Audit II is responsible for the audit of expenditure incurred by 28 Departments and 7 Autonomous Bodies **(Appendix-1).** The PAG Audit II is assisted by three Group Officers and various subordinate officers.

1.3 Authority for conducting Audit

Articles 149 and 151 of the Constitution of India and the Comptroller and Auditor General's (Duties, Powers and Conditions of Service) (DPC) Act, 1971 lay out the audit mandate of C&AG. Audit of expenditure of the Departments of Government of Karnataka is conducted through Section 13[1] of the C&AG's (DPC) Act.

C&AG is the sole auditor in respect of Autonomous Bodies which are audited under Sections 19(2)[2], 19(3)[3] and 20(1)[4] of the C&AG's (DPC) Act.

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[1] Audit of (i) all transactions from the Consolidated Fund of the State, (ii) all transactions relating to the Contingency Fund and Public Accounts and (iii) all trading, manufacturing, profit & loss accounts, balance sheets & other subsidiary accounts.

[2] Audit of the accounts of Corporations (not being Companies) established by or under law made by the Parliament in accordance with the provisions of the respective legislations.

[3] Audit of the accounts of Corporations established by law made by the State Legislature on the request of the Governor.

[4] Audit of the accounts of Body/Authority entrusted by Governor to C&AG on mutually agreed terms and conditions.

1.4 Expenditure Profile of the Departments

The actual expenditure by 28 State Government Departments falling under the jurisdiction of the Office of PAG Audit II during the period 2023-24 is given in **Table No. 1.1** along with corresponding figures for preceding two years:

Table No. 1.1: Department wise Expenditure

(₹ in crore)

Sl. No	Department	2021-22	2022-23	2023-24
1	Electronics, Information Technology and Biotechnology	329.13	409.83	232.71
2	Transport	264.89	643.88	323.92
3	Forest, Ecology and Environment	1,860.62	2,383.48	2,092.87
4	Infrastructure Development, Ports & Inland Water Transport	202.80	207.99	131.87
5	Public Works	13,679.16	17,347.56	9,891.61
6	Energy	17,794.93	15,224.34	25,224.07
7	Electrical Inspectorate	24.75	26.95	30.3
8	Industries and Commerce	2,110.24	1,778.28	1,869.78
9	Handlooms and Textiles	376.18	348.86	200
10	Mines and Geology	65.82	70.31	83.11
11	Cane Development	13.08	58.13	3.27
12	Factories, Boilers, Industrial Safety & Health	76.55	16.13	17.9
13	Tourism	250.41	350.93	256.37
14	Kannada and Culture	220.05	328.86	198.57
15	Archives	4.08	4.28	1.84
16	Archeology Museums and Heritage	23.73	23.46	30.73
17	Hindu Religious Institutions and Charitable Endowment	247.12	662.30	277.21
18	Agriculture	6,490.61	7,288.56	4,890.38
19	Horticulture	1,072.31	1,374.08	340.25
20	Sericulture	374.27	329.55	363.69
21	Animal Husbandry	2,664.31	2,526.38	2,658.51
22	Fisheries	373.73	292.09	288.2
23	Co-operation	2,379.34	2,802.39	2,240.65
24	Food, Civil Supplies & Consumer Affairs	6,726.63	3,098.25	7,352.08
25	Home	7,768.09	9,659.28	10,247.87
26	Law	1,341.75	1,538.68	2,134.54
27	Minor Irrigation	2,915.24	3,455.54	2,839.48
28	Water Resources	18,104.01	19,610.53	16,421.05
	Total	**87,424.69**	**91,451.07**	**90,642.83**

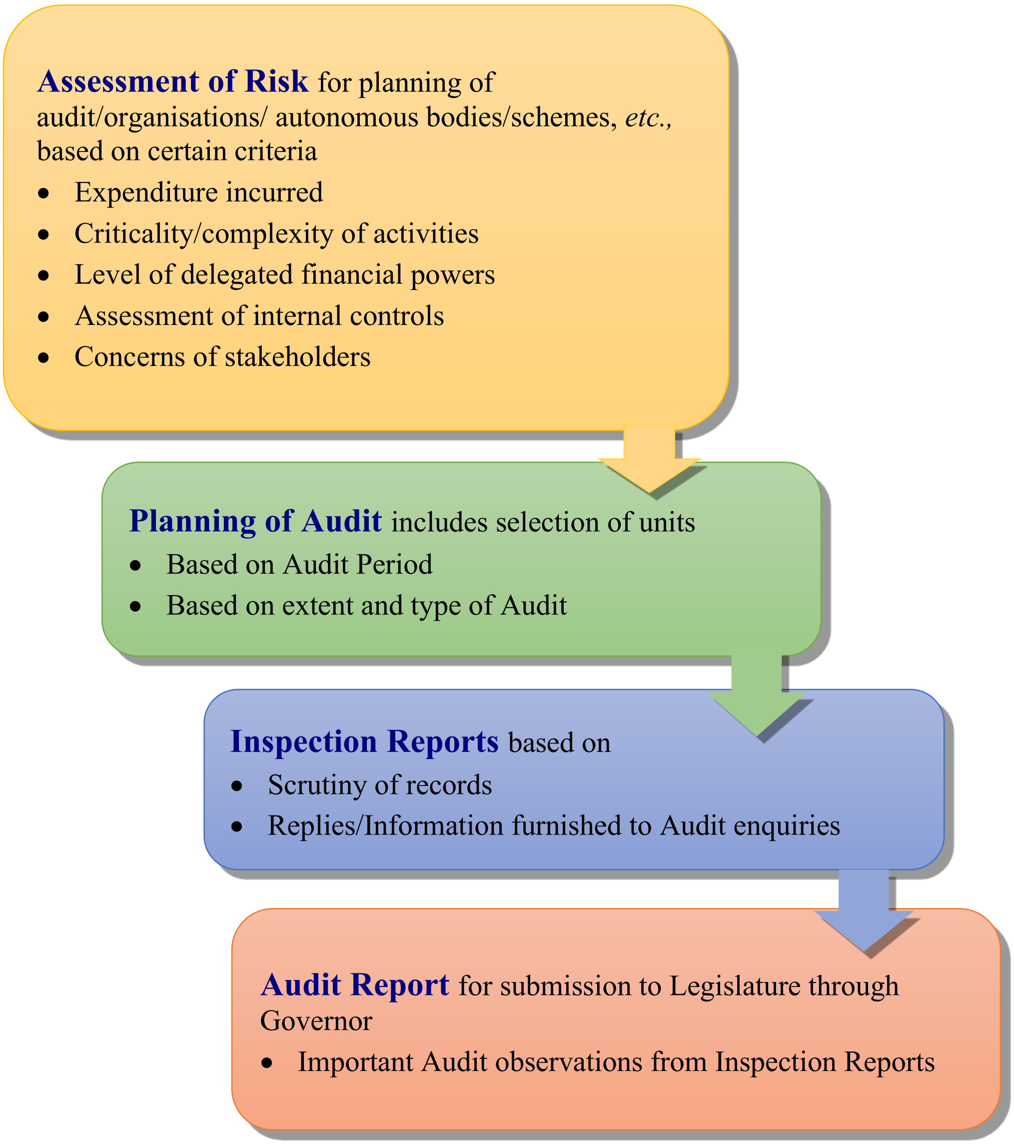
Source: Annual Financial Statement of respective years

1.5 Planning and Conduct of Audit

Audit planning process starts with the assessment of risks faced by various Departments of Government based on expenditure incurred, criticality/complexity of activities, level of delegated financial powers, assessment of overall internal controls and concerns of stakeholders. Previous audit findings are also considered during this exercise. The frequency and extent of audit are decided based on risk assessment.

The following flowchart depicts the process of planning and conduct of audit:

Chart No. 1.1: Planning and conduct of audit



After completion of the audit of each unit, Inspection Reports (IR) containing audit findings are issued to the Heads of the Departments. The Departments are requested to furnish replies to the audit findings within one month of receipt of the IRs. Whenever replies are received, audit findings are either settled or further action for compliance is advised. The important audit observations arising out of these IRs are processed for inclusion in the Audit Reports, which are submitted to the Governor of the State under Article 151 of the Constitution of India to be tabled in the State Legislature.

1.6 Significant audit observations and response to Audit

Audit has reported significant deficiencies in transactions and internal controls noticed during compliance audits to the Heads of the Departments. The paragraphs included in this report were forwarded demi-officially to the Addl. Chief Secretaries/ Principal Secretaries/ Secretaries of the Departments concerned between September 2024 and April 2025 to send the reply of the Government within six weeks.

Replies to 12 Compliance Audit Paragraphs and *two* Subject Specific Compliance Audits were received and the views of the Government, received, have been suitably incorporated.

1.7 Responsiveness of the Government to Audit

1.7.1 Outstanding Inspection Reports

The Handbook of Instructions for Speedy Settlement of Audit Observations issued by the Finance Department in 2001 provides for prompt response by the Executive to the IRs issued by the PAG to ensure compliance with the prescribed rules and procedures and accountability for the deficiencies, lapses, *etc*., noticed during the inspections. The Heads of Offices and next higher Authorities are required to comply with the observations contained in the IRs, rectify the defects and omissions promptly and report their compliance to the PAG, who forwards a half yearly report of pending IRs to the Secretary of the Department to facilitate monitoring of the audit observations.

As on 31st March 2024, 3,449 IRs (16,440 paragraphs) were outstanding against the 28 Departments. Age-wise details of pendency are given in **Table No. 1.2** below:

Table No. 1.2: Age-wise details of pendency of IRs and paragraphs

Sl. No.	Age	Number of IRs	Number of paragraphs
1	< 1 year	199	1,801
2	1-2 years	573	4,214
3	2-5 years	890	5,016
4	5-10 years	1,156	3,869
5	>10 years	631	1,540
Total		**3,449**	**16,440**

A review of the pending IRs issued up to March 2024 showed that 199 IRs (1,801 paragraphs) were pending for less than one year, 2,619 IRs (13,099 paragraphs) were pending for more than one year but for less than 10 years and 631 IRs (1,540 paragraphs) were pending for more than 10 years. Year-wise and department-wise details of IRs and paragraphs outstanding are detailed in **Appendix-2**.

1.7.2. *Follow-up action on Audit Reports*

The Handbook and the Rules of Procedure (Internal Working), 1999 of the Public Accounts Committee provides for all the departments of Government to furnish detailed explanations in the form of Action Taken Notes (ATNs) to the audit observations which featured in Audit Reports, within four months of their being laid on the Table of Legislature.

The administrative departments did not comply with these instructions and nine departments (as detailed in **Appendix-3**) did not submit ATNs for 140 paragraphs for the period 1996-97 to 2022-23 as of 31 March 2025.

1.7.3. *Paragraphs to be discussed by the Public Accounts Committee*

A review of the position of paragraphs pending discussion by the Public Accounts Committee as of 31 March 2024 showed that 148 paragraphs (including Performance Audits and Reviews) were yet to be discussed. Department-wise details of paragraphs (excluding General and Statistical) pending discussion by the Public Accounts Committee as of 31 March 2024 are detailed in **Appendix-4**.

1.8 Status of placement of Separate Audit Reports of Autonomous Bodies in the State Legislature

The audit of accounts of seven autonomous bodies in the State, under the jurisdiction of PAG Audit II, has been entrusted to the C&AG. The status of entrustment of Audit, rendering of accounts to Audit, issuance of Separate Audit Reports (SARs) and placement in the Legislature is given in **Appendix-5**.

There was a delay in submission of annual accounts of three autonomous bodies by 21 months. The delay in finalisation of accounts carried the risk of financial irregularities going undetected and therefore, the accounts need to be finalised and submitted to Audit at the earliest.

Chapter-II

Subject Specific Compliance Audits

Chapter II: Subject Specific Compliance Audits

Public Works Department

2.1 Preparation of Estimates for Road Works by Public Works Department

2.1.1 Introduction

The Karnataka Public Works Department (KPWD) is responsible for planning, estimating, and executing road construction and maintenance works. The Indian Roads Congress (IRC), Ministry of Road Transport and Highways (MoRTH), Karnataka PWD Code (KPWD D code) detail standards for preparation of estimates to ensure good quality road construction in a cost-effective manner that would aid efficient budgeting.

The Schedule of Rates (SoR) is a basic document that provides standardized rates for various materials and construction items essential for road and building works. Cost estimates are prepared based on item rates provided in SoR to determine the financial outlay required for executing any public works. In case of any item of work for which standardized rate is not provided in Schedule of Rates, the Karnataka Public Works Department Code provides for preparing the 'Data Rate'[5] for such items and adopt the same for estimates after approval by the Competent Authority. Any deviation from the prescribed norms may lead to financial irregularities, cost overruns, delays, and compromised road quality.

The officers/officials responsible for preparing, checking at various levels and sanctioning estimates are fully accountable for the correctness of the estimate and the head of each office should affix his signature with name and seal before sending the estimate to higher authority / Government for approval.

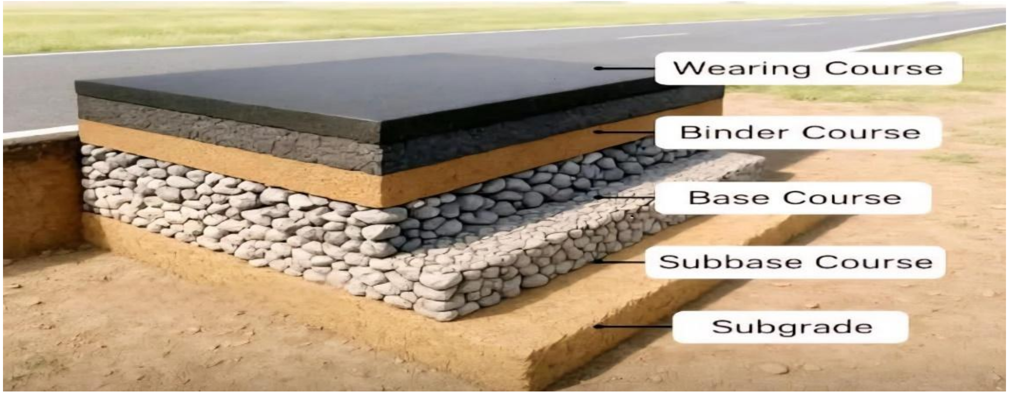
A General overview of the Layers and Crust Composition in Road Construction is as explained below:

Overview of Layers and Crust Composition in Road Construction:

Road construction is a multi-stage process ensuring durability, strength, and cost-efficiency. It includes two main pavement types: flexible pavements with bituminous layers and rigid pavements with cement concrete. Construction layers include Sub-grade/Embankment, Sub-base, Base, Binder, and Surface Course layers. A typical cross-Section of a road is as shown in the following **Picture-1**.

[5] "**Data Rate**" refers to the cost analysis for individual construction items, derived from basic material, labour, and machinery costs.

Picture-1: Typical cross-section of a road



A bituminous (flexible) pavement generally consists of bituminous layers comprising wearing course and a bituminous base/binder course and granular layers constructed out of granular, or cement treated or a combination of granular and cement treated materials. The bituminous layers are usually bituminous concrete or semi-dense bituminous concrete as surface course and dense bituminous macadam or bituminous macadam as binder courses. The granular layers are usually called wet mix macadam (WMM) and granular subbase. The top 500 mm of the prepared foundation layer below the pavement is called subgrade.

The concrete (rigid) road consists of granular layers in the same form as of bituminous roads or in significant traffic roads the wet mix macadam is substituted by dry lean cement concrete (DLC). The surface course is constructed with pavement quality concrete (PQC).

A State Level Technical Advisory & Estimates Review Committee (SLTA & ERC) constituted by Government of Karnataka, in 2014, in its Guidelines (2020) recommended that 'In order to limit the cost, stage construction may be adopted with lower layers designed for 15 years and the bituminous layers for 5 years'.

2.1.2 Audit Objectives

- Whether all the pre-requisite studies/ surveys/ investigations/ reports/ activities which are mandatory before preparation of estimates for road development works were conducted as per IRC/MoRTH guidelines and best engineering practices.
- Whether the estimates were prepared in terms of engineering design covering the detailed engineering and plan of construction and that the expected benefits have been reaped out.

2.1.3 Audit Criteria

The Audit criteria were drawn from the following sources:

(i) KPWD Code 2014 and KPWD Guidelines 2020,

(ii) Ministry of Road Transport and Highways (MoRTH) Specifications 5th revision,

(iii) Indian Roads Congress (IRC) Codes,

(iv) PWD Standard Bidding Documents,

(v) Value Engineering practices of MoRTH,

(vi) MoRTH Standard Rate Analysis,

(vii) Uniform Schedule of Rates,

(viii) Recommendations made by Planning and Road Asset Management Centre (PRAMC) of PWD, Karnataka.

2.1.4 Scope of Audit and Sampling

Audit was conducted for the period from 2019-20 to 2023-24. 14[6] out of the 37 Divisions in the State were selected through the Random Sampling method. Between May 2024 and January 2025, 354 work estimates prepared by 14[7] out of the 37 Divisions in the State during the years 2019-20 to 2023-24, selected through the Random Sampling method, were reviewed. In addition, 16 estimates of State Highway Development Programme (SHDP) and three estimates of Karnataka State Highways Improvement Project (KSHIP) were also examined.

2.1.5 Audit Methodology

An Entry meeting was conducted on 8 July 2024 in which the Audit Objectives, Scope and proposed Methodology were discussed with the Additional Secretary to GoK, PWD. Estimates pertaining to Improvements/Reconstruction of Road works were scrutinized/reviewed in the 14 selected Divisions, State Highway Development Project (SHDP) and Karnataka State Highways Improvement Project (KSHIP) to ascertain compliance with the Audit Criteria. On completion of Audit, an Exit meeting was held with Secretary, PWD, on 22 May 2025, in which Audit Observations and Recommendations were discussed with Government/Department. The Government reply was received on July 2025 and it has been suitably incorporated in the report.

Total number of works estimates prepared by the selected Divisions, number of works estimates subjected to audit and important observations made are as given in the following **Table No. 2.1.1** and **2.1.2** respectively.

Table No. 2.1.1 - Audit Snapshot

Sl. No.	Description	No. of works	Estimated costs of the works (₹ in crore)
1.	**Works executed in the selected Divisions,** State Highway Development Project and Karnataka State Highways Improvement Project	5,200	16,858.68
2.	**Works selected for Audit**	367	5,174.77
3.	**Inflated estimates**	317	4,836.96

[6] PWD Divisions: Ballari, Belagavi, Bidar, Chikkamagaluru, Chikodi, Hassan, Kalaburgi, Mandya, Mangaluru, Mysuru, Ramanagara, Ramanagara Special Division, Shivamogga, and Vijayapura.

[7] PWD Divisions: Ballari, Belagavi, Bidar, Chikkamagaluru, Chikodi, Hassan, Kalaburgi, Mandya, Mangaluru, Mysuru, Ramanagara, Ramanagara Special Division, Shivamogga, and Vijayapura .

Deviation from the norms, leading to inflation of estimates in 317 out of 367 works selected i.e, 85 *per cent* of works and 2.80 *per cent* of the value of the works selected respectively. Audit Observations on incorrect/inflated estimates are categorized under the following headings as shown in the following **Table No. 2.1.2**.

Table No. 2.1.2: Nature of Audit Observations and financial impact

Sl. No.	Nature of Audit Observation	No. of cases involved	Financial Impact in terms of over estimation leading/led to extra expenditure (₹ in crore)
(a)	Deficiencies in Schedule of Rates (SoR)	294	36.10
(b)	Adoption of incorrect items/item rates from SoR	186	34.93
(c)	Non-consideration of existing crust	9	31.86
(d)	Adoption of richer specification than the prescribed specifications	31	8.65
(e)	Non-utilisation of available earth in the works to minimise costs	10	0.63
(f)	Arithmetical/computation errors	7	1.77
	Total		**113.94**
(g)	Inadequate exploration of Economic Alternatives in Road Estimate Preparation	46	19.13
	Grand total including the recommended alternatives at (g) above		**133.07**

Apart from the financial impact shown in the table above, it is important to note that the incorrect determination of rates for the Schedule of Rates, as mentioned in item (a), has affected and will continue to affect all works of a similar nature. The impact is even broader because the Common SoR prepared by the Public Works Department is used not only by that department but also by other government departments, undertakings, bodies, and corporations for preparing estimates and awarding of works.

The financial issues mentioned under other categories, from items (b) to (g), have resulted in extra or wasteful expenditure. This may also reduce the funds available for other development works in the State. It is also important to mention that, due to limited funds, the State Government follows a stage construction method for roads. In this method, the lower layers are designed for a life of fifteen years, while the bituminous layer is designed for a life of five years.

In their reply, the Department and the Government stated that the estimates were meant only for internal purposes and did not influence the bids received through the tender process. They also mentioned that adopting richer specifications would improve the structural strength of roads and drainage systems, and therefore the estimates could not be considered erroneous or as having caused extra or wasteful expenditure.

However, these replies are not acceptable for the following reasons:

1. Estimates must be reasonably accurate, as they serve as a benchmark for assessing the reasonableness of financial bids and awarding works.
2. Inclusion of high-value items in the estimates invites higher quotes from contractors, leading to extra expenditure or undue financial benefit to them. In the sampled works, the tendered amount correlates with the estimated cost and is more where the bids were lower than the estimate.
3. Ignoring materials or structures already available at the site results in wasteful expenditure and may even lead to fraudulent claims for work not actually done or done with existing materials besides straining natural resources and undermining sustainability.
4. In the case of concrete roads, where the life of the road is fixed between 30 and 50 years regardless of thickness, any extra cost incurred for additional thickness is unnecessary and imposes an avoidable financial burden on the State.

The details of the categories of observations mentioned in the **Table No. 2.1.2** above are given in the following paragraphs:

2.1.6 Deficiencies in Schedule of Rates (SoR)

The Schedule of Rates (SoR) is a basic document that provides standardized rates for various materials and construction items essential for road and building works. Cost estimates are prepared based on item rates provided in Schedule of Rates to determine the financial outlay required for executing any public works. Any errors in Schedule of Rates may lead to inaccurate cost estimations, potentially leading to inflated estimated costs or financial mismanagement. Karnataka Public Works Department has implemented uniform/common Schedule of Rates with effect from 18 March 2022. A general review of common Schedule of Rates revealed the following errors:

2.1.6.1 Adoption of incorrect conversion factors used for road metal

For Bituminous items the ingredients are stipulated based on weight. Whereas the rate for road metal which is the major ingredient is available only in volumetric basis. Therefore, there is a need to convert the weight of road metal going into the Bituminous items into volume to work out the cost of road metal and there upon to arrive at the cost of Bituminous item. To convert the weight of metal into volume, the formula Volume = Weight ÷ Density is used.

As per the Circular issued by the Mines and Geology Department (30 June 2020), the density of jelly/metal used for both the Road and Building was 1.8 tons per cubic meter. However, the State PWD while analysing the rates for Common SoR adopted density of road metal as 1.5 tons per cubic meter.

Because of this error, the quantity of metal required in calculations was shown to be higher than needed. This resulted in considering excess quantity of road metal than that would be used for these items. As a result, the rates provided by the Common SoR were higher by an average of ₹431.60 per cum for the items of Bituminous layers as detailed in the **Appendix-6**. and illustrated in the case of BM as shown in **Table No. 2.1.3** below:

Table No. 2.1.3: Details of excess quantity of aggregates factored in the SoR for Bituminous Macadam

	Item of work	**Bituminous Macadam**
	Unit considered	1 cum
(a)	Stone aggregates required by weight	2.13 Metric Tonne
(b)	Stone aggregate quantity as converted by the department into Volume using density of 1.5 T/cum	2.13/1.5 = 1.42 cum
(c)	Actual volume if correct density of 1.8 T/cum is used	2.13/1.8= 1.183 cum
(d) =(b)-(c)	Extra quantity estimated by department using incorrect density	1.42 - 1.183 = 0.237 cum
(e)	Rate as per Schedule of Rates for Stone aggregates	₹1291.42/cum
(f) = (d)*(e)	Extra rate approved due to incorrect quantity of aggregates	0.237 * ₹1291.42 = ₹306.06/cum
(f)*1.10* 1.10*1.18	Extra rate after adding 10% overhead, 10% contractor's profit and 18% GST	₹436.99/ cum

On a test check of 239 works in14 PWD divisions and in SHDP[8] prepared using the Common Schedule of Rates (SoR), it was observed that a total of 5,57,825 cubic meters of bituminous layers were constructed based on inflated rates provided in the Common SR. Consequently, this resulted in an additional financial burden on the government exchequer amounting to ₹24.07 crore as detailed in the **Appendix-7**.

The Government replied in July 2025 that the density of the aggregates varies from 1.2 to 2.1 and hence on an average 1.5 was adopted considering the loose state of aggregates whereas royalty in bills is recovered for compacted quantities as per Mines and Geology Department's density of 1.8-ton/Cum.

Their reply is not tenable as the Department of Mines and Geology is the nodal department for royalty and conversion factors for various minor minerals in the State. Further a conversion factor of 1.4 is used for bituminous items to convert compacted aggregates in the finished item into loose aggregates for the purpose of recovery of royalty. This conversion factor of 1.4 emanates from the quantity of aggregates in cum that the department incorrectly incorporated in the rate analysis. If the correct quantity was incorporated the conversion factor would have been only 1.183 cum. Because of extra quantity computed, there is an element of extra royalty being recovered for every cum of Bituminous items that is executed. However, the extra cost owing to additional quantity undermines the extra royalty recovered as shown below:

[8] The remaining 134 works (total 373 works sampled in audit) were either concrete works or the works was planned prior to commencement of schedule of Rate of 18 March 2022.

Extra quantity of aggregate calculated per cum of bituminous item	0.237 cum
Extra Royalty recovered	0.237*₹126/cum =₹29.862/cum
Extra cost due to additional quantity	0.237* ₹1291.42= ₹436.99
Net Loss to Government	**₹436.99 – ₹29.862= ₹407.128**

Hence the department's contention that a lower density factor is adopted considering the loose state of aggregates is incorrect.

2.1.6.2 Erroneous computation of rate for M40 Pavement Quality Concrete (PQC) for Schedule of Rates

(a) The concrete roads require pavement quality concrete of different grades[9] like PQC 30, PQC 35 and PQC 40[10]. This concrete is produced using batching plants and laid on roads using paver finisher with electronic sensor to the required thickness and grade.

The cost of PQC 40 must be worked out by taking the cost of production of M40 concrete using batching plant and the cost of laying using paver to required thickness. On scrutiny of the data rate analysis for PQC 40 item for SoR it was noticed that the Department has taken a higher rate of ₹7607.62/cum (6287.29*1.21[11]) from item 2.5.5 of the common Schedule of Rates which pertains to building work. Applying building rate for road work is not proper as both these items are different and executed under different conditions like concrete for a building has to be pumped to a greater height whereas the concrete for road is only laid at ground level not requiring any pumping but only pouring which justifies the lesser rate for road works. The details are given in **Appendix-8**.

Thus, the SoR (₹6287.29) for 2021-22 inflated the production cost of M40 concrete by ₹1,018.97 per cubic meter[12]. After factoring in overhead charges of 10 *per cent* and a contractor's profit of 10 *per cent*, the inflated cost increased to ₹1,232.95[13] per cubic meter. As a result, the Schedule of Rates specified a rate of ₹9,348 per cubic meter for PQC M40, instead of the correct rate of ₹8,115.08 per cubic meter[14]. This led to an excess rate provision of ₹1,232.95 per cubic meter.

In 18 test checked works costing ₹131.78 crore across six Divisions, 25,746.56 cum of PQC-40 concrete was estimated using the higher rates provided by the SoR. This resulted in extra cost ₹3.74 crore to the Government as detailed in the **Appendix-8A**.

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[9] The grade of concrete means the compressive strength of concrete after 28 days of curing, measured in N/mm² (MPa).
(Curing- Keeping concrete moist and at the right temperature to gain strength properly).

[10] PQC 30- Characteristic compressive strength of the concrete= 30 N/mm².
PQC 35- Characteristic compressive strength of the concrete = 35 N/mm².
PQC 40- Characteristic compressive strength of the concrete= 40 N/mm².

[11] 6287.29*10 *per cent* overhead charges*10 *per cent* contractor's profit = ₹ 7607.62.

[12] (₹6287.29-₹5268.32=₹1018.97).

[13] (₹1018.97*10 *per cent* overhead charges*10 *per cent* contractor's profit = ₹1232.95).

[14] (₹9348-₹1232.92=₹8,115.08).

(b) As per the MoRTH standard rate analysis the rate for production of dry lean cement concrete works out to only ₹3,004 per cum as shown in **Appendix-9**. However, Department without furnishing details adopted a rate of ₹3,192.37 per cum. This had inflated the rate of dry lean cement concrete by ₹228[15] per cum. The adoption of higher rate than resulted in extra cost of ₹36.35 lakh in 21 test-checked works as detailed in the **Appendix-9A**.

Accepting these Audit Observations the Government replied (July 2025) that the analysis of rates by the Ministry of Road Transport and Highways (MoRTH) is based on the use of high-capacity batching plants, whereas the Department typically does not operate machinery of such capacity. In order to address this difference and to rationalize the data rates for concrete, the Department revised the rates for M40 grade concrete and dry lean cement concrete by aligning them with the item of ready-mix concrete. It was further stated that these modifications in rate analysis would be implemented in subsequent Schedules of Rates.

2.1.6.3 Non-Utilization of Excavated Soil for shoulder construction

Item 1.7 of Common SoR 2021-22 Vol-I provided for "Construction of Embankment with approved materials deposited at site from roadway cutting and excavation". However, SoR did not provide an item of work for utilizing such excavated materials for construction of shoulders. Since similar item is not provided in case of construction of shoulders, it was desirable that the authorities concerned worked out 'Data Rate' for the same, got approved from the competent authorities and used the same for the purposes of preparation of work estimates. In this regard the following observations were made:

Audit review of 33 selected works with a total cost of ₹190.79 crore across eight divisions revealed that 1,77,452.16 cubic meters of soil was excavated. These works included the construction of subgrade/shoulder, where the excavated soil could have been effectively utilized.

In Mangaluru Division in one work (W.I.No.158012) construction of shoulder was provided by approving data rate of ₹126.56 per cum. The other divisions also could have similarly used excavated soil on subgrade/shoulder by working out data rate and getting it approved by competent authority. Had other divisions followed a similar approach by working out and obtaining approval for a data rate, substantial savings (₹413 - ₹126.56 = ₹286.44 per cum) could have been achieved. Non-adoption of this resulted in the use of costly borrowed soil for subgrade/shoulder construction, incurring an additional expenditure of ₹3.69 crore in the 33 selected works as detailed in **Appendix-10**.

Government accepted (July 2025) to introduce a new item in SoR for 2025-26 and excavated earth will be used for sub-grade/shoulders subject conformity of standards.

In this regard the Government may review cases where the work is yet to be executed, the item of construction of Subgrade/shoulder should be adopted for cost efficiency in execution.

[15] ₹3192.37 - ₹3004 =₹188.37, add 10 *per cent* overhead charges on ₹188.37 = ₹207.207 and add 10 *per cent* contractor's profit on ₹207.207 = ₹227.93/-or ₹228/-.

2.1.7 Adoption of incorrect items/item rates from Schedule of Rates

The officers / officials responsible for preparing, checking at various levels and sanctioning estimates are fully accountable for the correctness of the estimate. Important observation made on selection of appropriate items of work from the SoR and the adoption rates are given in the following paragraphs.

(a) Estimates with incorrect items/item rates

It was noticed in the following 186 works that though estimates are prepared and checked at different levels, incorrect item/s of works from Schedule of Rates or incorrect rate were derived and adopted from Schedule of Rates, leading to inflated estimates. The details are given in the following **Table No. 2.1.4**.

Table No. 2.1.4 – Estimates with incorrect items/item rates

Sl. No.	Item of work involved (Rate in ₹ as per SoR)	Item of work adopted (Rate in ₹ adopted in the estimates)	Difference per m (in ₹)	Quantity estimated/ executed	Excess Expenditure (₹ in lakh)
1.	Work Indent No. 151842 in PWD Belagavi Division				
	M40 Cement concrete with Ground Granulated Blast Furnace Slag (₹8,738/cum)	M40 Cement concrete (₹9,348/cum)	610 + 5 *per cent* Area Weightage = 640.5	2205	16.66[16]
2.	Three[17] package works undertaken under Karnataka State Highway Improvement Projects-III costing ₹2698.00 crore[18]. The details are given in **Appendix-11**.				
	Excavation in soil by mechanical means (₹38.95 per cum) Excavation of ordinary rock by mechanical means (₹51.65 per cum)	Excavation in soil by manual means (₹140 per cum) Excavation of ordinary rock by manual means (₹204 per cum)	101.05 152.35	31,51,530 3,29,797	3,050.16
	The Government replied (July 2025) that manual scarifying was adopted to ensure smooth vehicular movement, public convenience and adherence to protocol. The reply is not tenable as mechanical scarifying is faster than manual means causing less disruption.				
3.	In 182 selected works of 11 Division (**Appendix-12**)				
	Removal of unserviceable soil with Disposal up to a suitable distance as directed by the	Earthwork excavation for foundation including shoring, strutting, barricading etc.,	41.00	9,33,255.00	426.21

[16] Qty x {Estimated rate - SoR rate with 5 *per cent* Area Weightage} x GST 18 *per cent* = 2,205 x{9,815.4-8,738x1.05} x 1.18 = ₹16.66 lakh.

[17] Pkg-IA, IB, IC-₹895.00 crore Pkg II-₹998.00 crore, and Pkg III-₹805crore.

[18] Instead of SoR item rate of Excavation by manual means of ₹140/cum in soil and ₹204/cum in ordinary rock, rate of ₹120/cum for soil and ₹202/cum for ordinary rock was adopted in the estimates.

Sl. No.	Item of work involved (Rate in ₹ as per SoR)	Item of work adopted (Rate in ₹ adopted in the estimates)	Difference per m (in ₹)	Quantity estimated/ executed	Excess Expenditure (₹ in lakh)
	Engineer in-charge of work (₹32/cum)	up to 3 mtr. Depth (₹73/cum) Earthwork excavation for lowering and levelling the ground for all works other than foundation in all kinds of soil including showering strutting (₹65/cum)	33.00		
	The Government replied in July 2025 that the item No.3.1 is merely removal and disposal of unserviceable soil and hence item No.1.12 and 1.14.1 pertained to earthwork excavation by mechanical means including shoring, strutting was adopted. As per MoRTH standard data rate analysis the cost of excavation using hydraulic excavator works out to ₹58.08 per cum. The reply is not tenable as the Department has adopted earthwork excavation for foundation at ₹73 per cum, for road works as against ₹58.08 per cum calculated by the Department itself based on MoRTH standard data rate analysis.				

Similar case of adoption of incorrect rate in Schedule of Rates has been illustrated in the following case study:

<u>Case Study I</u>

The rate for 'Clearing and Grubbing by mechanical means' in the PWD Schedule of Rates (SoR) was arbitrarily increased from ₹18,526 per hectare (2018-19) to ₹1,58,044 per hectare (2021-22) - a 756.01 *per cent* increase without justification. While other non-bituminous roadwork items showed only minor increases (3-4 *per cent*) or even decreases**,** this surge was excessive and financially imprudent**.** The SoR 2023-24 eventually corrected the mistake, reducing the rate to ₹39,300 per hectare. Thus inflated estimates from 18 March 2022 to 5 February 2024 for Clearing and Grubbing, lead to overestimation project costs and excess expenditure of ₹1.59 crore as detailed in **Appendix-13**.

In addition to adoption of incorrect items of works taken from the Schedule of Rates mentioned above, it was also noticed that the rates in Schedule of Rates revised from time to time, particularly when rates of any item revised downwards have not been reckoned and adopted in preparation of estimates or being corrected by the competent authorities at the time of their approvals. Details of such cases are bought out in the following paragraph.

(b) Extra cost of ₹1.36 crore due to non-adoption of downwardly revised rates

The Common Schedule of Rates stipulates that "The prevailing market rates of cement, steel and bitumen would be assessed, and the basic rates should be approved by the Superintending Engineer PWD & published quarterly whenever the variation in price is more/less than 10 *per cent* over the previously approved rates. Accordingly, Superintending Engineer, PWD Bengaluru Circle revised the basic rates of items related to the cement, steel and bitumen with effect from 07 July 2022. The revised rates were less than the rates provided by the 2021-22 SoR signifying that the market rates of cement, steel and bitumen had taken a dip. These revised rates were applicable for all the estimates technically sanctioned on or after 07 July 2022. In seven of the test-checked estimates across six divisions, the revised issue rates were not adopted although the technical sanction was accorded on or after 07 July 2022. This resulted in an extra cost of ₹1.36 crore as detailed in **Appendix-14**.

The Government replied in July 2025 that the delay in adopting the revised rates was due to administrative and procedural challenges faced at Divisional level. It was also stated that there was no malafide intention in not incorporating the revised rates. The oversight was purely procedural and occurred during a transitional phase.

The explanation citing "administrative and procedural challenges" does not justify the non-implementation of revised rates, as adherence to Government orders is a basic administrative responsibility.

2.1.8 Non-consideration of existing crust

MoRTH guidelines specify that if a portion of the existing crust is retained during improvement work, the thickness of such crust shall correspondingly be reduced in the sub-base thickness keeping the overall pavement thickness unchanged.

We examined the estimates against the existing crust of roads taken up for improvement. For this purpose we used data from the following sources:

(1) Planning and Road Asset Management Centre (PRAMC): The PRAMC serves as the focal point for all data analysis, programming and budget forecasting relating to Karnataka's Road and Bridge infrastructure in PWD. Its major function is to establish objective, data-driven processes for road planning, programming, and budgeting. To achieve this, it employs a needs-based approach using Highway Development and Management (HDM-4) software to determine intervention requirements for the State Highway core road network.

(2) Data collected by the Consultants appointed by the Department for preparation of Detailed Project Report (DPR).

(3) Bar Charts compiled by the Divisions and duly approved by the Divisional Officers (Executive Engineers)

Our examination revealed that though existing crust/layers were found to be fit by the authorities concerned, the same was not considered while preparing the estimates. This had resulted in over estimation of costs by ₹31.86 crore. The details of the cases are explained in the following paragraphs:

2.1.8.1 Five road improvement works in SHDP and three Divisions[19] were taken up at an estimated cost of ₹44.50 crore. In respect of these roads, the pavement conditions as recorded by PRAMC showed the presence of existing base and sub-base courses. However, a new layer of Granular Sub-Base and wet mix macadam were incorporated into the estimates by the Divisions without considering the presence of these layers. This had led to wasteful expenditure of ₹8.48 crore, as detailed in the **Appendix-15**.

On this being pointed out, the Government replied in July 2025 the data collected by PRAMC in selected stretches of road cannot be solely relied upon by the Department. It was stated the new layers of Granular Sub-Base and wet mix macadam were proposed based on the advice of the Project Management Consultants (PMC) who were appointed to prepare DPR based on conditions of existing road. The reply is not tenable as the Department did not furnish the details and photographs of the test pits examined by the PMC in five cases pointed out. Whereas the PRAMC data was based on the examination conducted in test pits which was well documented and was available on records.

2.1.8.2 In two packages of improvement of State Highways (II and III) taken up by KSHIP at an estimated cost of ₹1,803 crore[20] it was noticed that the DPR consultant recommended retaining the existing wet mix macadam as a granular base layer, provided the underlying Granular Sub-Base and subgrade met the required specifications and compaction standards. Alternatively, the wet mix macadam could have been reused in the granular base course after mixing with fresh coarse aggregates in suitable proportion. However, these recommendations were not considered while preparing the estimates. Instead, a new 250 mm wet mix macadam layer was proposed, resulting in an additional expenditure of ₹20.45 crore.

When this was pointed out, the Government (July 2025) replied that the estimated project cost was prepared only for internal purposes as a baseline to determine the overall project size and had no impact on the bids submitted by the agencies. However, since these estimates are used as a benchmark to assess the reasonableness of financial bids and to decide on the award of work, the reply was not acceptable.

2.1.8.3 It was noticed in respect of two works[21] in Mysuru and Hassan Division at an estimated cost of ₹13.40 crore, the approved bar-chart roads classified the existing roads as being in fair condition, indicating that only a wearing course of 30 mm Bituminous Concrete (BC) would have sufficed to improve the riding quality. However, during the sanctioning of the estimates, 50 mm Dense Bituminous Macadam (DBM) binding course was also included along with a 30mm BC layer which was unwarranted. This had resulted in excess expenditure of ₹2.93 crore provided for in the estimates. The details are given in **Appendix-16**.

This was brought to the attention of the Government and discussed with Secretary, PWD in May 2025. The reply of the Government is still awaited (October 2025).

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[19] Bidar, Kalaburagi, Belagavi.
[20] Pkg II- ₹998.00 crore, Pkg III-₹805crore.
[21] Work indent no 153845 (₹8.40 Crore), 151520 (₹5.00 Crore).

In respect of the cases mentioned in paragraph 2.1.8.1 and 2.1.8.3 apart from the financial implications, non-use of the existing crust and relaying the layers afresh causes unwarranted burden on environment as the material, which are natural resources, for the same have to be sourced afresh.

2.1.9 Adoption of richer specification than the prescribed specifications

It was observed that several Divisions used specifications richer than those prescribed by IRC, MoRTH, or KPWD Guidelines. In 36 road work estimates, such higher specifications resulted in inflated costs of ₹8.65 crore. The details are given in the following paragraphs.

2.1.9.1 As per Clause 3.6 of IRC SP:62 (2014), the pavement composition for cement concrete roads is prescribed[22] based on Commercial Vehicles Per Day (CVPD).

However, it was noticed that in 10 works of five PWD Divisions[23], an excessive thickness of Pavement Quality Concrete was provided, leading to an excess expenditure of ₹2.52 crore. Additionally, the use of M40 grade concrete instead of M30 in one case resulting in an avoidable extra cost of ₹66.39 lakh. In three instances, dry lean cement concrete was included in the estimates as against wet mix macadam recommended in the IRC. This led to an excess expenditure of ₹22 lakh. Furthermore, excess quantities of Granular Sub-Base and wet mix macadam were provided in six cases, leading to an additional cost of ₹56.80 lakh. Thus, these excessive provisions led to estimates inflated by ₹3.97 crore and consequent excess expenditure. The details are given in **Appendix-17**.

On this being pointed out, the Government replied in July 2025 that there was deviation from IRC due to site specific conditions such as poor or inadequate drainage. In such a scenario, thicker pavement quality concrete was adopted to improve structural strength and to ensure longevity. The reply is not tenable as the life of concrete roads is fixed between 30 to 50 years irrespective of the thickness provided as per IRC-15. Further, thickness recommended by IRC takes care of the strength requirement in accordance with the stress the concrete roads are expected to resist.

2.1.9.2 It was observed that in 21 works (11 under SHDP and 10 under Belagavi PWD Division) costing ₹344.96 crore as per the sanctioned estimates, the minimum bitumen content was specified as six *per cent* instead of 5.4 *per cent* prescribed by MoRTH for Bituminous Concrete (BC) Grade II.

However, during execution, the Project Management Consultant (PMC) adopted a bitumen content of 5.4 *per cent* in the Job Mix Formula. Accordingly,

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[22] **Specification of items according to CVPD as per IRC 62**

Layers	CVPD (50 to 150)	CVPD > 150 < 450
	Thickness (in mm)	Thickness (in mm)
Granular sub-base (GSB)	100	100
Wet Mix Macadam	75	150
M30 Concrete	160	210

[23] Hassan, Mysuru, Mandya, Mangaluru, and Ramanagara Special Division.

the payment rate for bituminous concrete should have been adjusted (decreased to adjust payment for 5.4 *per cent* against the rate quoted for six *per cent*) to reflect the actual bitumen content used.

The Department, however, did not make any such adjustment and made full payments based on the original bid rates. This resulted in undue financial benefit of ₹4.68 crore to the contractors, as detailed in **Appendix-18**.

On this being pointed out, Government stated in July 2025 that although the e-Procurement specification mentioned six *per cent* bitumen, the rate analysis was based on 5.4 *per cent* bitumen, and hence no extra cost was incurred. However, this reply is not acceptable, as bidders quote their rates based on the e-Procurement specifications, not on departmental rate analysis. Therefore, bids were based on six per cent bitumen. During execution, the Project Management Consultant approved a job mix with only 5.4 *per cent* bitumen, which the contractor used. The Department should have recalculated the payment based on 5.4 *per cent* bitumen to reflect the actual quantity used. Omission to do so resulted in undue benefit to the contractor.

2.1.10 Non-utilisation of available earth in the works to minimize costs

Item no. 1.7 Page-7 of Common SoR 2021-22 Vol-I provided for "Construction of Embankment with approved materials deposited at site from roadway cutting and excavation". Utilisation of the materials obtained during excavation contributes to reduction in costs. Therefore, the authorities are expected to incorporate the same in the works estimates prepared by them.

In three Divisions, in 10 test-checked works the proposed embankment was 45,025.58 cum. In these works, it was noticed that box cutting of 38,518 cum was proposed. However, the estimate was prepared for the use of borrowed material instead of excavated material and an amount of ₹0.63 crore was paid as detailed in **Appendix-19.**

On this being pointed out, the Government, in its reply, acknowledged that box cutting is generally carried out on existing shoulders. However, as the work was under construction, the suitability of the excavated material for embankment construction could not be fully assessed at that stage. Therefore, to ensure quality and structural stability, the estimate was prepared on a conservative basis, and the usable quantity will be determined only after excavation.

Further, at the time of preparation of estimates for the said works, the then-prevailing KPWD SoR did not include a specific item for the use of excavated soil. As a result, the estimates were based on borrow earth. However, the KPWD SoR for 2023–24 has introduced a specific item for the re-use of available excavated soil, and the same will be adopted wherever technically feasible.

The reply is not acceptable, as the work was to be executed sequentially, allowing temporary storage of excavated material in portions yet to be taken up. Further, the item "Construction of Embankment with approved materials deposited at site from roadway cutting and excavation" is available in the SoR (Item No. 1.7, Page 7 of Common SoR 2021-22, Vol-I). Hence, the available soil could have been effectively utilized for embankment construction.

2.1.11 Arithmetical/computation errors

It was noticed that in two works the quantities of two items of work were calculated erroneously leading to inflated estimates. The details are given in the following paragraphs**.**

2.1.11.1 The Work of Improvements to road from Tadakal village to Aurad-Sadashivagad (SH 34) 3.00 km to 5.50 km in Aland taluka (Indent No. 166385) was estimated at ₹5.00 crore. In this case, as per the data sheet attached to the estimates, the quantity of borrowed soil for embankment work was calculated by multiplying the embankment cross-sectional area by its length.

On scrutiny of the data sheet, it was noticed that there were errors in the area calculation and in the subsequent multiplication with length, resulting in an estimated quantity of 25,149 cubic meters of embankment as against the actual requirement of 6,397 cubic meters. This computational error had led estimation getting inflated by ₹92.18 lakh.

It was further noticed that, the same incorrect measurement was also recorded in Measurement Books (MBs) and consequently, an inaccurate Running Account (RA) Bill (SBR No. 123, Dec-2023) was prepared and submitted to the Division for payment. Thus, the measurement was fraudulent, which was just a copy and pasting of the estimate which was erroneous.

This was brought to the attention of the Government and discussed with Government in May 2025. The reply of the Government is still awaited (March 2026).

2.1.11.2 In road works wet mix macadam forms a stable and strong base for roads, providing structural support for the layers above, such as the bituminous layer or surface course. Therefore, the area covered by median and shoulders which do not contain bituminous layer should have been deducted to arrive at the area which was to be supported with wet mix macadam and to estimate the quantity of wet mix macadam required.

It was noticed that in six estimates across three Divisions[24] and SHDP with a total estimated cost of ₹115.39 crore, while calculating the wet mix macadam quantities, the area covered by median and shoulders were not deducted from the total work area. This resulted in 2,567.35 cum excess wet mix macadam in the estimates and consequent excess expenditure was ₹84.89 lakh. The details of calculations are given in **Appendix-20**.

On this being pointed out, the Government in July 2025 agreed to review and initiate recovery as may be necessary in five works related to excess provision of wet mix macadam related to SHDP and CE (Central). Government also endorsed the reply furnished by the CE (Northeast) in one work where it was contested that wet mix macadam and dry lean cement concrete layers beyond the carriage way and under the median is established as good Engineering Practice. The reply was not acceptable as the purpose of providing wet mix

[24] Chikkamagaluru, Kalaburagi and Mangaluru.

macadam is only to provide support to the surface course which carries wheel loads and median and shoulders are not designed to carry wheel loads.

2.1.12 Inadequate Exploration of Economic Alternatives in Road Estimate Preparation

2.1.12.1 Non-Assessment of Cement Treated Sub Base as a Cost-Effective Option

As per KPWD D code para 3, economy is a key consideration in the execution of public works, ranking second only to safety. The code also underscores the importance of continuous innovation in the utilization of manpower, materials, machinery, and construction techniques and procedures to enhance efficiency across all activities.

In this regard, the Indian Roads Congress (IRC) Code 37, 2018, provides structural catalogues for six categories of pavement designs. Among these, two significant alternatives include:

- Bituminous Surface Course with Granular Base and Subbase.
- Bituminous Surface Course with Cement Treated Subbase (CTSB) and Granular Base.

Traditionally, road construction in the State has predominantly relied on the first option, utilising a bituminous surface course with granular subbase and base. Despite the availability of alternative pavement designs like CTSB, such an alternative has rarely been used. The Bituminous Surface Course with CTSB and Base follows a similar structural composition, with the primary difference being the treatment of the subbase with cement. This modification offers a significant cost advantage, as the use of CTSB reduces the required thickness of the bituminous layer, the most expensive component of the pavement, thereby lowering overall project costs.

However, the Department has not adopted this potential cost-saving measure and has consistently designed roads without considering CTSB as a viable alternative. In this context, Audit conducted a comparative cost analysis of road construction between the traditional method (Bituminous Surface Course with Granular Subbase and Base) and the alternative approach using CTSB in 30 test-checked works in 10 divisions[25] having estimated cost of ₹150 crore where MSA[26] was less than 10. The analysis revealed that the non-adoption of the cost-effective CTSB in place of the granular subbase (GSB) resulted in inflation of project costs by ₹9.96 crore, as detailed in **Appendix-21**.

The Department should review its design methods, use modern and cost-effective construction techniques, and consider alternatives like CTSB wherever possible to make the best use of public funds.

[25] Ballari, Bidar, Chikodi, Chikkamagaluru, Ramanagara Special division, Kalaburagi, Mandya, Mysuru, Hassan, and Mangaluru.

[26] Million Standard Axle is the measure to represent the total traffic load on a road in terms of equivalent axles over its design life.

The Government affirmed its commitment to adopt economical, sustainable and IRC compliant designs. While CTSB is promising, its use will be prioritised in green field projects and in field conditions that ensure quality construction and long-term durability.

2.1.12.2 Non-Utilization of Reclaimed Asphalt Pavement (RAP) for cost economy

As per Clause 519.2.2 of the MORTH Specifications (2013), recycled materials used in bituminous pavements should be a blend of reclaimed and new materials, proportioned to achieve a paving mixture that meets the specified engineering requirements. It is essential that the reclaimed materials be thoroughly tested and evaluated to determine the optimal blend that fulfils the mixture requirements for a durable and efficient pavement. Furthermore, as outlined in Clause 305.2.1.1 of the MORTH Specifications (2013), RAP can also be used effectively in embankments, subgrades, earthen shoulders, and miscellaneous backfills.

Incorporating RAP in these applications not only reduces material costs but also contributes to sustainable practices in road construction. However, on review of 13 works, which involved scarification of bituminous surfaces, there was no provision for the reuse of RAP. Had the RAP been recycled, the government could have saved an estimated ₹8.80 crore, as detailed in **Appendix-22**. The Division's oversight in omission to incorporate RAP reuse has led to the loss of these potential savings. It is therefore recommended that future projects incorporate provisions for RAP recycling to not only realize significant cost savings but also contribute to environmental sustainability.

The Government replied in July 2025 that the use of RAP requires plant modification and quality control facilities. Recognising the cost and sustainability advantages SoR has included relevant provisions and contractors are being encouraged to upgrade their plant capabilities. Pilot work involving RAP in sub-base layers and shoulders are being initiated in select Divisions where plant and testing facilities are available.

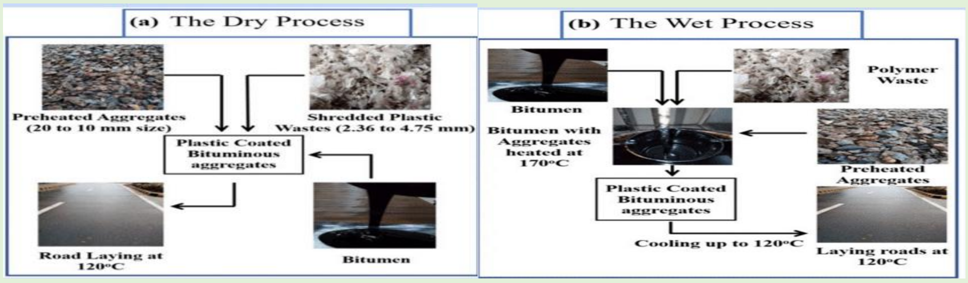
Similar case of non-adoption of economic and environmentally friendly alternatives in road construction is illustrated in the following case study:

Case study -II

Paragraphs 265 and 266 of the KPWD code emphasizes the requirements for environmental impact assessment and management, applicable to externally aided projects and projects exceeding ₹50 crores. Specifically, Para-266(2) and 266(5) emphasize the importance of encouraging good engineering practices and institutionalising environmental management in all aspects of PWD projects.

In this context, integrating waste plastic into bituminous roads may be considered as good engineering practice due to its significant environmental benefits. This helps mitigating plastic waste pollution by diverting non-biodegradable materials from landfills and water bodies, reduces reliance on virgin bitumen, and decreases fossil fuel consumption. IRC-SP-098 provides guidelines for the use of waste plastic in hot bituminous mixes in wearing courses.

Picture 2: Use of plastic in road construction



IRC-SP-098 also presents a case study where more than 2,000 km of roads were successfully constructed in Bengaluru with six to eight *per cent* plastic replacement in dense-graded mixes, demonstrating the viability of this approach.

Review of three packages under KSHIP-III project revealed that the Terms of Reference (ToR) of the agreement called for exploring the use of plastic waste in dense bituminous mixes to promote sustainable road construction. While the consultants hired for the Detailed Project Report (DPR) preparation for all three packages identified KK Plastic Waste Management Pvt. Ltd. as a potential partner for utilising plastic in bituminous mixes, this opportunity was ultimately not realized.

KSHIP used 2,10,966 cubic meters of Bituminous Concrete (BC) across these three packages. At a six *per cent* plastic replacement rate, approximately 2.97 lakh kg of BC could have been substituted with waste plastic, yielding sustainability benefits. This approach would improve the durability of the roads, reducing the frequency of repairs, which in turn minimizes material usage and reconstruction-related emissions. Overall, such practices support a circular economy, conserve natural resources, and help reduce the toxic emissions associated with plastic waste.

2.1.13 Conclusion

We concluded that available road asset management data with PRAMC was not effectively utilized while preparing project estimates. The Department could have better utilized existing materials such as excavated soil, wet mix macadam, and Granular Sub-Base to reduce expenditure. The estimates contained inaccuracies, incorrect embankment calculations, and adoption of an inappropriate tender premium. Departures from IRC and MoRTH guidelines led to design enhancements beyond functional needs, resulting in avoidable costs. Certain discrepancies in the SoR, such as incorrect conversion factors and cost computations, inflated the estimates and may have conferred undue benefit to contractors. Additionally, innovative, economical, and eco-friendly alternatives like CTSB, RAP, and plastic roads were not explored to enhance cost efficiency and sustainability.

In response to our conclusions drawn, Government stated (July 2025) that guidelines regarding utilization of existing resources like soil, wet mix macadam, Granular Sub-Base would be reiterated to avoid unnecessary expenditure and to promote environmental sustainability. Steps will be taken to prevent inaccuracies in estimates, including proper training to staff, use of automated tools, and rigorous checking of items like area weightage, embankment quantities, and binder course selection. Emphasis will be laid on strict adherence to Indian Road Congress and MoRTH guidelines to avoid deviation in design parameters. Government also agreed to thoroughly review and correct the discrepancies in SoR such as wrong conversion factors and incorrect cost calculations to avoid any inflation in estimates that could provide undue benefits to contractors. In order to enhance cost effectiveness, and promote sustainable practices, the Department will actively consider alternatives such as Cement Treated Sub-Base, Reclaimed Asphalt Pavement and use of plastic in bituminous roads in future project planning and implementation.

2.1.14 Recommendations

1. **The Department should update the Schedule of Rates (SoR) to correct discrepancies and inflated rates, and to include essential missing items, thereby streamlining estimate preparation and promoting the use of available earth for sub-grade construction.**
2. **The Government should ensure that PRAMC data is effectively utilized and that existing pavement structures are thoroughly evaluated for potential reuse to achieve cost efficiency and sustainability.**
3. **The Department should prepare cost estimates based on actual functional requirements and realistic traffic projections to ensure resource optimization and project relevance.**
4. **The Department should proactively adopt innovative construction practices-such as Cement-Treated Sub-Base (CTSB), Reclaimed Asphalt Pavement (RAP), and the use of plastic in bituminous roads as cost effective and environment friendly alternatives that enhance quality and durability.**

Department of Industries and Commerce

Karnataka Industrial Area Development Board

2.2 Development of basic Infrastructure facilities and Maintenance of Industrial Areas by Karnataka Industrial Area Development Board

2.2.1 Introduction

Karnataka Industrial Areas Development Board (the Board) is a statutory body constituted (July 1966) under Section 5 of the Karnataka Industrial Areas Development Act, 1966, (KIAD Act) to aid the industrial development in the State. In terms of Section 13 of KIAD Act, 1966, the functions of the Board were to promote and assist in the rapid and orderly establishment, growth and development of industries and to provide industrial infrastructural facilities and amenities in Industrial Areas (IAs).

The major source of funds for the Board is from the grants received from Government of Karnataka (GoK) and Government of India (for specific centrally sponsored schemes), deposits received from leased industrial plots and Single Unit Complexes[27] (SUCs) and sale of housing tenements. Besides, the Board collects water charges, service charges from SUCs, rent on buildings, *etc*.

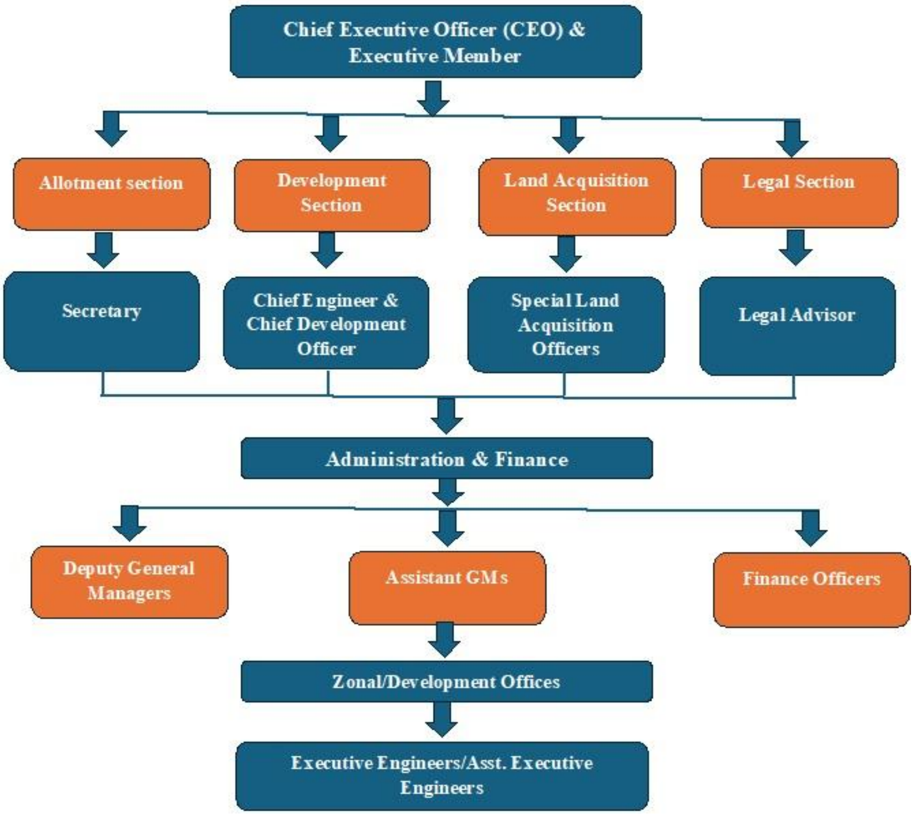
The functions of the Board are governed by the KIAD Act, 1966 and Statutory provisions, Rules and Regulations enacted thereunder. The administrative control of the Board is vested with the Commerce and Industries Department headed by the Additional Chief Secretary to the Government of Karnataka (GoK), who also acts as the Chairman of the Board.

The day-to-day affairs are managed by the Chief Executive Officer and Executive Member (CEO & EM) appointed by the Government. The CEO & EM is assisted by various functional wings[28], the key functional wing being Acquisition wing headed by the Special Deputy Commissioner assisted by Special Land Acquisition officers at zonal level, responsible for land acquisition under KIAD Act, 1966. The Chief Engineer & Chief Development Officer are responsible for taking up development as well as maintenance works. The organizational structure of the Board is indicated in **Chart 2.2.1** below:

[27] In respect of SUCs, the Board acquires and allots undeveloped land to entrepreneurs after obtaining project approval from Investment Clearance Committees concerned. It does not undertake infrastructure development in lands acquired for SUCs, unlike in IAs, which were developed and allotted with necessary infrastructure facilities.

[28] Acquisition, Engineering, Allotment & Projects, Finance & Accounts and Administration.

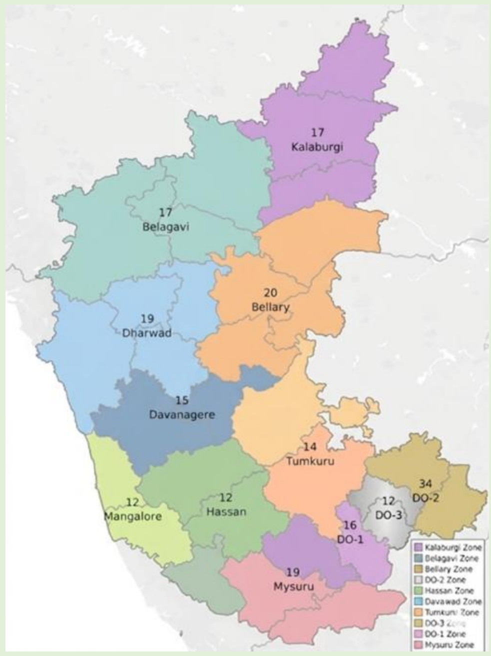
Chart No.2.2.1: Administrative structure of the Board



2.2.2. The Board had 12 Development Offices spread across the State, each headed by an Executive Engineer who is responsible for executing the developmental works in the approved Industrial Areas. The jurisdiction of the DOs/Zones is depicted in **Chart 2.2.2** below:

Chart No. 2.2.2: Geographical indicators of the Zones/DOs & IAs

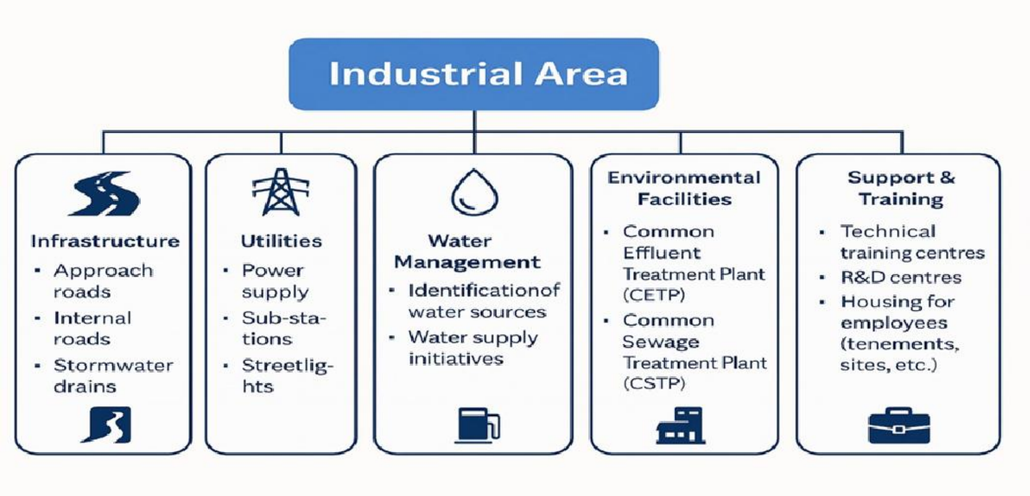
Zone/DO	Districts
Belagavi	Belagavi, Vijayapura & Bagalkote
DO-3	Bangalore (R) & Bangalore (U)
Hassan	Hassan & Chikkamagalur
Ballari	Ballari, Raichur & Koppal
Davanagere	Davanagere & Shivamogga
DO-1	Ramnagar, Bangalore (U) & (R)
DO-2	Chikkaballapura, Kolar, Bangalore (U & (R)
Dharwad	Dharwad, Gadag, Haveri & UK
Kalaburgi	Kalaburgi, Bidar & Yadgir
Mangalore	Udupi & DK
Mysuru	Mysuru, Chamarajnagar, Kodagu & Mandya
Tumkuru	Chitradurga & Tumkuru



Note: Selected zones are indicated in green, Numbers in the map indicate number of IAs in the respective DOs/Zones.

2.2.3 One of the Board's primary functions includes provision of basic infrastructure in the approved industrial areas. As a facilitator of industrial growth and in pursuit of industrial policy promulgated by the Government from time to time, the Board aims to establish the basic amenities in every approved industrial area as depicted in **Chart 2.2.3** below:

Chart No.2.2.3: Amenities provided in the Industrial Areas



These amenities in the Industrial Areas, some of which are provided as part of the mandatory requirement of Environmental Clearance (*viz.* Effluent Treatment Plants, Sewerage Treatment Plants, *etc.*) would enable smooth setting up of industrial units and conduct of operations.

2.2.4 Audit objectives

The Compliance Audit was undertaken to ascertain:

- Whether comprehensive development of industrial areas and provision of infrastructure facilities was ensured before allotment?
- Whether Industrial Areas were maintained as per the applicable procedures/ guidelines?

2.2.5 Audit criteria

The following Audit criteria were adopted for assessing the audit objectives:

i. The Karnataka Industrial Areas Development Act, 1966 and Rules and Notifications issued thereunder;
ii. Karnataka Public Works Departmental (KPWD) Code;
iii. Orders and Circulars issued by GoK, and circulars/orders and decisions of the Board;
iv. Environment Impact Assessment (EIA) Notification, 2006 and orders of National Green Tribunal; and
v. Karnataka Transparency in Public Procurement (KTPP) Act, 1999 and KTPP Rules, 2000.

2.2.6 Scope of Audit

The Performance Audit on 'Role of KIADB in facilitating industrial development' covering the period 2011-12 to 2016-17 was included in the Report No.8 of 2017 of the CAG of India on Economic Sector, GoK, wherein several deficiencies were pointed out which included non-preparation of annual action plans, non-enforcement of requirement of environmental clearances, lack of monitoring on violations of terms of allotment, *etc*. The recommendations of the Public Accounts Committee[29] are awaited (as of February 2026).

Thus, Audit's scope in this assignment was limited to analysing the Board's efforts relating to the development of basic infrastructure and maintenance of Industrial Areas. The Board had acquired land to the extent of 77,908.337 acres with an allottable extent[30] of 54,402.21 acres in 207 approved IAs under the jurisdiction of 12 Development Offices as on 31 March 2024. Out of the 12 Development Offices (DOs), Audit selected three DOs (Belagavi, DO III Bengaluru and Hassan) for test-check of records based on random sampling, duly ensuring equitable coverage of the IAs. 41 out of 207 IAs fall under the three sampled DOs with a total land of 15,991.08 acres[31], which constitutes 20 *per cent* of the total land (77,908.337 acres) acquired by the Board as on 31 March 2024.

The Board had incurred an expenditure of ₹5,082.25 crore during 2019-20 to 2023-24, of which ₹1,912.97 crore involving 96 contracts for developmental works (executed during 2019-24) was incurred in three sampled Development Offices. Audit scrutinised 95 contracts (one file was not made available).

2.2.7 Audit Methodology

Audit was conducted between June 2024 to November 2024 covering transactions for the period from 2019-20 to 2023-24. An Entry Conference was held with the CEO, KIADB, on 28 June 2024 wherein the audit scope, criteria, and methodology were explained. Audit methodology included examination of records maintained at the office of the CEO, KIADB, Bengaluru and at the selected three Development Offices, besides collection of evidence through Joint Physical Verification of the selected 41 IAs along with the representatives of the Board at DOs.

The draft report was issued to the Government in May 2025 and the Exit conference was held in July 2025. The replies to the draft report were given by the Government in August 2025 and the same have been incorporated in the respective paragraphs.

2.2.8 Audit Snapshot

We saw that the Board had no system in place to prepare annual plans and perspective plans, nor did it frame any guidelines detailing out the procedure for development of industrial areas post identification and acquisition of land. We noticed instances whereby developmental works in the Industrial Areas were taken up without ensuring possession of land, without prior environmental clearances or without compliance to the terms of Environmental Clearence. This resulted in allotment of land to the extent of 1,046.72 acres to 474 units in four

[29] The report has not been discussed by the Public Accounts Committee (PAC) as of February 2026.

[30] Allottable land is arrived at after earmarking a specified portion of land for providing civic amenities.

[31] Allottable land works out to 10,361.46 acres after provision for civic amenities.

Industrial Areas without Environmental Clearence. Ongoing developing works of ₹939.41 crore scheduled to be completed between October 2016 and February 2024 have been lingering, which led to non-allotment of 2,720.48 acres in 17 Industrial Areas.

Government stated that Perspective plans along with Detailed Project Reports were prepared for all projects undertaken by Board. However, Audit observed that they were Industrial Area-wise and not for the Board as a whole. Government also stated that there was an Established Environmental Cell and there is an established system for obtaining clearance from Ministry of Environment, Forest and Climate Change (MoEFCC) prior to establishment of Industrial Areas and to submit the compliance reports. However, there was no specific reply to the Audit observations for not obtaining Environmental Clearence s for four Industrial Areas established subsequent to Environmental Impact Assessment notification (EIA), 2006. Further, Government stated delays in establishment of units were mainly due to some unforeseen land litigation.

Out of the 41 Industrial Areas test checked, we saw that Industrial units in 20 Industrial Areas have not been provided with water supply by the Board, leading to digging of individual borewells without authorization. Effluent Treatment Plants were set up only in two out of 207 IAs, resulting in pollution of nearby water bodies. There was significant shortfall in budget provision and meagre spending on maintenance of IAs. The joint physical verification revealed that there were violations in 10 out of 41 IAs, such as encroachments of storm water drains, construction of unauthorised buildings and discharge of untreated water into drains, *etc*.

Government stated that the major IAs are supplied with surface water and the supply of water to remaining IAs are under progress. Water Requirement of the isolated and small IAs are minimal and at present, ground water was used to meet the requirements. Further, Government stated that three Common Effluent Treatment Plants (CETPs) were under progress (covering six Industrial Areas), one CETP (covering one IA) was under tender and 17 CETPs were proposed for construction (to cater to 21 IAs). Government also stated that the Board had issued notices and initiated action to survey the land and remove the encroachments.

2.2.9 Audit findings

Audit scrutiny of records in the three selected DOs revealed several inadequacies in development and maintenance of industrial layouts. Audit findings are discussed in the subsequent paragraphs under two broad headings, *viz*. (i) Planning and Development of Industrial Areas and (ii) Maintenance of Industrial Areas . The results of Joint Physical Verification have also been included appropriately in the relevant paragraphs.

2.2.10 Planning and Development of Industrial Areas

The GoK promulgates the Industrial Policy for the state of Karnataka every five years and the policy which was prevalent during the audit period was from

2020-25[32]. The policy set out specific goals in terms of investment, employment generation, industrial growth rate, *etc*. The focus of the Government was to make available allottable industrial lands with comprehensive infrastructure facilities to the project proponents. In pursuit of achieving these targets, the policy *inter-alia* envisages development of State-of-the-art infrastructure in various industrial areas and estates spread across the State. The policy also requires preparation of annual plans by the Board (KIADB) for acquisition and development of new industrial areas / estates in line with industry requirements as per perspective plans.

2.2.10.1 Lack of annual plans and perspective plans

Audit observed that the Board had no system for preparing annual and long-term plans for carrying out the developmental works for creation of basic infrastructure in the approved industrial areas. Since the perspective plans serve as a guiding document outlining long-term targets and annual plans in achieving these targets, non-preparation of these plans leads to deficient planning on development of industrial areas.

Though general outline/procedure was laid out by Board for land acquisition and development, including steps for obtaining various statutory clearances[33], provisioning for amenities and allotment process, non-adherence to these procedures by the Board resulted in deficient planning. Further, Board did not draw up either any Perspective Plan or Annual Plans for the years 2019-2024.

Non-preparation of annual action plans was included in the previous Report of CAG of India (**Paragraph No. 2.1.7.1 of Report No.8 of 2017**). In response, the Board stated that action would be taken to prepare perspective plan and to constitute a Planning Cell. However, the issue remained unaddressed.

Government replied (August 2025) stating that Perspective plans along with DPRs were prepared for all projects undertaken by Board. Further, the Board was working towards establishing a dedicated cell for preparing organisation-wide focused Plan of Action.

The Audit observation is regarding non-preparation of long term perspective plans and not for each project as stated in the reply. The Board did not prepare perspective and annual plans, thereby resulting in non-compliance with the State Industrial Policy for acquisition and development of new IAs / estates. Further, setting up of a dedicated planning cell remained a non-starter since 2017.

2.2.10.2 Delay/non-completion of developmental works

As per the provisions of KIAD Act, 1966, Board was required to provide infrastructural facilities and amenities in any area declared to be an industrial area by the State Government by a notification. In pursuit of the said requirement, the Board undertook various developmental works in the identified

[32] Latest policy was released (February 2025) for 2025-2030.
[33] Encumbrance Certificate *etc*.

industrial areas by providing water facilities, construction of roads, culverts, underground drainage system, power infrastructure, *etc*.

Audit observed significant delays in completion of developmental works with reference to the scheduled date of completion. The delays in completion of works were observed in 78 out of 95 test checked works (**Appendix-23**), *i.e.* 82 *per cent* of test checked works, valued at ₹1,630.28 crore as detailed in **Table No. 2.2.1** below:

Table No.2.2.1: Age-wise analysis of delay in completion of works[34] as on November 2024

(Amount ₹ in crore)

Sl. No.	Delay in Years	DO Belagavi		DO Hassan		DO-3 Bengaluru		Total	
		No. of works	Amount	No. of works	Amount	No. of works	Amount	No. of works	Amount
1	≥ 10	1	38.25	0	0	1	6.05	**2**	**44.3**
2	5 to 10	0	0	2	1.88	2	7.52	**4**	**9.4**
3	1 to 5	13	362.38	4	51.25	16	297.7	**33**	**711.33**
4	< 1 year	18	468.29	4	17.01	17	379.95	**39**	**865.25**
	Total	**32**	**868.92**	**10**	**70.14**	**36**	**691.22**	**78**	**1630.28**
Source: Compiled by audit from the data provided by Board									

The delay ranged from one month to more than 10 years from the scheduled date of contract completion. Further, 34 out of 78 works were in progress, besides two works were yet to commence and two works were foreclosed. The ongoing works with contract value of ₹939.41 crore scheduled to be completed between October 2016 and February 2024 have been lingering and the expenditure incurred so far on these incomplete works remained unfruitful. The lingering works included implementation of water supply scheme to IAs, formation of Industrial layouts consisting of construction of roads, drainage system, solid waste disposal, laying of water pipeline, *etc*.

The delays were mainly attributed to increase in quantities, delays in drawing approvals by KPTCL, litigated land, *etc*. The delay in execution of works led to non-allotment of 2,720.48 acres of the total allottable extent of 6,110.97 acres (44.52 *per cent*) in 17 Industrial Areas.

Government in its reply stated (August 2025) that the age-wise analysis of delay in completion of work reported by audit is incorrect. The reply also states that there were 62 works in seven IAs in three DOs and the delays were mainly due to some unforeseen land litigation and not due to delay in design approval. Further, Government stated that litigations were resolved and all the saleable land were allotted in the test checked zones as per the demand and that the invested money in the establishment of IA was realised.

The reply is not acceptable, as audit test checked 95 works in 33 IAs, out of which the status of works was given only in respect of 28 works in seven IAs as per the details enclosed to the reply. The remaining 44 cases mentioned in the reply were not part of Audit sample. The reply is silent on the status of 50 out of 78 works commented by Audit. With regard to delay in design approval, the evidence given along with the reply confirmed delays in approval of drawings in respect of substation works at Kanagala IA, Belagavi. Further, the works

[34] Delay pertains to 24 out of 41 selected IAs.

which are stated to have been completed, have actually not been completed in full due to unresolved litigations, which is also reiterated from the evidence provided in the reply. Further, the veracity of the reply that all litigation issues were resolved and land was allotted could not be ascertained as supported documents were not made available to audit.

The specific audit observations on execution of developmental works are discussed in the succeeding paragraphs.

2.2.11 Formation of Industrial Areas without Enviornmental Clearance

The Environment Impact Assessment (EIA) notification, 2006 issued by the Ministry of Environment and Forests and Climate Change (MoEF & CC), Government of India, mandated Environmental Clearance (EC) for all projects or activities in the schedule to the notification to be undertaken in any part of India only after prior environmental clearance from the Central Government. Further, it was mandatory for the project management to submit half-yearly compliance reports in respect of the stipulated terms and conditions of prior ECs. All such compliance reports submitted by the project management shall be public documents to be displayed on the website of the regulatory authority concerned.

Audit observed that the Board had no such system in place to ensure prior ECs for the IAs proposed for development. Out of 41 IAs developed in three[35] sampled DOs, the Board had developed 22 IAs subsequent to the Environment Impact Assessment notification, 2006 and obtained EC for 12 IAs[36]. Of the remaining 10 IAs, three IAs with less than 50 hectares of land were not required to obtain EC. Proposals for another three IAs were sent for EC and remaining four IAs did not apply for EC as detailed *vide* **Appendix-24**. Out of 2,159.46 acres pertaining to these four IAs, 1,046.72 acres (48 *per cent*) of land was allotted to 474 units without obtaining EC. Audit further noted that the half-yearly compliance reports to the terms of EC as required by EIA notification were not kept on record.

The aspect of allotment of land without obtaining prior EC in violation of the statute was pointed out in the previous Report of CAG (**Paragraph no. 2.1.8.1** and **2.1.8.2** ***of Report No.8 of 2017***). In response, the Board confirmed (July 2017) that the environmental clearances were taken with effect from 2012 and agreed to submit the half-yearly statements to MoEF and to set-up an Environment Monitoring Cell.

However, Audit observed that the Board had not taken corrective measures to comply with the requirements of EC but continued to make allotment to the entrepreneurs violating the requirements of EIA notification, 2006.

Government stated (August 2025) that the Board established Environmental Cell and there is an existing system for obtaining clearance from MoEFCC prior to establishment of IAs and to submit the compliance. However, there was no

[35] Belagavi, Hassan and DO-3, Bangalore.

[36] DO-3 Bangalore – Hi-Tech Defense, Aerospace park – Aerospace, SEZ, IT and Hardware Sector (5), Doddaballaapur IA 3rd phase (Obedanahalli), 4th Phase Adinarayana Hosahalli, Haraluru and Muddenahalli (4) Belagavi Zone- Kittur IA, Mulawada IA and Kanagala IA (3).

specific reply to the Audit observations for not obtaining ECs for four IAs established subsequent to EIA notification, 2006.

2.2.12 Violation of conditions of Environmental Clearance

Environmental Clearance in respect of 41 IAs in three sampled DOs, 12 out of 22 Industrial Areas out of which were developed after issue of EIA notification, 2006, was granted subject to compliance with certain conditions. Audit observed that three IAs did not adhere to the conditions stipulated in the respective Environmental Clearances. The specific violations of three IAs are discussed below:

2.2.12.1 The MoEF&CC while granting Environmental Clearance for Kanagal IA stipulated to implement the following:

a. Submission of an action plan for implementing Environment Management Plan (EMP), an environmental policy prescribing standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ as a part of six-monthly compliance report.

b. Conduct annual self-environmental audit and tri-annual third-party environmental audit.

c. Detailed traffic management and traffic decongestion plan to be drawn up to ensure that the current level of service of the roads within a five kms radius of the project to be duly validated and certified by the competent authority for road augmentation.

Audit observed that the Board in contravention of above stipulations, did not lay down any specific environment policy prescribing standard operating procedures. Further, no action was taken to submit six-monthly compliance reports, conduct annual/triannual environmental audits (both self-audits and third-party audits).

Government stated (August 2025) that Half yearly compliance reports were submitted to MoEF&CC during January/March 2025 and that Annual self-environmental audit and tri-annual third party environmental audit would be conducted hence forth. Further, it was stated that depending on the roadways surrounding the project site and traffic conditions in the proposed area, entry and exit points have been provided and the roads inside the project site would be well built to avoid any kind of traffic congestion.

The reply confirms that the Board has not complied with the conditions stipulated in the EC.

2.2.12.2 As per the EC (September 2022) granted for Haralur Industrial Area, the water requirement of 7.3 MLD was to be met from the Yettinahole Project and the Tertiary Treated Water from Devanahalli. The Environmental Clearance also required submission of a time bound action plan for development of the Greenbelt/plantation for a width of atleast 15 metres in the periphery and Management Plan for the conservation of Biodiversity of the Industrial Area within three months of the issue of the Environmental Clearance.

Audit observed that the DPR was prepared by proposing the source of water as Ground water through 65 borewells to be dug in the Industrial Area, as against the source envisaged in the EC (the Yettinahole Project and the Tertiary Treated Water from Devanahalli). Moreover, the Board did not take initiative for development of green belt and preparation of management plan for conservation of Biodiversity.

As per EIA Notification, 2006, public hearing was to be held with the local affected people and others who have a stake in environmental impact of the project or activity concerned. Audit observed that during public hearing held (8 November 2021) by the Board, the participants stated that the area was predominantly cultivable agricultural land which came under Eco- sensitive zones with flow of Natural nalas and presence of major rivers nearby. The area was reported as barren land in the Terms of Reference (ToR) submitted to the MoEF/ SEIAA. This had caused numerous litigation issues and continuous protests by the landowners. The action taken by the Board to resolve the issues raised in the public hearing was not forthcoming from the records scrutinised by Audit.

Government stated (August 2025) that provisions were made in detailed project report for drilling some bore wells to supply water from the ground water source, however, bore wells were not dug due to ground water source constraints during execution. The treated water from Devanahalli tertiary treatment plant was utilised and that the Board has now initiated the process of tender for sourcing fresh water from Yethinahole Project. The reply confirms the fact that the detailed project report was prepared with source of water from ground water instead of Yettinahole project as envisaged in the Environmental Clearance.

Further, Government replied that green belt was developed in the area reserved for green belt and also at the periphery of the Industrial Area. However, the reply is silent about action taken to prepare management plan for conservation of Biodiversity and its follow-up. There was no specific reply to audit comment on barren land being mentioned in terms of reference against cultivable land falling under eco sensitive zone.

2.2.12.3 The terms of Environmental Clearance for Mulawada IA stipulated for usage for solar energy in the IA. However, the Board took up the works for installing LED streetlights violating the conditions of EC.

Government stated (August 2025) that the proposal for establishing of solar park in Mulawada IA would be submitted shortly. However, the LED streetlights were provided as the stopgap arrangement for immediate need of the entrepreneurs/operating units. The reply confirms the violation of EC conditions by the Board.

2.2.13 Development of Industrial Areas without ensuring litigation free land

Section 28 of the KIAD Act empowers the State Government to pass such orders for acquisition of land as it deems fit after giving such owner and person an opportunity of being heard. Section 29 of the Act further provides power to settle the compensation as determined by the Deputy Commissioner concerned in cases where there was no agreement by the owner for the compensation fixed under land acquisition. Further, Karnataka Public Works Departmental

(KPWD) Code 135 mandates that all works shall be commenced only after issue of work orders by the competent authority, signing of agreement and handing over the site free of encumbrances.

In three Industrial Areas, Audit noticed (August 2024 to October 2024) that developmental works were carried out and allotments were made to the industrial units without ensuring the availability of encumbrance free land as discussed below.

2.2.13.1 Kittur Industrial Area, , Belagavi District: Out of 433.19 acres acquired in 2013 at a cost of ₹82.01 crore, an extent of 147.11 acres earmarked for amenities (along with certain portion of approach road) was under litigation as the landowners refused to part away this portion of land. Hence, the Board created a temporary road by the side of the litigated land. During JPV, Audit noticed that this alternate approach road was not easily motorable.

Picture No. 3: Damaged road at Kttur IA

Consequently, even after more than 11 years of acquisition, the Industrial Area lacked proper approach road and other amenities (Sewage Treatment Plant, Common Effluent Treatment Plant, Parking, Commercial plots, *etc.*). Further, Audit observed inundated plots, damaged roads, lack of electricity and cultivation in designated parking areas, *etc*. As a result, out of allottable extent of 241.39 acres, only 83.67 acres (135 units) have been allotted, of which only 26 units could set up their units.

Picture No. 4: Area earmarked for park under cultivation at Kittur IA

Government stated (August 2025) that land proposed for approach road to Kittur Industrial Area is under litigation and temporary road formed for movement of vehicles was damaged due to heavy rains. Action would be taken to repair the road and develop permanent approach road after clearance of Court case. The reply clearly indicates the Board's shortcoming in ensuring litigation free land.

Picture No. 5: Inundated plots at Kittur IA

2.2.13.2 Sub-layout II, at the IT Sector, Devanahalli: An extent of 90.33 acres was notified (October 2021) at a cost of ₹117.10 crore for development, out of which 38.02 acres of land including approach land was under litigation due to landowners' objection. Even though approach road was under litigation, the Board went ahead with the developmental works (road and drainage works) in the isolated portion of the layout (38.02 acres) and incurred an expenditure of ₹3.72 crore, which rendered unfruitful as the said land was not approachable due to litigation.

Government stated (August 2025) that the Sub-layout was formed in two parcels[37] and there was a connectivity for both the parcels. As the approach to Parcel-2 was under litigation, the connectivity would be provided from the layout developed by M/s. CDCI Development India Pvt. Ltd. The reply confirms that the Board has undertaken developmental work in the isolated portion without approach road and the connectivity proposed is also dependent on third party, which was yet to materialise.

2.2.13.3 Balekundi Industrial Area, Bagalkot District

The Board, while notifying (March 2012) the total extent of proposed land (94.03 acres) for development of Industrial Area did not notify 9 guntas of land, which was the only entry point to the Industrial Area. Government approved the formation of Industrial Area during 2018. The said land was notified only in February 2020 after eight years of acquisition. Audit could not observe any recorded reasons for delayed notification of this land. However, even the acquisition of 9 guntas was under litigation since its notification (February 2020) as the landowner did not agree to part with their land.

Nevertheless, the Board awarded (August 2018) the works for formation of road works at a total cost of ₹15.90 crore. The work did not progress after incurring ₹11.96 crore (February 2021).

Picture No. 6: Dismantled and damaged transformers lying on the ground

The Board further went ahead and awarded (September 2020) another tender for providing electrical infrastructure facilities and executed at a cost of ₹4.45 crore. Audit noticed (August 2024) during Joint Physical Verification that one transformer was fully damaged and lying on the ground and 16 transformers were stored in an IA in Vijayapura District. No energisation was done and the electric poles and electric cables were damaged. The Land earmarked for buffer zone was left unfenced, land earmarked for park/garden was under cultivation.

Thus, there were lapses on the part of the Board in ensuring encumbrance free land to the three notified Industrial Areas before awarding contracts for approach road and electrical infrastructure facilities. As per Section 28 (7) of KIAD Act, if any person refuses or fails to comply with an order made under sub-section 28(5), the State Government or any officer authorised in this behalf may take possession of the land and use such force as may be necessary for that purpose. However, the Board did not provide any evidence to Audit regarding Board's intention to invoke the said provisions of the Act.

[37] Parcel.1-38.02 acres, Parcel.2-14.29 acres.

Government stated (August 2025) that the landowner obstructed the acquisition for formation of approach road and a general award has been passed by depositing compensation amount to court. Action was being initiated to take over the land by using police protection and the approach road would be developed shortly. Further, as the electrical equipment were not commissioned, any damages to the equipment, cables, would be replaced by the contractor, without any financial implication.

The reply confirms Audit's point that the Board had taken up the civil and electrical works without ensuring approach road. The reply is silent on the encroachment of park/garden and unfencing of buffer zone. The action taken by the Board with regard to replacement of damaged electrical equipment is also awaited.

Thus, the investment of ₹281.34 crore[38] in three Industrial Areas, therefore, stands underutilized. Further, due to non-addressing the issues relating to development of infrastructure works, no units have come up in respect of Sub layout 11 at the IT Sector, Devanahalli, while all the 10 units to whom plots were allotted at Balekundi IA were not setup and only 26 out of 135 units were setup at Kittur Industrial Area.

2.2.13.4 Hassan Industrial Area

As per the EIA guidance manual 2009, the Biological diversity areas such as National parks, reserve forests, *etc.* shall be identified as areas to be avoided for industrial estates. The General condition of the EIA notification, 2006, also states that if the boundary of Protected Areas notified under the Wildlife (Protection) Act, 1972 falling within 10 kms, the area shall be considered as ecologically fragile zones.

The GoK *vide* Gazette notification (July 2007) planned to acquire 1,057 acres of land through the Board for industrial development. However, the landowners protested the project and refused to accept compensation. Board constituted (July 2016) a sub-committee for finalisation of layout plan and cost structure. The Sub-committee *vide* its deliberations (August 2022) recommended the Board to develop a portion of the land into residential plots and allot it to the affected family and develop the remaining land for commercial and industrial purposes. The records scrutinised by Audit did not reveal any subsequent actions taken on the proposals of the sub-committee and the grievances of the landowners.

[38] ₹ 82.01 crores + ₹ 117.10 crores + ₹ 11.96 crores + ₹ 4.45 crores + ₹ 65.821 crores (94.03 * ₹0.70 crore) = ₹ 281.34 crores.

Picture No. 7: Sketch showing the layout of the proposed Hassan IA

Audit observed that there were no records in support of the fact that the Board had taken cognisance of Industrial Area being surrounded by Gandekatte forest area and if necessary, approvals were taken before formation of Industrial Area. The Board, despite not having possession of land (as some of the land owners have questioned the acquisition in court) had issued work orders for civil works of ₹97.93 crore[39]. Also, even without completion of civil works (formation works), the Board awarded[40] (March 2023) another tender for Electrical infrastructure for ₹19.50 crore. Further, the proposed Industrial Area had large water bodies and natural nallas flowing through entire patch of land and was under cultivation as noticed (September 2024) during JPV.

Picture No.8: Natural water bodies and vegetation in the proposed IA

The Board, thus, without taking into cognizance the grievances of land owners and that the IA was in an ecologically fragile zone, had taken up the infrastructure works. This resulted in unfruitful expenditure of ₹4.65 crore incurred so far on electrical works as the power transformers (38 nos of 250 kVA transformers) and 13.18 km UG cables procured as part of contract were also exposed in the open yard of Industrial Area, without being installed.

Picture No.9: Cables and transformers left exposed in the open yard

[39] M/s. Star Infratech- ₹ 97.93 crore- 1) Formation of Residential Layout, *etc* (₹ 24.76 crore), 2) Formation of Road works Package-1 (₹ 8.04 crore), Package-2 (₹ 28.84 crore), Package-3 (₹ 36.29 crore) and M/s. Geetha electricals- ₹ 19.50 crore.

[40] Work orders for four civil works were issued (16 March 2023) to M/s. Star Infratech and Electrical infra works were issued (24 March 2023) to M/s. Geetha Electricals.

Government stated (August 2025) that the process of getting environmental clearance for the establishment of IA is in advanced stage. The procured transformers and Under Ground cable were being utilised for other electrical infrastructural works of Sarathi Kuruburahalli, Bhavanahalli and Vemgal industrial areas.

The reply confirms the audit observation that the Board had awarded the work without resolving lingering issues and fact remains that there were lapses in awarding electrical works, which necessitated unwarranted diversion to other divisions.

2.2.14 Supply of water to the Industrial Areas

As per Section 5 read with Section 2 of the KIAD Act, 1966, the Board was to ensure provision of water supply to the IAs as part of the basic amenities. This was reiterated in the Industrial Policy 2020- 2025, which stated that the Board will supply treated water to industrial areas for industrial use and also make suitable arrangements for supply of potable water.

Further, the guidelines of Central Ground Water Authority (CGWA) mandate that a No Objection Certificate was to be obtained for ground water extraction by industries, in such cases where local government water supply agencies were not able to supply the desired quantity of water.

Audit noticed that industries relating to 19 Industrial Areas[41] of the test checked 41 Industrial Areas have not sourced water from the Board. From the data made available, Audit observed that in seven Industrial Areas[42] in the three test checked DOs, a total of 201 borewells were dug for their water needs. Further, in four Industrial Areas[43], 104 industries were not being supplied with water by the Board and the source of their water supply was not forthcoming.

Audit also noticed multiple instances in Development Office-3 zone, Bangaluru where the allottees had sought permission to drill borewell for the purpose of construction. The Board instead of providing water to the units, either gave permission/or directed the allottee to approach the Ground Water Authority to utilise the ground water. It was also not forthcoming whether the units which dug borewells have sought a No-objection certificate from the CGWA.

In this context, an inception report prepared by a Consortium for Dewats Dissemination Society[44] to identify the approach for developing integrated water resource management plan and public outreach campaign informed (July 2019) the Board that most industries were using ground water for

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[41] **Belagavi Zone**- Asangi, Aliyabad1 & II, Balkundi, Gokak, Kanaburgi, Kanagala, Kangrali, Mahalbhagyat, Navanagar; **DO-3 Zone**- Aerospace park, Apparel Park, I & II, Defence park, Kumbalgodu I & II; **Hassan Zone**- Amble I & II, B.Kattihalli, Doothnurkaval, Holenarasipura, Nigadiyath Kaval, Thimmanahalli.

[42] **DO-3 Zone**- Apparel park Phase 1 and 2 (5 each) and Kumbalgod Phase 1 and 2 (62 & 29) **Hassan Zone**- B.Kattihalli (18), Hassan Growth Centre (78) & SEZ (4).

[43] **Belagavi Zone**- Aliyabad (1), Kanabargi (61), Mahalbhagyat (17) and Navanagar (25).

[44] a non-profit organization headquartered in Bengaluru, committed to advancing inclusive water and sanitation solutions.

construction, landscaping and that ground water table level was below 1000 feet in and around Devanahalli Industrial Area.

Thus, as the Board did not ensure provision of water supply, the industries dug borewells or sourced water from available sources, without adequate monitoring. This could also contribute to lower groundwater table levels further in the vicinity of Industrial Area.

The Government stated (August 2025) that the major Industrial Areas (80) are supplied with surface water and the supply of water to 74 Industrial Areas are under progress. Water Requirement of the isolated and small Industrial Areas are minimal and at present, ground water is being supplied to meet the requirements. The reply indicates the Board inaction in providing basic necessity of water as per Section 5 read with Section 2 of KIAD Act and as reiterated in Industrial Policy.

2.2.15 Common Effluent Treatment Plant and Discharge of Effluents in Industrial Areas

Effluent Treatment Plant (ETPs) is also one of the basic amenities to be set up in an IA as per the Notification dated 18 March 1991 issued by GoK under KIAD Act, 1966. The Industrial Policy 2020-25 envisaged setting up of Common Effluent Treatment Plants (CETP) by the Board or encourage private investors to set up and manage such Common Effluent Treatment Plants, in all new industrial areas and wherever mandated.

The National Green Tribunal (NGT) also issued (September 2020) directions that the continuation of an industrial activity shall be allowed only when there is a functional "primary effluent treatment plant" and the setting up of functional "common effluent treatment plants" within the specified timelines shall be responsibility of the Member Secretaries of the Pollution Control Boards concerned. State Pollution Control Boards (SPCBs) was to ensure remedial action against non-compliant Common Effluent Treatment Plants or individual industries in terms of not having Effluent Treatment Plants /fully compliant Effluent Treatment Plants or operating without consent or in violation of consent conditions.

The Board has developed 207 Industrial Areas across the State. However, only two[45] CETPs are functioning, catering to eight Industrial Areas for safe disposal of industrial waste. In one of the test checked Development Offices, the Board commissioned (February 2010) a Common Effluent Treatment Plants with a capacity of 5 MLD at Apparel Park, Doddaballapur IA, which was closed[46] in March 2011. During March 2018, the Board decided to upgrade the existing Common Effluent Treatment Plants to avoid litigations from the courts and from the allottees or environmental authorities. The effluent discharge was expected to be 1.74 MLD from the existing units in the industrial area and accordingly, Board decided (October 2019) to retrofit the existing 0.5 MLD (Million Liters per Day) STP and 5 MLD CETP to 0.5 MLD STP and 2 MLD CETP with allied

[45] At Bidar District (covering 6 IAs), Kadechur IA, Kolhar IA, and Yadgir District (covering 2 IAs).

[46] The STP/CETP commissioned (February 2010) at a cost of ₹ 19.49 crore was under O&M up to February 2013, the agency (M/s UEM) failed to operate the plant continuously and plant was closed in March 2011.

tertiary treatment plant for Zero Liquid Discharge[47] (ZLD) level with an estimated amount of ₹31.25 crore. The Board, through invitation of tender (December 2020) awarded the work for ₹34.20 crore (contractor). As per the information made available to Audit, an amount of ₹31.49 crore was spent so far (₹19.49 crore in first phase prior to 2010 and ₹12 crore in the second phase), however, the CETP is not functional.

Government stated (August 2025) that across the State two common effluent treatment plants (covering 8 Industrial Areas) were commissioned, three common effluent treatment plants were under progress (covering six Industrial Areas), one CETP (covering one Industrial Area) was under tender and 17 common effluent treatment plants were proposed for construction (to cater to 21 Industrial Areas). Further, it was stated that at Apparel Park Phase-1, Doddaballapur Industrial Area the plant was defunct for some period due to the non-supply of effluent and that Board had taken up retrofitting works to treat required quantity of 2.5 MLD effluents. The reply is silent on specific reasons for not providing CETPs while developing Industrial Areas.

Case study-III

Hassan Industrial Area/SEZ was approved and developed during the year 1995 and had been fully allotted and hosting a variety of industries such as textiles, pharma, granite polishing industries, etc. However, the Board did not initiate any action to provide basic facilities/amenities such as Effluent Treatment Plant, Sewage Treatment Plant, and Solid Waste Management, even after 29 years from the formation of the IA.

During JPV of IA, Audit observed that water bodies surrounding SEZ were polluted due to release of industrial effluents/sewage into the storm water drains. The pictures (8, 9 and 10) depict water bodies filled with effluents.

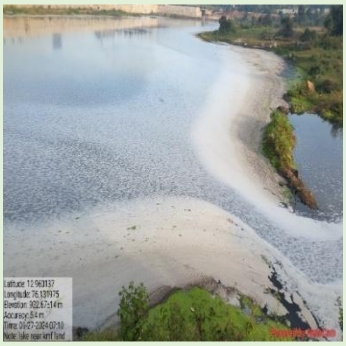
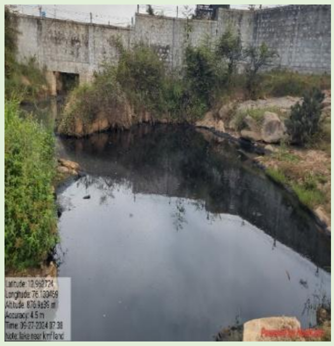
The contaminated water was flowing through the storm water drain and into the adjacent villages and lakes. The village panchayats raised the pollution of water bodies by pharma industries in the IA and an FIR was also registered (20 June 2017) against four pharma units (Kumar Organics, Karnataka Nutraceuticals India Ltd, Star High Herbs Pvt Ltd and Ultra Laboratories, Hassan.).

To an observation on similar violations included in the Audit Report of CAG of India (**Paragraph No.2.1.8.5 *of Report No.8 of 2017***), Board had assured to take action against the erring units and to issue directions to establish primary Effluent Treatment Plants. However, no corrective action has been taken by the Board as there were no records shown to Audit in support of the actions taken to prevent discharge of industrial waste or the penalty levied on the erring industrial units.

Thus, not providing CETP has not only violates the Act, and provisions of EC and directions issued by NGT, but also resulted in pollution of water bodies in particular and environment in general.

Government stated (August 2025) that Pharmaceutical SEZ, Hassan growth centre was developed during the year 2007-08 and that individual industries established their own ETP within their premises. Board had requested KSPCB for strict monitoring of ETPs, so that units do not discharge untreated Effluent to Storm Water Drain/Water bodies/Nalas/Valleys *etc*. The reply is not supported by any documentary evidence for requesting KSPCB or for IAs establishing their own ETPs. Further, Board has unilaterally abandoned its responsibility of monitoring such discharges and has not taken any action, even though this issue was pointed out earlier.

[47] ZLD: Zero Liquid Discharge to ensure that there will be no discharge of industrial wastewater into the environment

		
Picture No. 10: Water body polluted by discharge of chemicals, SEZ Hassan	**Picture No. 11: Waste/sewage water discharged in open, SEZ Hassan**	**Picture No. 12: Waste/sewage water discharged in open, SEZ Hassan**

2.2.16 Contract management issues in Development Works

The development of Industrial Areas involved capital works which included construction of roads, Audit noticed certain deficiencies in contract management such as preparation of defective estimates, incorrect adoption of schedule of rates leading to cost escalation and splitting up of works to avoid tendering as discussed in the paragraphs below:

2.2.17 Adoption of incorrect item rates

For preparation of line estimates, the Board has no specific guidance manual. Typically, the Current Schedule of Rates (CSR) published by- Karnataka Public Works Department (KPWD) (for civil works), KPTCL/ESCOM[48] (for electrical works), Water Resource Department (WRD) or Panchayath Raj Engineering Department (PRED) (for water supply/drainage, where applicable), or specialized departmental rates (*e.g.* Bangalore Water Supply and Sewerage Board (BWSSB) for sewerage) and market rate analysis for non-schedule items are used for preparation of estimates.

The work relating to 'Providing tertiary treated water to Hitech Defence and Aerospace Park 2nd phase (Haralur Muddenahalli) from KIADB Tertiary Treatment Plant' was awarded (June 2022) to contractor at ₹31.61 crore as against the amount put to tender of ₹25.76 crore. Audit observed that only three items in the Bill of Quantities (BoQ) contributed to 76 *per cent* of the contract and the rates quoted on these items, even after the rebate offered by the L1 bidder, were 75 *per cent* higher than the Rural Water Supply Sanitary Board (RWSSB) SR rates[49] prevalent at the time of tender (SR 2020-21) as detailed in **Table 2.2.2**:

[48] Electricity Supply Companies (ESCOM)/ Karnataka Power Transmission Corporation Limited (KPTCL).

[49] As per G.O dated 31 December 2021 applicability of RWSSB SR 2019-20 was extended until further orders beyond 01 October 2021 onwards.

Table No. 2.2.2: Details of items having abnormal rates and accepted by Board

Item No. of BOQ	Items	Quantity (rmtr)	Rate Quoted by the contractor (₹)	RWSSB SR rate (₹)	Difference	
					Amount involved as per quoted Rate (₹)	Amount as per RWSSB SR rates (₹)
107	MS Pipes 610 mm dia, 6.40 mm thick	8,755	17,000	9,644	14,88,35,000	8,44,33,220
142	MS Pipes 559 MM dia, 5.6 mm thick	2,884	14,510	7,467	4,18,46,840	2,15,34,828
174	MS pipes 406 mm dia, 5.6 mm thick	5829.80	13,000	5,456	7,57,87,400	3,18,07,389
Total					**26,64,69,240**	**13,77,75,437**
Less rebate @ 9.4 *per cent*					**2,50,48,109**	
Difference in quote after rebate					**24,14,21,131**	
Difference in final rates *vis-à-vis* SR rates					**10,36,45,694 (75 *per cent* over and above the SR rates)**	

Further, as per KTPP Act, substantially higher rates was defined as 10 *per cent* more than the estimated cost. Whereas, in this case the tender was accepted at 22.71 *per cent* more than the amount put to tender. Hence, the tender should have been cancelled and reinvited. Lack of diligence in tender scrutiny and evaluation has led to an unbalanced tender extending undue benefit to the contractor.

Government stated (August 2025) that Audit considered base prices instead of issue rate of MS pipes. By considering the issue rate, after rebate, the rates quoted by the contractor were 32.30 *per cent* above the tendered price, which was well within the powers of the Board to accept. The reply is not acceptable as awarding the work at substantially higher prices even after considering issue rate and rebate, the rates were on the higher side and in violation of KTPP Act. The powers given to Board are *ultra vires* to KTPP Act and the authority under which the Board was delegated these powers were not provided to Audit.

2.2.18 Over estimation of project cost

The Board had executed three substation works during 2019-24, of which records in respect of one work[50] was not made available to audit. Audit observed in respect of the other two works that the estimates were not prepared in accordance with circulars issued by Karnataka Power Transmission Corporation Limited (KPTCL), which resulted in inflated estimates as discussed in **Table 2.2.3** below:

Table No.2.2.3: Details of items included in the work

Sl. No.	Name of work	Audit remarks
1	• Establishment of 220/110/11kV substation at Kanagala Industrial Area at Hukkeri Taluk, Belagavi under self-execution. Estimated cost: ₹50.95	While preparing the updated cost of the project, Board considered the contingencies charges at five per cent instead of two and three per cent of (Material Cost + Erection + Testing + Commissioning + Establishment charges), for Sub-station and line works respectively as per the circular issued (August 2021) by KPTCL. This resulted in over estimation of the project cost by

[50] Establishment of 2×150 MVA, 220/66/11 KV SS at Hi-tech Defence Aerospace Park, Phase-II (Haraluru Mudenahalli).

Sl. No.	Name of work	Audit remarks
	crore Awarded (July 2022) cost: ₹53.47 crore, tender premium of 4.95 *per cent*	₹1.10 crore (Sub-station - ₹1.06 crore and line works - ₹0.04 crore). Government stated (August 2025) that a revised abstract was prepared with corrected contingency and establishment charges and found a difference of ₹114.96 lakh (including GST), which was 2.15 *per cent* of the original work order amount. Reply also stated that the Board initiated action to recover the amount.
2	• Establishment of 220/66/ 11kV substation at Hi-tech Defence Aerospace Park Phase-I Industrial Area at Devanahalli Taluk, Bangalore Rural under self-execution. Estimated cost: ₹95.03 crore Awarded (July 2018) cost: ₹116.88 crore, tender premium of 23 *per cent*.	As per OM dated 24 August 2017 issued by KPTCL, Establishment Charges' was envisaged at 20 *per cent* on 'total cost (Material + Erection/ Labour + Testing charges plus GST)' and contingency charges at 3 *per cent* on total cost and establishment charges. However, the component of "cost of civil engineering works" was additionally included to arrive at the establishment charges instead of only the 'material cost + erection/labour + testing charges' resulting in over estimation of the project by ₹4.34 crore (station work - ₹2.31crore and line work-₹2.03 crore). In addition to the above, contingency charges at three *per cent i.e.* ₹0.79 crore was also added up. Government stated (August 2025) that the revised estimate used for tender evaluation was officially provided by KPTCL and the abstract used for comparison of financial bids was also as per the reference of KPTCL with their approved (03.06.2017) abstract. The reply is not acceptable as Board prepared an abstract for electrical works at a cost of ₹95.03 crore by taking reference of KPTCL OM dated 24.08.2017. However, the inclusion of "cost of civil engineer works" to arrive at establishment charges by Board was not in line with the OM issued by KPTCL.

2.2.19 Splitting up of works

The GoK through a circular instructed (January 2013) and reiterated (June 2016) that all the departments not to execute works through piece work basis by splitting and to adopt package system of entrusting work by calling tender. Further, it was also stated that the officer/engineer ordering execution of the work on a piece work basis are personally responsible for the lapse and action as per civil service code would be taken against them.

Audit observed that in the three test checked zones, same set of works relating to repairs and maintenance, water supply lines and electrical installations along with installation of ancillary items, *etc.* in the same IAs aggregating to ₹2.98 crore were split into 64 piece works of less than five lakh rupees each and entrusted to the contractors to avoid tendering. The details of works are mentioned in **Appendix-25**. The action of the Board in splitting up of works is in violation of Government instructions warranting action on the responsible.

Government stated (August 2025) that works were taken up only for the maintenance of roads, streetlights, office buildings and repairs of water supply pipes, which were of immediate nature and that henceforth, the Board would take annual maintenance works of IAs on tender basis. The Board agreed that, despite reiteration from GoK, Board went ahead with splitting of works disregarding the circular that the practice of entrusting the work on piecemeal basis undermines the rationale of competitive bidding as envisaged in the KTPP Act.

Recommendations

The Board shall take initiative:

1. **To prepare annual action plans and perspective plans aligning to the industrial policy of the government and develop appropriate mechanisms to implement these plans.**
2. **To adhere to the general procedure laid out on acquisition and development of IAs and to ensure encumbrance free land leading to entry/ exit points, main roads, *etc*. prior to allotment. Ensure availability of core amenities specifically with respect to waste management in line with the applicable provisions and norms.**

2.2.20 Monitoring and Maintenance of Industrial Areas

Section 13 (ii) (c) of the KIADB Act, 1966 details the functions of the Board which inter-alia includes, maintaining and management of Industrial Areas. Out of the 207 Industrial Areas developed by the Board, the responsibility of maintenance of 197 Industrial Areas lies with the Board, the remaining 10 Industrial Areas were handed over to the associations concerned. The Board prepares budget estimates for the annual maintenance works under four major categories, *viz*. (i) Maintenance of Roads, Footpaths, Avenue Plants; (ii) Maintenance of Water supply, salary, power charges; (iii) Maintenance of Streetlights & Pumps; and (iv) Maintenance of Buildings.

Audit scrutiny of records maintained by the Development Offices revealed that the budget estimates towards maintenance of Industrial Areas were not commensurate to the actual requirement and the amount spent on maintenance was very less with reference to budget projections. Audit observed deficiencies such as absence of separate authority for maintenance of Industrial Areas as envisaged in KIAD Act, encroachments by industrial units, poor maintenance of infrastructure, *etc*. The observations are discussed in the following paragraphs.

The Board prepared annual budgets indicating the capital and maintenance expenditure proposed during the year. Instances of initiating developmental works in the IAs without ensuring (i) encumbrance free land (ii) prior environmental clearances and (iii) compliance to the terms of Environmental clearance which led to substantial delays in completion of various developmental works in the test checked industrial areas (refer ***Paragraph No. 2.2.11, and 2.2.13***) were also observed. There were instances of defective estimates and violation of KTPP Act in awarding contracts also (refer ***Paragraph No.2.2.17, 2.2.18 and 2.2.19)***.

2.2.20.1 Audit also observed that due to lack of follow-up, implementation of projects was delayed and Board neglected to take suitable action regarding non-functioning units which were allotted by the Board. In the three test-checked zones, out of 1,751 allotted units across 2,119.87 acres, 1,074 units (61.34 *per cent*) spanning 944.58 acres, which were allotted five years before, remained non-functional, vacant or not-implemented with delays ranging up to 43 years as detailed in the **Table 2.2.4**

Table No.2.2.4: Details of industrial units[51] allotted *vis-à-vis* current status as on March 2024

Sl. No.	Status of Industrial units allotted	DO, Belagavi		DO, Hassan		DO-3, Bengaluru		Total		Delays ranged from
		No. of units	Area (acres)	No. of units	Area (acres)	No. of units	Area (acres)	No. of units	Area (acres)	
1	Non-implemented	0	0	0	0	75	246.24	**75**	**246.24**	5 to 20 years
2	Not functioning	784	166.16	57	71.82	0	0	**841**	**237.98**	5 to more than 30 years
3	Vacant	16	11.85	10	53.65	132	394.86	**158**	**460.36**	5 to 30 years
Total		**800**	**178.01**	**67**	**125.47**	**207**	**641.10**	**1074**	**944.58**	

Source: Complied by Audit from the data provided by Board

Audit observed multiple factors, which were attributed to non-implementation of projects by the industrial units, such as lack of viability of the business, funding constraints, absence of grievance redressal mechanism, *etc.* apart from lack of basic amenities in the IAs. Audit test check of 79 allotment files[52] from the three selected DOs revealed that in 34 cases (47 *per cent*), allottees cited lack of basic infrastructure such as roads, water, streetlights, along with issues like land litigation and resistance from land losers, as major obstacles for setting up of the units.

Government in its reply stated (August 2025) that the number of units which are non-functional/not-implemented (714 units spanning 1,598.91 acres) is different from what reported by Audit. Further stated that some Industrial Units were not functioning due to lack of business viability, internal disputes among the firms/companies, funding constraints, land litigation, *etc*. and not due to the lack of basic infrastructure. However, the reply is generic and did not address specific infrastructural issues as pointed out by Audit in the test checked 34 cases. The units which are stated to have reiterated as under production in the evidence provided in the reply were not functioning. Further the veracity of the reply could not be ascertained as supporting documents were not made available to audit.

2.2.21 Insignificant spending on Maintenance

Section 13 of the KIAD Act, 1966 mandates KIADB to maintain and manage Industrial Areas (IAs) in addition to their establishment and development such as maintenance of roads, footpaths, avenue plants, water supply, streetlight, *etc.* Audit noted the absence of documented criteria for budgeting and sanctioning maintenance funds. Further, the details of expenditure incurred on maintenance

[51] Data compiled in Audit on the basis of data furnished by DOs. As per the conditions of allotment, production should commence within two years from the date of possession of land by the allottee. For the purpose of delay three years has been considered as cutoff period for implementation of the project considering a leverage of an additional grace period of one year i.e. three years from the date of possession.

[52] Belagavi-14, Hassan-41, DO-III-24

for Nine out of 12 Development Offices were not furnished to audit despite requisition.

As per norms of the Board[53], maintenance and upkeep of industrial infrastructure requires about five *per cent* of the development cost once in five years with an approximate cost of ₹30 lakh per acre. Audit observed a significant shortfall in budget projections and actual amount spent on maintenance of IAs falling under three selected DOs as indicated in **Table 2.2.5**.

Table No.2.2.5: Details of budget and actual amount spent on maintenance for 2019-24

Zonal Office	Land allottable (Acres)	Approximate cost @₹30 lakh per acre for 2019-24 (₹ crore)	Budget projections (₹ crore)	Actual expenditure (₹ crore)	Shortfall in expenditure against budget (₹ crore)	Percentage of shortfall
Belagavi	3195.2	191.71	20.26	2.35	17.91	88
DO-3, Bengaluru	4610.46	276.62	20.90	1.85	19.05	91
Hassan	2555.8	153.35	16.53	4.34	12.19	73
Total		**621.68**	**57.69**	**8.54**	**49.15**	

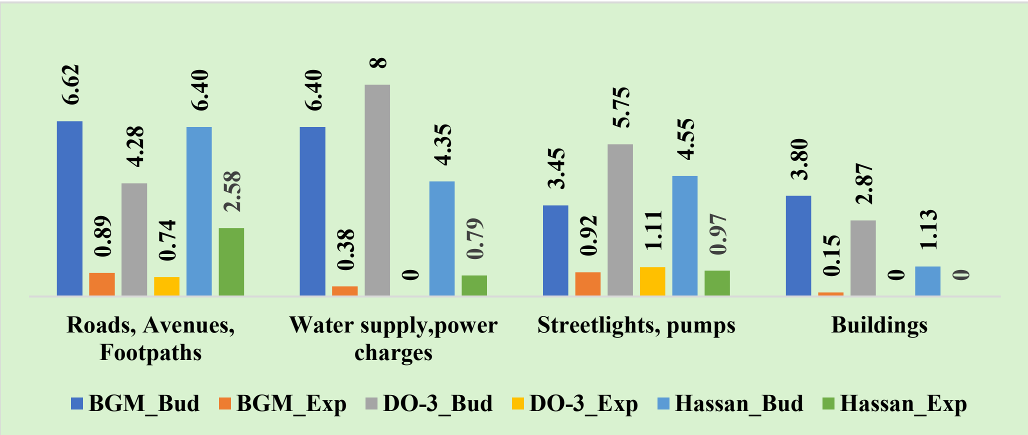
Source: Complied by Audit from the data provided by Board

The total requirement of maintenance funds across the three Development Offices was ₹621.68 crore, while the funds budgeted was only ₹57.69 crore *i.e.* 9.27 *per cent* of the actual requirement for 2019-20 to 2023-24. Added to the shortfall in budget provision, the actual expenditure incurred was only ₹8.54 crore, *i.e.* 1.37 *per cent* of actual requirement and 14.80 *per cent* of the budget provision.

The component wise expenditure *vis-a vis* budget is depicted in **Chart 2.2.4** below:

Chart No.2.2.4: Details of expenditure incurred against budget provision on maintenance

(₹ in crore)



Audit observed that the expenditure incurred on all the four components against budget was negligible even with reference to the budget provision. Audit during JPV observed worn out roads, poor state of electrical infrastructure, inundated plots, *etc*. The following are some of the images obtained during JPV carried out by Audit which shows poor state of infrastructure.

[53] Write up on Acquisition, Development and Allotment of Industrial Areas by KIADB prepared by KIADB.

Picture No.13: Poorly maintained drainage at Honaga IA, Belagavi

Picture No.14: Poorly maintained roads at Aliyabad IA, Vijayapura

2.2.21.1 The Board was required to collect maintenance charges at a specified rate as per the lease agreement entered with the industrial units. Audit observed that the revenue collection from the industrial units towards rent, water charges and maintenance charges collectable as per the lease agreements was only around 45 *per cent* of the total demand in three selected Development Offices (₹8.92 crore was collected against the demand of ₹19.79 crore, with arrears of ₹10.87 crore during 2019-24). Also, the Board did not take any action for default in payment of dues by the units, except levying interest. This resulted in dues getting accumulated year-on-year without actual collection.

Government stated (August 2025) that action would be initiated to recover the dues and that notices and reminders were issued to the allottees for payment of dues. Though notices were issued to the allottees, the Board failed to invoke penal provisions on the defaulters as per the lease agreement.

2.2.21.2 Encroachments in violation of the conditions of allotment

As per Section 14 of the KIAD Act, 1966, the Board is empowered with rescinding or modifying allotments, including power to evict an allottee in cases of breach of any of the terms of allotment. Further, Section 34A and 35 of the Act requires the Board to conduct inspections, survey, *etc.* of the Industrial Areas and empowers the Board to demolish such alterations/unauthorised constructions.

During JPV, Audit noticed violations in 10 out of the 41 Industrial Areas. Some of the significant violations by the allottees are as follows:

- In Aliyabad Industrial Area, Belagavi Zone, there was an encroachment of storm water drain, and a building was constructed with one of its

Picture No 15 & 16: Plot no. 54 land measuring 1000 sq. meters in Aliyabad Block-II- Construction of buildings encroaching storm water drain.

supporting Reinforced Cement Concrete pillars in the center of the drain. However, the Board did not take any action for deviation from the sanctioned plan and evicted the encroachment.

- There was an encroachment of un-allotted Plot No. 11 admeasuring 1 acre of land in **Aerospace sub-layout 11**, DO3, Bengaluru.
- In **Amble Industrial Area**, Hassan zone, a portion of the drain was encroached by allottee of Plot Nos. 58, 59 and 60-P) and a compound wall was erected by the allottee. Untreated water was also being discharged through the drain.
- In **Navanagar Agrotech Park**, Bagalkote 7.9 acres of park area was encroached, fenced and a plantation crop was being cultivated.

Picture No. 17: Compound wall constructed by encroaching the drain and letting untreated water Amble IA.

Picture No. 18: Park area (7.9 acres) encroached and cultivated in Agrotech Industrial Area.

Picture No.19: Un-allotted Plot No. 11 encroached and fenced, Aerospace Sub-Layout 11.

The above encroachments clearly indicate the absence of an appropriate system for periodical monitoring of IAs to ensure that allottees adhere to the conditions of allotment. However, action initiated by the Board to reclaim or safeguard the assets from the encroachments was not forthcoming.

Government stated (August 2025) that the Board had issued notices and initiated action to survey the land and remove the encroachments. The reply confirms the Board's inaction to carryout inspection of the Industrial Areas for encroachments and to evoke provisions of KIAD Act, 1966.

2.2.22 Non-utilisation of land earmarked for Civic Amenities

As per GoK order (8 March 2019), the Board after earmarking the civic amenity plots shall, before allotment to private undertakings, give due publicity, specifying their location, dimensions, purpose, etc. A sub-civic amenity plot allotment committee shall look into the prospective applications so received. The infrastructural facilities as per the notification dated March 1991 issued by GoK included Research and Development centers, skill development centers, Government /PSU offices, Banks, Hospitals, Petrol/Gas filling stations, etc. in IAs developed by the Board.

A test check of land use analysis of the test checked Development Offices revealed that the total area earmarked for amenities across the three Development Offices (in 41 IAs) was 497.80 acres. Audit noticed that 29 plots to the extent of 98.10 acres (20 *per cent*) in 9 IAs out of the test checked 41 IAs, were lying vacant as on date (March 2025). The details of publicity or other initiatives taken to allot the civic amenity plots for developing infrastructural facilities were not forthcoming from the records produced to audit.

Government stated (August 2025) that application for allotment of the Amenity plots (Civic Amenity plots) was invited for 200 vacant and litigation free plots across 12 zones. The process was widely publicised during February 2025 across major newspapers along with publication on the official website of KIADB. However, the reply is silent on the response to the notification and number of applicants allotted. Further, the Board's inaction to take action resulted in Civic Amenity plots remaining vacant.

2.2.23 Lack of initiatives to auction Commercial Plots

The Board decided (January 2023) to allot the commercial plots available in the IAs on 10 years lease-cum-sale basis through auction by fixing the base rate at double the prevailing allotment rate of concerned IAs for the commercial activities viz. Trading, banking, insurance, administrative services, hotels, restaurants *etc*. after obtaining approval from CEO&EM.

Audit observed that in two out of three Development Offices test checked, out of the total commercial plots of 169.43 acres earmarked, 29.8 acres (18 percent) were yet to be auctioned. About 10 plots spreading across five industrial areas of DO-3 and Belagavi zones spanning 29.80 acres with a prevailing market value of ₹26.05 crore have not yet been auctioned. The details of commercial plots that have not yet been auctioned are given below:

Table No.2.2.6: details of commercial plots not auctioned

(₹ in crore)

Sl. No.	Industrial Area	Zone	No. of plots	Extent (in acres)	Prevailing price per acre	Value based on the prevailing price
1	Obedanahalli (3rd phase)	DO-3	5	5.49	2.00	10.98
2	Kangala	Belagavi	1	6.16	0.62	3.82
3	Mulawada	Belagavi	1	15.86	0.62	9.83
4	Kittur	Belagavi	1	1.00	0.52	0.52
5	Balkundi	Belagavi	2	1.29	0.70	0.90
	Total		**10**	**29.8**		**26.05**

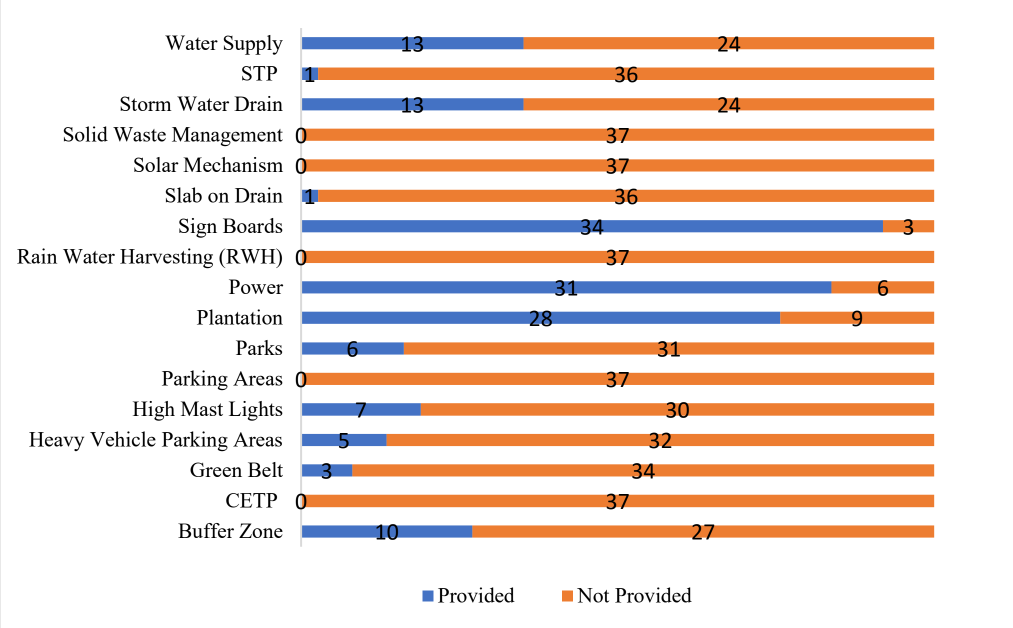
Source: Complied by Audit from the data provided by Board

Government stated (August 2025) that e-auction carried out (October and November 2024) did not yield any bids (no participation). The reply is not acceptable, as the Board did not analyse the reasons for lack of participation and the further action to be taken.

2.2.24 Issues noticed during Joint physical Verification of IAs

Audit conducted a Joint Physical Verification (JPV) of 41 selected Industrial Areas in the selected three DOs. Out of the 41 selected Industrial Areas , test checked four IAs were under formative stages. The **Chart 2.2.5** below indicates the details of amenities provided by the Board in the remaining 37 IAs.

Chart No.2.2.5: Status of amenities provided/not provided in the IAs



Audit noticed that most of the essential amenities or components stated aforesaid were not part of the initial estimation itself. In 13 of out 21 test checked DPRs produced to Audit, apart from storm water drain and signboards, only three DPRs included provision for RWH. None of the other items listed aforesaid were included as part of the DPR. The components *viz*. CETP, RWH, SWM, Parking areas and Solar mechanism were not provided in any of the Industrial Areas.

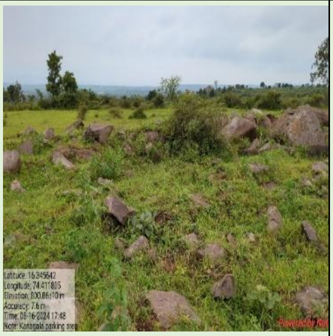
Government stated (August 2025) that Board ensures Water and Power supply to every IA , provisions were made for SWM, Parks, Green belt, buffer zones and parking area and that STP & CETP formations were being taken up on priority and RWH was being followed. Further, Government also stated that a comprehensive plan for adoption of Solar energy across all IAs was in the pipeline and that all the above components were part of the cost structure of KIADB Industrial area formation and are being taken up based on phase-wise development.

The reply is not acceptable as the test checked IAs have not been provided essential amenities such as CETP, RWH, SWM *etc* as observed by Audit during JPV. Audit noticed that industries relating to 20 IAs of the test checked 41 Industrial Areas have not sourced water from the Board. The fact that various components were part of cost structure and being taken up in a phased manner is not ascertainable in the absence of any long term plans by the Board. For instance, the Hassan Growth Centre formed during 1995 was lacking in basic amenities even after three decades.

2.2.25 Other inadequacies noticed during Joint Physical Verification

The other inadequacies which were noticed relating to roads, SWM, parking, streetlights, *etc.* are depicted in the following pictures:

Picture No.20: Damaged Road, Aliyabad- 2 IA, Belagavi (20.06.2024)



Picture No. 21: Undeveloped parking area in Kanagala IA, Belagavi (16.06.2024)

Picture No.22: Solid Waste dumped by the roadside, Kangralli, Belagavi (22.06.2024)

Picture No.23: Solid Waste dumped by the roadside, Kattihalli IA, Hassan

Picture No.24: Clogged drain with stagnated sewage, Kumbalgodu Phase 1, DO-3

Picture No.25: Broken and non-functional streetlights, Hassan Growth Centre (20.04.2024)

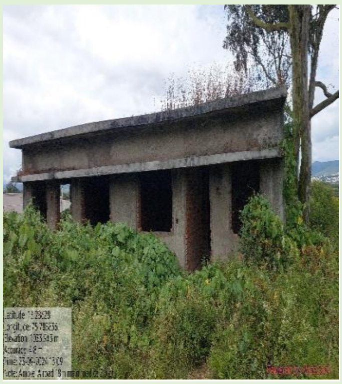
Government stated (August 2025) that prior to April 2025, property taxes were collected by local bodies and Board collected minimal charges which were not sufficient to maintain the established IAs. As per the provisions of Special Investment Region Act, 2022, property tax would be collected by the Board henceforth and thereby, required infrastructure, up gradation and maintenance works would be taken up. The reply is not acceptable as the Board has not discharged its functions as provided under provisions of KIAD Act, 1966 in maintenance of IAs. Further, the fact remains that the Regional Development Authority, as envisaged under new Karnataka Special Investment Region (SIR) Act, 2022 is yet to be formed and notified.

2.2.26 Abandonment of assets created without upkeep and maintenance

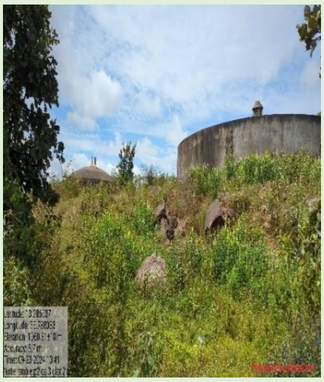
In Development Office-Hassan, Water treatment Plant (WTP) Gorur and the aerator were dilapidated and in abandoned condition. Six double room staff quarters in Gorur were also dilapidated and not fit for occupation. In Amble IA, two staff quarters constructed in a CA plot were abandoned and two Ground Level Storage Reservoirs (GLSR) were left abandoned. Further, a commercial complex in Kumbalgodu I phase was left in an abandoned state. A few pictures taken during JPV are depicted under:

Picture No.26: Abandoned aerator, WTP, Gorur, DO-Hassan

Picture No.27: Abandoned WTP Machine room, DO-Hassan



Picture No.28: Abandoned staff quarters in Amble IA, DO-Hassan, developed during 1993-94



Picture No.29: Abandoned GLSR, Amble IA, DO, Hassan, developed during 1993-94

Picture No.30: Abandoned borewell, Balekundi, DO-Belagavi

Government stated (August 2025) that Board established 5 MGD independent water supply scheme from Hemavathi river (Picture No. 24 to 26 above) to supply water to Hassan Growth Centre IA and presently, water was being supplied directly, bypassing the WTP and hence, the WTP and the staff quarters were not in use. The action will be initiated by Board to dispose the dilapidated buildings (Picture No. 26 and 27) through auction and presently the borewell (Picture No. 28) is covered for safety and action will be initiated by Board for verification of usage of borewell by clearance from the Ground water Authority. The reply is not acceptable as the assets created were kept in dilapidated condition without proper maintenance. Further, action is initiated on the issues pointed by Audit.

Recommendations

The Board may:

1. **Ensure sufficient allocation of funds and their spending on maintenance of civic amenities with reference to the existing norms.**
2. **Place an effective system for periodical inspection of IAs to ensure adherence to the conditions of lease by the industrial units**.

Chapter-III

Compliance Audit Paragraphs

Chapter III: Compliance Audit Paragraphs

Public Works Department

3.1 Unfruitful expenditure of ₹8.77 crore on construction of bridge

As per the Karnataka Public Works Departmental Code (KPWD Code), estimates for land acquisition must be sanctioned first, and tenders should be invited only after the Department has taken possession of the required land. However, in the Karwar Division, construction of a bridge from Siddar Nayawad Village to Umbeljoog Village was commenced and completed without acquiring land for the approach roads. Although the bridge was completed in January 2022, it remains non-operational due to the pending construction of the approach roads.

Karnataka Public Works Departmental Code of 2014 (D' Code), Paragraphs 75, 81 and 135 clearly specifies that provision for land acquisition involving huge amounts shall form part of the major project estimates and separate estimates may be prepared for acquisition of land and for proper projects. Estimate for land acquisition may be sanctioned first and only after the land is in the possession of the Department, the tenders for the project proper may be invited. No work shall be included in Appendix-E without possession of land.

Additionally, as per Section 55 of the 'D' Code, the Executive Engineers and Assistant Executive Engineers shall have access to the data under 'Bhoomi 'software of the Government of Karnataka regarding the land assets owned, land to be acquired for new works, payment of compensation, award of notifications, taking possession of lands etc.

The work of Construction of Bridge from Siddar Nayawad Village to Umbeljoog village of Karwar Taluk Uttara Kannada District under Public Works Division, Karwar was technically sanctioned (29 December 2020) by the Chief Engineer, Communications & Buildings (North), Dharwad for ₹8.29 crore. The estimate inter alia provided for construction of a bridge with 25m Span Superstructure (2 Girder System), 6.5m wide Deck and approach roads on both the sides of the proposed bridge. The work order was issued on 20.03.2021. As per the 9th and part bill, an expenditure of ₹8.77 crore was incurred.

Though the bridge was completed in January 2022, the work lacked sufficient land for construction of approach road towards Umbeljoog village, resulting in the completed bridge not being opened for public use.

In this regard a private consultant[54] on 02-12-2020 had done survey and assessed the length of approach road and embankment towards island side as 500 meters. However specific extent/land to be acquired was not assessed and a lumpsum provision of ₹40 lakh was made in the estimate. The Division has addressed letters to Assistant commissioner and Deputy Commissioner on

[54] M/s SISA consultants.

6 December 2024 and 3 January 2025. However, the land acquisition proceedings are yet to commence, and no amount has been deposited with Revenue Authorities.

Thus, the total expenditure of ₹877.21 lakh on the bridge construction, without the accompanying approach roads, constitutes unfruitful expenditure. This reflects poor project planning and execution, as the bridge remains non-operational and cannot serve its intended purpose of connectivity.

The Government in its reply (February 2025) has stated that before commencement of the project during transect walk all the land owners gave consent for the project and hence the construction of bridge was started. The Division has started acquiring land as per provisions of the Land Acquisition Act. Once the preliminary notification is issued, the approach roads will be constructed to be open for public use.

Recommendation 9: The Government may direct the Department to expedite land acquisition for approach roads and ensure timely completion. For future projects, land availability should be confirmed before work begins.

3.2 Duplication of work resulting in payment for work not done causing loss to Government

Improvement works undertaken by PWD Division Yadgir had overlapping chainages of 925 meters, with other work executed within the same division. Consequently, payments amounting to ₹1.33 crore in Yadgir was made to contractors for work that was not actually carried out causing loss to Government.

Paragraph 16 of Karnataka Financial Code stipulates that it is the duty of every Government servant not merely to observe complete integrity in financial matters, but also to be constantly watchful to see that the best possible value is obtained for all public funds spent by him or under his control and to guard scrupulously against every kind of wasteful expenditure from public funds.

However, it was noticed that in PWD Yadgir Division the work of improvement of Markal Kollur to Bilhar Road from chainage 0.00 Km. to 3.00 Km in Shahapur taluk (W.I No. 132665) sanctioned (December 2020) for ₹1.2 crore was entrusted[55] at a tender cost of ₹1.22 crore, including 12 *per cent* GST, which was 4.54 *per cent* above the CSR of 2019-20. The contract envisaged providing 150mm subgrade for formation width, 200mm of GSB, 225mm of wet mix macadam, 50mm B.M and 25mm SDBC. The work was completed, and the contractor has been paid (May 2021) ₹1.20 crore.

Scrutiny of records revealed that another work for the improvement of the same stretch of road from Km 0.00 to 5.00 (working reach Km 0.00 to Km 4.80) was undertaken in July 2022 for an estimated cost of ₹8.50 crore (W.I No. 152466).

[55] Shri. Siddappagouda S Patil.

The work was entrusted[56] to for a contract amount of ₹9.30 crore. The reaches covered under this work included a 925-meter length already addressed previously in W.I No. 132665 (Km 0.00 to 3.00) during 2021-22. Further, no damages were reported on these reaches (925 meters).

Consequently, there was an overlapping of 925 meters in the work taken up in 2022-23, as per W.I No. 152466. As the second work also included the same items of work, namely GSB, wet mix macadam, BM, and SDBC, taking up the work a second time in the same chainage appears superfluous and raises doubts about the execution. The expenditure for providing the same layers for the 925 meters length already covered in the earlier estimate is shown **Table No. 3.1** below:

Table No. 3.1: Details of expenditure incurred for 925 meters of overlapping chainage

Item	Overlapping length in m	Breadth in m	Depth in m	Quantity in cum	Rate in ₹	Amount in ₹
Embankment/Sub-grade	925.00	10.25	0.200	1,896.25	433.65	8,22,309
Earthen Shoulders	925.00	2.12	0.425	833.43	433.65	3,61,415
Granular Sub-Base - 1st Layer	925.00	9.95	0.100	920.38	2,345.70	21,58,924
Granular Sub-Base - 2nd Layer	925.00	5.50	0.100	508.75	2.345.70	11,93,375
Wet mix macadam	925.00	5.50	0.250	1,271.88	2,513.70	31,97,112
Primer Coat	925.00	5.50	0.000	5,087.50	44.10	2,24,358
Tack Coat	925.00	5.50	0.000	5,087.50	12.60	64,102
BM	925.00	5.50	0.050	254.38	7,736.40	19,67,947
SDBC	925.00	5.50	0.025	127.19	10,233.30	13,01,548
TOTAL						**1,12,91,090**
GST @ 12 *per cent*						**20,32,396**
GRAND TOTAL						**1,33,23,486**

Thus, the expenditure of ₹1.33 crore (including 12 *per cent* GST) incurred on the above work was a fictitious claim and payments were made for work not done.

After the issue was brought to the notice of the Government in March 2025; Government replied in July 2025 that, the initial work under indent No.132665 was executed during 2020-21. At that time, the road was a Major District Road. Subsequently, in 2022-23 the same road was upgraded as State Highway, following which the chainages were realigned by PRAMC. Due to the chainage realignment, the reference point 0.00 kms were shifted to a new location (Hayyal B Village) which gives an impression of overlap. The new work was done between Hayyal B village to Hanchinal Village Wadgera Taluk in Yadgir District as per new approved MDR Bar Chart[57]. Hence there is no overlapping of road work.

[56] Shri. Prakashreddy.

[57] An MDR Bar chart shows the chainage wise status of the road such as width, condition of bituminous pavements etc.,

The reply is not tenable as the road was upgraded to SH in July 2023. However, both the works were entrusted before July 2022 itself. Further, the 2023 notification states that the road commences in Markal (211.28 kms) Shahapur Taluk and ends in Kadarapura (252.75 kms) with Hayyal B village (226.77 kms) which is not the starting point as claimed by the Government in their reply.

Recommendation 10: Government may direct the Department to call for explanation from the AE, AEE and EE who measured or check measured the work and approved payments for both the works.

3.3 Adoption of manual rates for excavation resulted in undue benefit to the contractors

In Kalaburagi and Chamarajanagar PWD Divisions, manual excavation rates were paid for work executed mechanically, resulting in an undue benefit of ₹5.04 crore to contractors.

The 2018-19 Schedule of Rates by PWD provides separate rates for manual and mechanical excavation. While mechanical excavation is more cost-effective, manual methods are used for small quantities or in space-constrained areas. The rates for excavation by manual mean and mechanical means as per SR of 2018-19 are shown in **Table No. 3.2** below:

Table No. 3.2: Rates per cum for excavation using manual and mechanical means

SR item no.	Description	Rate per cum
19.6	Excavation in soft rock/ ordinary rock without blasting for formation of roads by manual means.	1,201.00
2.23.1	Excavation for foundation of structures up to 3mtrs by mechanical means – in all types of soil.	52.00
2.23.2	Excavation for foundation of structures up to 3mtrs by mechanical means – Soft Rock/Hard Rock (without blasting).	68.00

(source Data rate for Schedule of Rates 2018-19)

In PWD Kalaburagi and Chamarajanagar Divisions, though original estimates included mechanical excavation, revised estimates adopted manual rates despite increased quantities. However, R.A. bill photos confirm contractors used mechanical means during execution. Details are as follows:

3.3.1 Construction of Queue Complex behind Malai Mahadeshwara Temple at MM Hills in Hanur Taluk, Chamarajanagara District

The work of Construction of Queue Complex behind Malai Mahadeshwara Temple at MM Hills in Hanur Taluk, Chamarajanagara District, under Public Works Division, Chamarajanagara was administratively approved (March 2020) under deposit work (8443) and technically sanctioned (August 2020) by Chief Engineer for ₹19.38 crore (W I No.124702). The estimate was sanctioned based on SR 2018-19 and which continued up to 17th of March 2022. The work was awarded (April 2021) to Shri Dhamodara Raju for ₹18.78 crore, which was 3.13 *per cent* below the CSR 2018-19. The work order and agreement had no mention of Completion period and Scheduled completion date. The work is in progress, and the contractor has been paid ₹15.62 crore as of October 2024.

The approved estimate included 6,342.74 cum of soil excavation by mechanical means at ₹60 per cum. During execution, soft rock excavation up to 10 m was required, confirmed by the Superintending Engineer on 05.09.2021. An additional 24,311.67 cum was estimated as an extra item. A revised estimate was submitted for Government approval, which is still pending (March 2026).

The revised estimate proposed manual excavation rates of ₹1,200–₹1,500 per cum under Item 19.6 of SR 2018-19. However, the original estimate and agreement provided for 6,342.74 cum of mechanical excavation, indicating no space constraints. Hence mechanical excavation, should have been adopted for an increased quantity of 18,005.91 cum. The Department should have used Item 2.23.2 or 2.23.1 of SR 2018-19, offering economical rates of ₹68 and ₹52 per cum. As Chapter 2 of the SR covers building earthwork and Chapter 19 covers roadwork, Chapter 2 is more appropriate. Photographic evidence also confirms the use of hydraulic excavators by the contractor during execution.

Picture 31 and 32: Excavation using mechanical means in Chamarajanagara

Source: Departmental records

Omission to substitute the manual excavation with mechanical excavation resulted in an undue benefit of ₹3.45 crore to contractor as detailed in **Table No. 3.3** below:

Table No.3.3: Details of Extra expenditure due to adoption of manual means of excavation

Ref to SR 2018-19 (1)	Qty executed in cum (2)	Rate at which paid per cum in ₹ (3)	Rate as per SR for Mechanical means per cum in ₹			Rate payable with T.P 3.13 *per cent* CSR in ₹ (7)	Excess paid per cum in ₹ (8) = (3) – (7)	Extra exp. in ₹ (8)*(2)
			Basic Rate (4)	Area Weightage at 5 *per cent* (5)	Total (6) = (4)+(5)			
2.23.2	18,005.91	1,200	68	13.60	81.60	79.05	1,120.95	2,01,83,798.28
2.23.1	6,305.76	1,500	52	10.40	62.40	60.45	1,439.55	90,77,476.48
Total								2,92,61,274.76
18 *per cent* GST								52,67,029.46

When reported in March 2025, the Government replied in July 2025 that soft and ordinary rocks were encountered just 25 meters from the MM temple. Due to proximity to the Garbhagudi of the temple, blasting was prohibited. To prevent damage, manual chiseling and hydraulic breakers were used. The Superintending Engineer, PWD, Mysuru, stated that excavation for footings was feasible only by manual means; hence, it was adopted.

The reply is untenable as manually chiseled boulders required no further breaking. Further as per Indian Standard (IS) code IS 1200 (Part 1): 1992 (paragraph No.3(e)), Rock or boulders which may be quarried or split with crowbars are classified as 'Soft Rock' and any rock or boulder for the excavation of which blasting is required is classified as 'Hard Rock'. In the instant case soft rock was encountered for which the item no 2.23.2 provides for excavation without blasting and if manual excavation was essential, its omission from the original estimate remains unexplained.

3.3.2 Improvement of road from State border to Hulsur, Basavakalyana, Mudbi Mahagaon of State Highway-11 in Aland Taluk

The estimate for improvement of road from State border to Hulsur, Basavakalyana, Mudbi Mahagaon of State Highway-11 via Ambalaga village Ch 56.60 to 63.40 Km in Aland Taluk, under the jurisdiction of Public Works Division, Kalaburagi was administratively approved (February 2022) by the Government under Flood Damage for the year 2021-22. The work was technically sanctioned by the Chief Engineer, North-East Zone, Kalaburgi for ₹6.13 crore (W I No.149388) and was contractor for ₹8.11 crore. The work is completed, and the contractor has been paid ₹7.50 crore as of November 2023.

The work involved widening the existing carriageway from 3.75 meters to 5.5 meters. The sanctioned estimate and the Schedule 'B' provided for excavation in all types of soil by mechanical means for surface drains with 3,328.75 cum, for which the contractor had quoted a rate of ₹48.38 per cum.

Audit noticed that, during execution, there was a need to cut roadsides for a length of 1.29 Km for improved vehicular movement and visibility. The same was also endorsed by the Chief Engineer during his site inspection on (21 November 2022). The CE recommended the excavation of soft rock without blasting.

Thereafter, excavation in soft rock/ordinary rock was estimated to be 10,457.36 cum. As additional excavation in soft rock/ordinary rock was not part of the sanctioned estimate, the same was included as extra item and revised estimate was approved (January 2023) by the Government for ₹9.30 crore.

Audit scrutiny of the revised estimate revealed that the Executive Engineer (EE) proposed a rate of ₹1,201 per cubic meter (cum) for manual excavation in soft rock/ordinary rock under Item No. 19.6 of the SR 2018-19.

The EE's decision to adopt more costly manual means of excavation in the revised estimate was incorrect and violated Codal provisions. Given the substantial volume of excavation and the requirement to complete the work within a specified period, employing a large manual labour force was impractical.

Despite the photographic evidence of mechanical excavation, the EE, who had the authority under Clause 34[58] of the agreement to alter the method of construction, did not update the estimate to reflect the use of mechanical means resulted in an undue benefit of ₹1.59 crore to the contractor as detailed in **Table No. 3.4** below.

Table No. 3.4: Details of Extra expenditure due to adoption of manual means of excavation

Qty executed in cum	**Rate at which paid in ₹/cum**	**Rate as per item no. 19.15 of SR 2018-19 for Mech. Means in ₹/cum**	**Rate payable with T.P 3.14 *per cent* CSR in ₹/cum**	**Excess paid in ₹/cum**	**Extra exp. ₹ in crore**
10,457.36	1,417.18	56.00	57.76	1,359.42	1.42
				G.S.T 18 *per cent*	0.17
				Total	**1.59**

In July 2025, the Government stated that 1.29 km of roadside cutting was needed to improve traffic flow and visibility, leading to 10,457.36 cum of additional soft rock excavation. As the main carriageway was nearly complete, space was limited, and crawler-mounted excavators risked damaging the new asphalt. Hence, manual excavation was adopted, with JCBs used only for disposal. Audit mistakenly interpreted photos of JCBs for disposal as evidence of their use in excavation.

[58] Clause 34 of the agreement *inter alia states that* 'The Employer shall have power to change the character or quality or kind of any item of work; change in any specified sequence, methods or timing of construction of any part of work'.

Picture 33 and 34: Excavation using mechanical means in Kalaburgi

Source: Departmental records

The reply is not tenable, as photographs show the road was incomplete during excavation. Furthermore, the Department confirmed JCBs were used for soft rock disposal, which contradicts the claim that excavators couldn't be used due to risk of damaging the newly laid carriageway.

Recommendation 11*:* The Government should recover excess payments from contractors and hold the responsible officials accountable for the loss caused.

3.4 Delay in finalization of the tender resulted in avoidable future liability of ₹5.08 crore to Government

As per Rule 22 of KTPP, tenders must be evaluated within their validity period. However, for Work Indent No. 10209, a 501-day delay led the lowest bidder to withdraw, forcing retendering with reduced scope and causing an avoidable future liability of ₹ 5.08 crore to the Government.

As per rule 17 of Karnataka Transparency in Public Procurement (KTPP) Rules, 2000, minimum time for submission of tenders for works costing more than ₹2 crore is 30 days. Further, as per rule 22 for the KTPP Rules, the evaluation of tenders and award of contract shall be completed, as far as possible, within the period for which the tenders are held valid. If the evaluation and award of contract is not completed within the tender validity period, the Tender Accepting Authority shall seek extension of the validity of tenders from the tenderers. The request of the extension of the tender validity period and response of the tenderer shall be in writing. The tender validity period as mentioned in clause 12 of the Instruction to Tenderers, which is a part of the standard bid document, is 90 days from the last date for submission of tender. If the evaluation and award of the contract is not completed within the prescribed/extended period, the tenders shall be deemed to have become invalid and fresh tenders may be called for.

The work of Improvements to 10.78 Km (8.78 km of reconstruction and 2 km of strengthening) of Chintamani-Murugamalla-Yanamalapadi Road with estimated cost of ₹9.80 crore which works out to ₹90.91 lakh per km was taken up by the Executive Engineer, Public Works Division, Chikkaballapura. The same was administratively approved (November 2018) by the Government and Chief Engineer, Communication and Building (South), Bengaluru (CE) has accorded technical sanction vide CER 47/2019-20.

In this case, in violation of Rule 17 of KTPP Rules, a short term tender for the work was called for on 28 July 2021, with last date of submission of tender as 11 August 2021 (15 days). Accordingly, both technical and financial bid evaluation was to be completed by the Division on or before 8 November 2021.

Six contractors submitted bids, with technical bids opened on 16 August 2021. However, the evaluation was completed only on 27 May 2022, after over nine months. During this delay, three bidders declined to extend the validity of their bids, and one was disqualified due to insufficient turnover, leaving only two financial bids for consideration. Despite the reduced competition and urgency, the Department did not act promptly to evaluate the financial bids or award the contract. The financial bid evaluation was completed only on 28 March 2023, resulting in a further delay of 305 days after technical evaluation. Notably, 246 of these days (from 25 July 2022 to 28 March 2023) were attributed to inaction at the Office of the Secretary, Public Works Department, Government of Karnataka.

On evaluation lowest quote was found to be ₹9.34 crore (6.87 *per cent* above current Schedule of Rates of 2018-19) and the same was approved on 28 March 2023. However, the lowest bidder also refused to extend the tender validity and eventually, the tender was cancelled in January 2024.

Administrative approval for the fresh proposal was given 09 February 2024 by the Government for the same amount of ₹9.80 crore. However, due to an increased project cost with respect to updated rates in the new common SR with effect from 18 March 2022, the project scope was reduced from 10.78 km to 5.98 km (at ₹1.64 crore per km). Thus, the delay in evaluation of technical and financial bids had led to increased expenditure leading to a direct loss of 4.8 km of road development for the public. At the estimated cost of as per 2023-24 Schedule of Rates an additional expenditure of ₹5.08 crore have to be met by Government for the remaining stretch of 4.8 km which was avoidable as detailed in the **Table No. 3.5** below.

Table No. 3.5: Details of additional expenditure for remaining stretch of 4.8 km

Item	Item reference as per SR 2023-24 Vol-III	Rate (₹)	Quantity (l*B*D)[59]	Total (₹)
GSB	4.1 A (i)	₹2,488/cum	4,800x6x0.15=4,320 cum	1,07,48,160
Wet mix macadam	4.17	₹2,559/cum	4,800x5.7x0.225=6,156 cum	1.57,53,204
BM	5.6 (i) C	₹7,462/cum	4,800x5.5x0.05=1,320 cum	98,49,840
SDBC	5.31	₹10,152/cum	4,800x5.5x0.025= 660 cum	67,00,320
			Total	4,30,51,524
			GST (18%)	77,49,274
			Grand Total	**5,08,00,798**

In this regard it is also pertinent to note that the core objective of inviting a short-term tender was to fast-track the project. However, the inordinate delay in evaluation of bids resulted in increased expenditure of ₹5.08 crore besides leading to a direct loss of 4.8 km of road development for the public.

The Government in its reply (February 2025) stated that the Division office faced acute staff shortage during finalization of the tender and unforeseen workload during COVID-19. Further the financial bid was revised based on the uniform common Schedule of Rates and resubmitted on 22.07.2022 and finally approved by Government on 28.03.2023.

The reply is not tenable as the impact of COVID-19 pandemic was more during the years 2020 and 2021. During July 2022 the pandemic largely subsided, and the reply does not address as to why there was a delay of 246 days in Government for approval of financial bids.

Recommendation 12: The Government may institute a monitoring mechanism to ensure compliance with timelines for bid evaluation and fix accountability for any unjustified delays.

[59] L=length, B=Breadth, D=Depth.

Electronics, Information Technology and Biotechnology Department

3.5 Wasteful expenditure of ₹1.55 crore on construction of Regional Science Centre in Mysuru

The Regional Science Centre in Mysuru, planned at ₹14.50 crore on seven acres within Mysuru University premises near Kukkarahalli Lake, was halted in February 2016 after the location was found to be a lakebed. This led to abandonment of the project and rendered ₹1.55 crore already spent as wasteful expenditure.

The Ministry of Culture, Government of India, under its Scheme for Promotion of Culture of Science, supports establishing Science Cities, Centers, Innovation Hubs, Digital Planetariums, and upgrading existing facilities. Establishment of the Regional Science Centre (RSC) in Mysuru was taken up with equal funding from the Centre and State. As per guidelines, construction was carried out by the National Council of Science Museums (NCSM), an autonomous body under the Ministry. Upon completion, the facility was to be handed over to the State Government for operation and maintenance. The State was required to provide land free of cost. For the establishment of the RSC, the Government in September 2005 had formed a society named "Mysuru RSC Society (MRSCS)". The Vice Chancellor (VC) of Mysuru University (MU) was appointed as the President; the Deputy Commissioner of Mysuru was the Vice President. Besides, the society had seven official members.

Detailed Project Report (DPR) for the establishment of RSC was submitted by the MRSCS through the Department of Science and Technology, Government of Karnataka (GoK) in November 2009. The DPR had identified seven-acres of land inside the MU campus close to Kukkarahalli Lake. The same was approved by GOI in July 2013 with a sanctioned estimated cost of ₹14.50 crores. The Karnataka Science and Technology Promotion Society (KSTePS), an autonomous institution along with MRSCS were identified as the State nodal agencies for monitoring the Project implementation. The State share of funds was released to NCSM in three[60] instalments.

Although NCSM issued a Letter of Intent on 7 October 2014, work began only in February 2015 due to delays in site clearance by MU. Construction was halted in February 2016 after the, Tahsildar, Mysuru Taluk declared the site, a lakebed. In March 2017, the Deputy Commissioner noted the lack of required approvals, including Environmental Clearance (26 September 2017). The Forest Department confirmed in October 2017 that the site was reclaimed lakebed. NCSM had foreclosed the contract in June 2017 after spending ₹1.55 crores, retaining ₹1.50 crores for contractor dues. Unused materials were handed over to KSTePS on 1 July 2017 and later moved to the MU campus. NCSM was yet to furnish the details of the final settlement made to the contractor on pending claims. In this regard, the following observations are made.

[60] 1st instalment - ₹3.25 crore (2007); 2nd instalment - ₹2.12 crore (2014); 3rd instalment - ₹1.88 crore (2017).

1. Construction is prohibited under Rule 4 of the Wetland Conservation and Management Rules, 2010 (amended 2017) and Section 14 of Karnataka Lake Conservation Act, 2014. Despite this, seven acres near Kukkarahalli Lake were finalized after inspection by State officials, including the Deputy Commissioner. The proposal to GoI stated the site was within MU premises. However, the Forest Department later confirmed it was lakebed. Authorities omitted to verify land records, and the site selection also violated GoI guidelines prohibiting low-lying area.

2. As per guidelines, the State Government must secure all statutory clearances before submitting project proposals. However, it omitted to obtain EC for the RSC project in Mysuru. Records show MU also did not pursue it, assuming it unnecessary since the land was within campus. This lack of due diligence led to avoidable expenditure of ₹1.55 crore, which could have been prevented by obtaining the required approvals beforehand.

3. In July 2017, 134.09 MT of unused construction material, including steel worth ₹58.50 lakh, was handed to KSTePS. As of December 2024, the steel remained unused. An October 2024 lab report found early corrosion, potentially reducing concrete bonding, weakening load-bearing capacity, and compromising structural integrity.

Thus, Constructing the RSC on a lakebed without required approvals led to wasteful expenditure of ₹1.55 crore and denied the public the intended opportunity to engage with and understand scientific concepts in Mysuru.

After the issue was brought to notice in August 2024, Government stated in July 2025 that the University of Mysuru had selected the site for the Regional Science Center. At the time of proposal submission to the Government of India, it was understood that the land belonged to the University. However, a later verification by the Forest, Ecology, and Environment Department revealed that the site was part of a lakebed. Subsequently, the University's Registrar, in a letter dated 21.04.2025, clarified that the building was 260 meters from the lake boundary and did not violate the Lake Conservation and Development Act (LCDA), 2014. Despite this, the University allotted an alternative 7-acre site near Chamundi Hills, and an MoU was signed on 19 June 2024 between the University and KSTePs under the new SPoC Scheme.

The reply is not tenable due to the following reasons:

(i) Even in April 2025, the registrar asserted that there was no violation of LCDA, 2014, and the land originally selected was not a lake bed and it was 260 meters away from the lake boundary, showing that proper verification of land details was not carried out by any of the authorities involved in this Project.

(ii) The construction work already carried out had already caused the ecological damage at the originally selected land and no reclamation for the same was taken up or proposed. But the committee went ahead with selecting alternate land and executing a new MoU.

Recommendation 13: The Government may direct KSTePS to clear any pending contractor dues, repurpose or auction unused materials, and fix responsibility for the wasteful expenditure incurred

Department of Industries and Commerce

3.6 Inordinate Delay in Construction of Office Building

Delay in Construction of Office building after investing ₹63.55 crore (in 2012), incurring rental expenditure of ₹48.60 crore and awarding of modified work without re-tendering.

The Karnataka Industrial Area Development Board (KIADB) (Board) with an intent to house all its offices located in the different parts of the city at one place and save rent amounting to ₹0.25 crore per month, purchased (October 2012) land measuring 28,500 square feet in Gandhinagar area of Bengaluru for construction of multi storied office building measuring a built up area of 10,345.30 sq. mts.[61] at a consideration of ₹63.55 crore. The tender for the construction of multi-storey office building was invited (March 2013) and the work order was issued (July 2013) to the successful bidder at his quoted price of ₹36.50 crore, which was 24.50 *percent* higher than the amount put to tender (*i.e.* ₹29.31crore).

The construction of the office building did not progress due to various reasons such as delay in change of ownership in Board's name, delay in clearance from competent authorities *viz* approval of the building plan by Bruhath Bengaluru Mahanagara Palike (BBMP), *etc*. The above issues were sorted out in 2014 and the building plan was approved by BBMP on 13 October 2014 with changes in the designs and area proposed[62].

Considering the delay and change in the approved design, the Board of Directors (BoD) discussed the issue between 2016 to 2021 and accorded approval to defer the work and cancel the contract. Further, the Board finally deliberated (October 2021) the change in the design of the building *i.e.,* to decrease the built-up area from 10,345.30 sq. mts. to 7,766.16 sq. mts. and to reduce one basement floor and three floors by revising the schedule of work.

A Modified work order was issued (28 March 2022) to the same contractor for construction of 4th, 5th and terrace floor of the office building with completion of balance works in G+3 floors at ₹29.19 crore plus GST with a completion period of one year (*i.e.* till 27 March 2023). The work is completed during December 2025 and the building was occupied in January 2026. The detailed timelines are placed in ***Appendix 26***.

In this regard, Audit observed that:

- The Board invited tender (March 2013) and issued work order (July 2013) before submission of DPR (August 2013). This defeats the purpose of preparation of the DPR at a cost of ₹0.36 crore.

- A Reference is invited to Government of Karnataka (GoK) Circular dated 03 December 2002, addressed to all departments wherein it is stipulated that when the lowest responsive bid is substantially above

[61] Comprising 3 No. of Basement, + Ground Floor + Mezzanine Floor + Six upper floors.
[62] Restricted to 2 No. of Basement + Ground Floor + Six upper Floors.

the estimated cost (*i.e.* 10 *percent* above), the first choice is for rejection of all tenders and reinviting fresh tenders. The said stipulation had not been adhered to and the work awarded at 24.50 *percent* higher than the amount put to tender.

- In October 2021, seven years after initial work was awarded, BoD accorded approval to execute the modified work (*i.e.* from 10,345 sq. mts. to 7,766.16 sq. mts. duly revising design, number of floors *etc.*) to the same contractor (March 2022), without re-tendering. The cost of modified scope of work was estimated at ₹25.87 crore (based on SR of 2018-19). The said work was also awarded to the same contractor (March 2022) at ₹29.19 crore[63] (plus GST extra) without tendering.

- Delay in completion of work resulted in avoidable payment of rent from 2017-18[64] to March 2024, as KIADB had paid an amount of ₹48.60 crore[65] as rental expenditure for four buildings at Khanija Bhavan, Bharat Scouts and Guides building, Mythic Society and Iron Mountain India Pvt Ltd.

The Government forwarded (June 2025) the reply of the Board which stated that, despite meticulous planning and timely action taken by the Board to acquire the land and to fix the agency for construction of the office building, there were considerable unforeseen delay in furnishing approvals and clearances by various authorities and unnecessary objections raised by general pubic causing hindrance to the timely completion of work. Further, stated that to avoid cost and time overruns and based on several representations by the Contractor, the Board awarded the modified work to the same contractor. However, the Board, through its efficient contract management has succeeded in minimising the cost of the project by persuading the contractor to execute the work at his tendered rates.

The reply is not acceptable, as the unforeseen delays and unanticipated developments were well within the control of the Board if it had acted professionally in resolving the issues like delay in change of ownership in Board's name, delay in getting clearance from competent authorities *viz* approval of the building plan by Bruhath Bengaluru Mahanagara Palike (BBMP), *etc.* Further, the Board has taken considerable time to make decisions and frequently changed (***Appendix-26***) them resulting in Inordinate delay.

Thus, the inordinate delay in Construction of Office building after investing ₹63.55 crore (in 2012), resulted in incurring rental expenditure of ₹48.60 crore and awarding of modified work without re-tendering.

Recommendation 14: The Board should analyse the reasons for delays and avoid delays by taking timely action.

[63] resulting in excess payment to the consultant ₹3.32 crore in excess to SR estimate.
[64] Rent was calculated from 2017-18 considering the approval given by BBMP for construction of building plan (October 2014 to October 2016).
[65] Rent expenses from April 2017 to March 2024 considered. Rental detail of 2024-25 awaited.

3.7 Undue benefit

Action of Board in contravention to Government Order in recovering the compensation for the land used for the road and reduction of the rate of service charges amounted to extension of undue benefit of ₹31.90 crore to the Single Unit Complex.

Government of Karnataka (GoK) accorded (May 2015) in principle approval to the investment proposal of M/s. Kirloskar Toyota Textile Machinery Pvt. Ltd (the Company) to establish a unit for manufacture of 'Diesel Engines, Aluminium Die Casting Parts and Components' at Jigani and Bukkasagara, Anekal Taluk, Bengaluru Urban district. The approval was valid for two years, *i.e.,* till May 2017, from the issue (May 2015) of Government Order and the Karnataka Industrial Areas Development Board (KIADB) (Board) was directed to acquire required land with 70 *per cent* of consent of the owners. The Company, being absolute owner of 77 *per cent* (being 8 acres 01 gunta) of total sites adjacent to their factory proposed for acquisition, submitted (June 2015) its consent letter.

The Company requested (February 2019) Karnataka Industrial Areas Development Board (KIADB) (Board) for acquisition and allotment of 11.30 acres of land adjoining their factory at Jigani and Bukkasagara villages. The Board intimated (February 2019) the Company to deposit 40 *per cent* of the land compensation (₹51.17 crore) including Board service charges at 12 *per cent* (₹6.14 crore), amounting to ₹22.92 crore[66].

Picture No. 35: Sites adjacent to the Company proposed for acquisition.

Subsequently, the GoK (March 2019) accorded approval to change of Company's name from M/s. Kirloskar Toyota Textile Machinery Pvt. Ltd to M/s Toyota Industries Engine India Pvt. Ltd, change the activity as manufacturer of 'Gasoline Engines' instead of 'Diesel Engines' and extended time upto December 2021 for implementation of the project. The Company paid (April 2019) the amount of ₹22.92 crore towards acquisition of land to Board.

The Board issued (August 2019) preliminary notification for acquisition of 11 acres and 22 ¼ guntas of land and issued (05 March 2020) allotment letter to the Company allotting the said land to be used as Single Unit Complex (SUC) on lease cum sale basis for a period of 15 years, considering the tentative price.

[66] ₹ 20.46 crore *plus* ₹ 2.46 crore being 40 *per cent* of ₹ 51.17 crore and ₹ 6.14 crore.

The Price Advisory Committee[67] of the Board in its meeting held on 09 June 2020 fixed a compensation of ₹2,300/sq. ft.

The Company requested (June 2020) the Board to reduce the service charge from 12 *per cent* to 6 *per cent* in respect of 8 acres 01 guntas of land which was already owned by the Company and to levy service charge at 12 *per cent* for 1 acre and 5 guntas of land actually acquired by the Board. The Board sought (August 2020) directions by GoK on the request of the Company.

Meanwhile, the Company decided to accommodate the new project in the existing premises, due to cost competitiveness and commercial viability and chose not to construct a new building in the land acquired by the Board under SUC. The Company also requested (September 2020) GoK to consider the cost for the road as zero (as compensation had been fixed at a higher rate than the market rate) and to consider charging Board fees of 12 *per cent* only on 1 acres 05 guntas, actually acquired by Board and not on the entire area of 11.22 ¼ acres (which included land relating to road extending to 2.16 ¼ acres). The GoK accorded approval (February 2021) for the following:

i. Implementation of the project in their existing building situated at Plot No 9 and portion of plot No. 10~13 of land allotted by KIADB.

ii. Approval for use of the new land of area of 11 acres 22.25 gunta, acquired by KIADB under SUC, for improving their green area ratio and also for future expansion activity.

Meanwhile, the Board requested (January 2021) the Company to pay the balance amount of ₹74.96 crore, the Company deposited the amount in February 2021.

In this regard, Audit observed the following:

- The Government agreed (February 2021) to the proposal of project implementation in their existing building and use the new land acquired by KIADB under SUC, for improving their green area ratio. The Government did not consider the request of the Company to treat the cost of the road as zero and charging service fees at 12 *per cent* by KIADB only on 1 acres 05 guntas as stated in the previous paragraph. However, in its 369th Meeting, the Board resolved (December 2020) to take action on zero/nil compensation for 2 acres -16 ¼ guntas based on legal opinion. The action taken to obtain legal opinion was not on record.
- Audit also observed that the Board did not levy and collect compensation for 2 acres -16 ¼ guntas (9,761 sq. mtr.) of land used for road amounting to ₹24.17 crore[68] and service charges on the same amounting to ₹2.90 crore[69].

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[67] Comprising Special Deputy Commissioner, KIADB (Chairman), Special Land Acquisition Officer, Sub- registrar and the Company representative.

[68] 2 acres 16 ¼ guntas *equals* 1,05,067 sq. ft. × ₹ 2,300 *equals* ₹ 24,16,54,100/-.

[69] Service Charge on ₹ 24,16,54,100 at 12 *per cent equals* ₹ 2,89,98,492/-

- Further, the Board decided to collect service charges at the reduced rate *i.e.* from 12 *per cent* to 6 *per cent*, as requested by the Company, in violation of the GO dated February 2021 resulting in extension of undue benefit to the extent of ₹4.83 crore.

Audit also observed that the Jigani Town Municipal Council demanded (December 2022) compensation for the road which belonged to it and handed over to the Company, stating that the Company had constructed compound wall for its property including the road.

The Government replied (July 2025) that considering the compensation value for the sital value, which was so high, board considered the request of the company for reducing the service charges from 12 *per cent* to 6 *per cent.* Further, it was stated that no compensation was paid to landowners on the road portion of land (2 acres - 16 ¼ guntas), and no service charge was levied considering zero value.

The reply is not acceptable as the Board has paid compensation (February 2021) to the Company at the same rate fixed for acquiring *i.e.* at the rate of ₹2,300 per sq. ft. Further the Government order (February 2021) was also silent on request of the Company for reduction of service charges and not to levy compensation for the road.

Thus, the action of Board in contravention to Government's Order (February 2021) in recovering the compensation for the land used for the road and reduction of the rate of service charges resulted in extension of undue benefit of ₹31.90 crore to the Company.

Recommendation 15: The Board should follow Government directions strictly while fixing cost of land allotted to Single Unit Complexes.

3.8 Extension of Undue benefit

Allotment of alternate land without negotiation disregarding the Hon'ble High Court Order by KIADB resulted in extending undue benefit of at least ₹3.88 crore to the lessee.

Karnataka Industrial Area Development Board (KIADB) allotted four acres of land in Plot No.33 to 38 at first phase, Harohalli industrial Area considering the approval (June 2006) of the project proposal of lessee for establishing Printing newspapers magazines and publications with an investment of ₹23.82 crore by State Level Single Window Clearing Committee (SLSWCC). On receipt (May/June 2007) of tentative cost of land (*i.e.* ₹88.21 lakh), the Possession Certificate of the land was issued on 13 July 2007 and lease cum sale agreement was executed on 28 July 2007.

In November 2012, lessee informed KIADB that the original land owners had disputed the acquisition of the land and requested to allot suitable alternate land in second phase of Harohalli Industrial Area and filed (June 2013) a Writ Petition before the Hon'ble High Court of Karnataka. The same was disposed of (11 July 2013) with an option for KIADB *"to make available the land which was allotted to the petitioner at the earliest or else consider to allot alternate* *land, if acceptable to the lessee after negotiating the price/fee fixed by the KIADB at the earliest, in accordance with law*". The order also directed that lessee could plead for some concession to be shown with respect to payment of excess amount, if any.

KIADB intimated (25 June 2013) the lessee that it was ready to allot 4 acres of land in third phase of Obadenahalli, Doddaballapura Industrial Area in lieu of allotment at Harohalli, at prevailing rate fixed by it.

The lessee exercised the option (26 July 2013) of alternate land at third phase, Doddaballapur Industrial Area where the prevailing tentative rate of land was ₹1.29 crore per acre. KIADB accepted (02 September 2013) the proposal subject to fixing of tentative rate of allotment for the said land. The Board of Directors of KIADB[70] resolved (1 October 2013) for collecting old rate in case alternate site was available at Harohalli Industrial Area. However, this decision was subsequently modified (28 October 2013) by the Board, wherein it was resolved that approval be accorded for allotment of four acres of land at Obadenahalli of Doddaballapur Industrial Area *in lieu* of Harohalli Industrial Area, in favour of lessee at rates already levied and paid since no sites were presently available in first phase, Harohalli Industrial Area.

Accordingly, KIADB executed (13 December 2013) lease cum sale agreement with a lease period of ten years. During February 2017 lessee requested KIADB for change of firm's name to a Partnership Firm, which was agreed upon and a supplementary lease cum sale agreement was entered (03 April 2017).

In December 2018, the partnership firm requested KIADB to execute the final sale deed by fixing the final price as determined for Harohalli industrial area. The request of the firm was deliberated by Board (17 February 2020), which resolved that since the allotment of land at Doddaballapura Industrial Area was based on price fixed at Harohalli Industrial Area and instructed CEO&EM[71] to take suitable action in this matter.

The final cost of first phase, Harohalli Industrial Area was finalised to ₹32 lakh per acre and tentative cost of Doddaballapur (Obadenahalli) Industrial Area was ₹1.29 crore per acre. In spite of huge difference in the cost of land, KIADB executed (08 July 2020) sale deed for four acres land allotted at Doddaballapur Industrial Area at ₹32 lakh per acre by collecting additional cost ₹56.60 lakh (including lease rent) from partnership firm.

In this regard, Audit observed the following:

- Condition (*10(1)(iii)*) of lease cum sale deed stipulated that the lease holder should commence production within 24 months of allotment and any extension of time was at the discretion of KIADB. In the instant case, the lessee represented (November 2012) to KIADB after 5 years of execution of lease deed that the physical possession of land had not happened. It was also stated that the said issue was brought to notice of concerned officials. However, Audit could not find the same in the records of KIADB.

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70 In 325th Board Meeting.
71 Chief Executive Officer and Executive Member.

- The land was allotted to establish "Printing Newspaper Magazines and Publications" with a lease cum sale deed for a period of 10 years from 2013. However, the sale deed of said land was executed in favour of a partnership firm within seven years of the lease agreement based on the partnership deed, which was not registered.
- The lessee had initially requested (November 2012) to allot suitable alternate land in second phase of Harohalli Industrial Area. However, this was not considered by KIADB and the Board of Directors were informed that there was no alternate land was available in first phase. However, Audit noticed that 12 acres of land in second phase of Harohalli Industrial Area was allotted to two firms[72] during June 2015 and January 2018.
- KIADB has not considered the directions (July 2013) of Hon'ble High Court of Karnataka, to consider allotment of alternate land, if acceptable to the lessee after negotiating the price/fee fixed at the earliest, in accordance with law. Instead, KIADB did not enter into any negotiations regarding the land price at Doddaballapura Industrial Area and agreed to the request of the lessee by charging first phase of Harohalli Industrial Area rates (*i.e.* ₹32 lakh per acre).
- Even if KIADB had considered the allotment rate of alternate land in second phase, Harohalli, at a tentative price of ₹60 lakh, the Board could have saved ₹3.88 crore[73].

The Government forwarded (June 2025) the reply of KIADB which stated that by considering the computation of initial payment of lessee at ₹20.00 lakh per acre for Harohalli Industrial Area, the final price of which was fixed at ₹32.00 lakh per acre. By allotting alternate plot at Obadenahalli Industrial Area at the allotment rate of ₹20.00 lakh per acre for which final price is fixed at Obadenahalli also at ₹32.00 lakh per acre. Further it was replied that there was no loss to the Board in respect of the said Industrial Area. The reply is not acceptable, as it lacks justification for selection of plot at Obadenahalli IA instead of plot at Harohalli IA, where plots were very much available at Second Phase at comparatively lesser cost. Further, the Board did not make any effort to fix fee in accordance with law for the alternate land as directed by the Hon'ble High Court of Karnataka.

Thus, the allotment of alternate land at Obadenahalli at Doddaballapur Industrial Area *in lieu of* land at first phase Harohalli Industrial Area without negotiations as directed by the Hon'ble High Court Order resulted in extending undue benefit of at least ₹3.88 crore to the lessee.

Recommendation 16: The Board should follow Hon'ble High Court directions scrupulously while allotting land.

[72] 4 acres of land in Plot Nos. 313, 314 and 318-P at second phase, Harohalli Industrial Area was allotted to M/s. Biotronics LLC at a tentative premium of ₹ 60 lakh per acre. 8 acres of land in Plot Nos. 313-P, 314-P and 318-P at second phase, Harohalli Industrial Area was allotted to M/s. Anthem Biosciences Pvt Ltd at a tentative premium of ₹ 1.5 crore per acre.

[73] (₹ 1.29 crore *minus* ₹ 0.32 crore) X 4 Acres = ₹ 3.88 crore arrived on tentative premium.

Minor Irrigation and Ground Water Development Department

3.9 Undue Financial Benefit to the Contractor

Irregular payment of price adjustment contrary to the tender condition resulted in undue financial benefit of ₹9.52 crore to the Contractor.

The contract agreement is a legal pact between the Contractor and the Employer which defines the scope of work, cost, timeline, and conditions for execution of work. Paragraph 180(2) of Karnataka Public Works Departmental Code (Code) prohibits payment of rates to Contractors in excess of that provided in the agreement. Paragraph 186 of the *ibid* Code also prohibits extending any concession to the Contractor which is not covered by the contract agreement.

Government of Karnataka accorded (June 2020) administrative approval for Survey, Investigation, Design, Supply, Installation, testing etc., for lifting/pumping of

1) 40 Million Liter Per Day secondary treated water from Kadubeesanahalli sewage treatment plant to Bellanduru jackwell for Karnataka Industrial Area Development Board under Koramangala and Chellaghatta valley project and Improvements and beautification to narasapura tank, Kolar Ammanikere tank and at DC point near Lakshmisagar tank in Kolar taluk & Somesh Palya tank in Mulibagal taluk.
2) 10 Million Liter Per Day secondary Treated water from Hulimavu Sewage Treatment plant to Chickabegur Sewage Treatment plant.
3) 15 Million Liter Per Day of treated water from Chikkabeguru Sewage Treatment plant to Agara Sewage Treatment plant”
4) 50 Million Liter Per Day secondary treated water (35+15) from Agara Sewage Treatment plant to Anekal Lift Irrigation System project by Lift Irrigation System. Chief Engineer, Minor Irrigation (South), Bengaluru Chief Engineer accorded (December 2020) technical sanction for the above works. Executive Engineer, Minor Irrigation Division, Kolar (Division) invited tender (January 2021) for the above works through single package at the estimated cost of ₹91.84 crore (excluding Goods and Services Tax) and the work was awarded to the Joint venture of M/s. R. P. Shetty Doddahanumanthappa and SAP Ventures (hereinafter referred to as Contractor) for a contract price of ₹115.83 crore (excluding Goods and Services Tax). An agreement was entered with the Contractor on 11 June 2021 with the stipulated date of completion of work within 18 months *i.e.,* by December 2022.

The work was not completed within the stipulated period and still (September 2025) under progress. The Contractor was given extension of time till 10 December 2023. Details of further extension(s) provided were not available on records. The Division paid up-to-date payment of ₹57.62 crore till 7th Running Account bill (December 2022) and in addition, an amount of ₹9.52 crore was also paid on account of price adjustment (March 2023).

During the compliance audit (July 2024) of the Division, Audit noticed that Clause 40 of the standard tender document (KW-4) regarding price adjustment, was specifically deleted and not made applicable in the tender document. Audit further observed that, it was specifically clarified in the tender document vide Clause 11.4 that "the rates and amount quoted by the tenderer shall be fixed for the duration of the Contract and shall not be subject to adjustment on any account". The Division also clarified the same during the pre-bid meeting held on 8 February 2021. Accordingly, an agreement was entered into with the Contractor (June 2021) with no provision for price adjustment.

Audit scrutiny revealed that during execution, the Contractor requested (October 2022) to provide price adjustment for the above work. In response, the CE sought (January 2023) directions from the Secretary, Minor Irrigation Department for payment of price adjustment to the Contractor. The Secretary allowed (February 2023) the payment of price adjustment for the work with a condition that the Contractor had to agree in writing to repay the difference amount in case of any subsequent orders in future. Accordingly, the Division paid (March 2023) price adjustment for an amount ₹9.52 crore[74].

The payment of price adjustment was not justifiable as the Contractor, while tendering, was fully aware that price adjustment was not applicable for the work and had quoted the rates accordingly. The Contractor had confirmed and signed the contract agreement wherein the price adjustment clause was deleted. Thus, payment of price adjustment amounting to ₹9.52 crore was contrary to the agreed tender conditions. This resulted not only in undue financial benefit to the Contractor but also vitiated the tendering process *ab-initio* as the same benefit was not made available to other prospective bidders at the time of tendering.

Government replied (June 2025) that price adjustment was provided to the Contractor to compensate his losses due to abnormal increase in the rates of construction materials even though the agreement did not provide for the same. The reply also quoted Supreme Court judgements[75] wherein the benefit of price escalation was provided to contractors, even though the relevant clauses for price escalation were absent in the contract agreements.

The reply cannot be accepted as in the tender document, the provision under clause 40 relating to the Price Adjustment was specifically deleted and the non-entitlement of price adjustment was reiterated and confirmed during the

74 Vide 1st Price Adjustment Bill for the works carried out through 1st to 7th Running Account bill.

75 Tarapore & Company versus Cochin Shipyard Ltd. and P.M.Paul versus Union of India.

pre-bid meeting with the competing bidders. Thus, allowing the benefit on account of price adjustment contrary to the agreed terms and conditions of the contract/tender not only contravened the Karnataka Public Works Department Code but also vitiated the whole tendering process by extending undue financial benefit to the selected contractor post finalization of the terms and conditions of the tender. Further, the Supreme Court judgements quoted in the reply were ratifications of the arbitrators' decision to provide price escalation for contracts under circumstances which were unique to those contracts. Moreover, such judicial pronouncement cannot be made universally applicable unless the Government issues specific orders/instructions in this regard. Further, the Supreme Court in other cases related to price escalation has upheld the validity of a contractual bar on escalating minimum wage claims[76] and the Court found[77] the arbitral tribunal's interpretation of the contract to be "perverse" and "implausible." It reasoned that a reading of the contract as a whole indicated a fixed-rate arrangement, and a prudent contractor would have accounted for market fluctuations in High Speed Diesel prices when bidding.

Recommendation 17: Action may be taken to recover the price adjustment payments made to the Contractors, which was contrary to the contract agreements and fix responsibility on the erring officials.

3.10 Irregular payment of ₹3.22 crore to contractors

Lack of due diligence and supervision in execution of works by the Implementing Authorities resulted in irregular payment of ₹3.22 crore to the Contractors for works the execution of which is doubtful.

Paragraph 110.1(a) of the Karnataka Public Works Departmental Code stipulates that the field engineer in charge of a work should conduct measurements for all works executed in accordance with sanctioned plans, estimates and prescribed specifications. Paragraph 110(8) of the Code says that a false certification, either by the Field Engineer or the Assistant Executive Engineer, can be considered an attempt to fraudulently claim payment from the Government and invite legal action.

The Government of Karnataka launched Kere Sanjeevini Yojana (Scheme) in January 2018 to rejuvenate and desilt lakes across the State. The Karnataka Tank Conservation and Development Authority, a Statutory Authority headed by a Governing Council[78], is entrusted with overseeing the project, ensuring planning and coordinating with local communities.

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[76] Union bank of India Vs. Varindua Construction.
[77] SEAMEC Ltd. v. Oil India Limited (2020).
[78] Under the Chairmanship of Chief Minister of Government of Karnataka.

For the purpose, the Karnataka Tank Conservation and Development Authority in February 2018 issued circular[79] and the terms and conditions of the contract specifically stipulated that payment would be made as per the JCB/excavator working logbook details. As seen from the above, the Scheme mandates the use of excavators/JCBs for efficient removal of silt from the tanks. Karnataka Tank Conservation and Development Authority entrusted the tank desilting works under the Scheme to various implementing authorities, *viz*. Minor Irrigation Department, Tank Users Groups[80], and Shri Kshetra Dharmasthala Rural Development Project[81] (collectively referred to as Implementing Authorities). For works executed through Tank Users Groups and Shri Kshetra Dharmasthala Rural Development Project, the bills were prepared by Tank Users Groups as per the running hours mentioned in the logbooks of JCB/excavators and submitted to the District Executive Officer[82] of Karnataka Tank Conservation and Development Authority. The field engineer in the District Executive Officer office supervised and conducted check-measurement of the completed works and after conducting detailed scrutiny, certified the bills for payment to the Karnataka Tank Conservation and Development Authority.

In respect of works executed through Minor Irrigation Department, the Contractors prepared bills based on number of hours the JCB/Excavator was used for desilting as recorded in the logbooks. The works were check-measured, and the bills were forwarded to Karnataka Tank Conservation and Development Authority for payment to the Contractors after scrutiny and certification by the respective Minor Irrigation divisions.

Audit noticed that during 2020-21 to 2022-23, 445[83] tank desilting works were executed by Implementing Authorities and payment of ₹19.32 crore was made by Karnataka Tank Conservation Development Authority under this Scheme.

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[79] (1) Based on the approved estimates, quotations should be obtained from the JCB/Excavator machine provider (Contractor) mentioning the minimum rate per hour;
(2) An agreement/contract is to be executed with the Contractor; and
(3) Maintain the hourly logbook of the JCB/Excavator machine.

[80] Registered societies responsible for development, maintenance and preservation of tanks under their jurisdiction.

[81] An NGO registered under Trust Act to promote charity. Karnataka Tank Conservation and Development Authority entered (November 2018) into agreement with Shri Kshetra Dharmasthala Rural Development Project for rejuvenation of 93 tanks across the state. The desilting works under the Scheme were executed in respect of 65 out of the above 93 tanks through Shri Kshetra Dharmasthala Rural Development Project in collaboration with Tank Users Groups.

[82] District level head officer of Karnataka Tank Conservation and Development Authority

[83] Out of total 445 works, 271 works were executed through District Authorities of Karnataka Tank Conservation and Development Authority (65 works by engaging Shri Kshetra Dharmasthala Rural Development Project, 206 works by engaging Tank Users Groups) and 174 works executed through Minor Irrigation Department.

During scrutiny (March 2024) of the records relating to execution and payment of these works, Audit observed following irregularities in respect of 137[84] (**Appendix-27**) cases as under:

- The cross check of the registration numbers of excavators/JCBs mentioned in the bills and the log sheets attached to those bills with the "VAHAN" database (of Transport Department) revealed that these registration numbers were not of the JCB/Excavators and pertained to other classes of vehicles such as two wheelers, autorickshaws, motor cars *etc*. The works were claimed to have been executed by using these vehicles and payments were made accordingly by the Karnataka Tank Conservation and Development Authority.
- The records revealed that Implementing Authorities[85] examined these logbooks and certified that the Contractors had executed the desilting works through these JCB/Excavators.

This indicates lack of due diligence and supervision in the execution of works by the Implementing Authorities resulted in irregular payment to the Contractors in the these 137 works where the actual execution was doubtful. This resulted in probable embezzlement of public funds amounting to ₹3.22 crore.

Government, in reply (November 2024) stated that in certain cases, due to clerical mistakes, registration numbers of JCBs had been incorrectly entered in the logbooks and furnished a list of cases where there was slight variation between the numbers recorded in the logbook and the actual number of JCB as per RC Book.

The reply is not acceptable, as the payment for the works was to be made based on logbook maintained for the respective JCB/Excavator. The incorrect entry of vehicle numbers could have been detected at the time of check-measurement as well as scrutiny of bills by the Implementing Authorities. However, the reply of the Government was considered in cases of slight variations *such as* interchange/missing of single digit or alphabet accepting them as clerical errors. However, in respect of the 137 works indicated in the **Appendix-28**, the vehicle numbers of JCB/Excavator indicated in the logbooks were different and showed no resemblance to the vehicle numbers furnished along with the reply.

Recommendation 18*:* A detailed enquiry of possible embezzlement of public funds may be conducted and action may be initiated against the responsible officers.

[84] 83 works executed through Minor Irrigation Department, 50 works executed through Tank Users Groups and 4 works executed through Shri Kshetra Dharmasthala Rural Development Project.

[85] Divisional level officers of Minor Irrigation department and District level officers of Karnataka Tank Conservation and Development Authority.

3.11 Avoidable extra expenditure

Omission of the MI Division, Koppal to include specific clauses in tender document to regulate quantity variations for a lumpsum contract in violation of Karnataka Public Works Departmental Code provisions resulted in financial loss of ₹26.00 crore.

Paragraph 152 of the Karnataka Public Works Departmental Code specifies that, in respect of Lumpsum Contracts, the tenderer is required to quote a fixed sum for execution of work, complete in all respects, in accordance with the designs, drawings and specifications and within the stipulated time. A schedule of rates for various items of work is also provided, which regulates the payment of the Contractor in respect of any additions and alterations which are made to the original work. The work shall be defined accurately, specifications are completely written and the site conditions fully explained so that disputes may not arise. Additionally, Paragraph 159 (vi) of the Karnataka Public Works Departmental Code says that to cope with uncertainty during implementation of the Lumpsum contracts, two modifications may be introduced, one relating to quantity variations and the other to price adjustment.

The Government of Karnataka accorded (September 2017) administrative approval for the work of "Filling of tanks in Yelaburga and Koppal taluks by lifting water from Tungabhadra River for drinking purpose" at an estimated cost of ₹290 crore. The Chief Engineer, Minor Irrigation (North Zone) Vijayapura accorded (December 2017) the technical approval and the Executive Engineer Minor Irrigation (MI) Division, Koppal (Division) invited (January 2018) tenders for the work with an amount put to tender of ₹255.42 crore. The work was awarded[86] and an agreement was entered into with the Contractor (May 2018) for a contract price of ₹298.07 crore. The work order was issued (May 2018) to the Contractor with the stipulated date of completion by 20 November 2019. Extension of time for completion of the work was granted up to 30 June 2021. Further extensions accorded was not available in records and the Contractor has been paid an up-to-date payment of ₹267.07 crore (August 2024).

On review of the tender conditions during the compliance audit of the Division (November 2023) Audit noticed that:

i) Clause 11.4 (Instructions to Tenderers) of the tender document specified that "the Lump sum price quoted by the tenderer shall be fixed for the duration of the contract and shall not be subject to adjustment on any account".

[86] M/s. ASR Engineering and Projects Ltd.

ii) The following cost control provisions which were part of Section 5: Contract Conditions of the standard tender document[87] were deleted in the tender documents:

- Bill of quantities: Clause 33.1- the Bill of Quantities shall contain items for the construction, installation, testing, and commissioning work to be done by the Contractor and Clause 33.2 which specifies that the Bill of Quantities is used to calculate the Contract Price. The Contractor is paid for the quantity of the work done at the rate in the Bill of Quantities for each item.
- Variations: Clause 34.1(a)- the Employer shall have power to order the Contractor to increase or decrease any item of work included in the Bill of Quantities.
- Payments for Variations: Clause 35.1-specifying payment for increases in quantities up to 25 *per cent* at the Contractor's quoted rates and Clause 35.2, detailing payment for quantities exceeding 125 *per cent* based on rates derived from the Schedule of Rates.

iii) Clause 40 of the Standard Tender Document, which provided the benefit of price adjustment, was included in the tender agreement.

The agreement was improperly revised to favor the Contractor by deleting cost-control provisions related to quantity variation while retaining the benefit of price adjustment. This not only violated the Karnataka Public Works Departmental Code but also denied the government savings from reduced scope or quantity. The scope of the work comprised a component of "laying raising main (Mild Steel Pipes) of suitable diameter which shall be designed, manufactured and installed by the Contractor to meet the peak discharge." The CE approved (September 2018) the designs submitted by the Contractor wherein the length of the raising main to be executed was 104.7 km. As per the approved price breakup, the Contractor was to be paid an amount of ₹237.93 crore for this component of work.

The alignment encompassing a length of 104.7 KM of raising main was conceived taking into consideration the refusal of Railway Authorities to accord permission for the pipeline to cross the railway line near Ginigera village. The Contractor had submitted an alternate design (December 2019) wherein the length of the raising main was reduced from 104.7 km to 89.6 km, provided the requisite permission for railway crossing was obtained. Subsequently, Railway Authorities granted (February 2020) the above permission which resulted in change of alignment and decrease in length of the raising main to be executed.

The Chief Engineer granted (August 2020) conditional approval for the revised alignment, with the stipulation that the proportionate saving of ₹26.00 crore due to reduction in length of the raising main should be transferred to the

[87] Contract documents with standard contract terms issued by the Government of Karnataka for use in public procurement and contracting.

Government. However, the Contractor submitted (August 2020) an appeal to Chief Engineer not to deduct the proportionate saving on the grounds that the contract was awarded on a lump sum turnkey basis having fixed price for the duration of contract. The Contractor also filed (August 2020) a writ petition in the High Court of Karnataka for quashing the above conditional approval by Chief Engineer. The Court disposed the writ petition without going into the merits of the case, as the appeal was pending consideration before the competent authority and directed (April 2021) Chief Engineer to dispose the appeal of the Contractor expeditiously. Chief Engineer rejected (June 2021) the Contractor's plea regarding non-deduction of the proportionate amount adhering to the earlier stand taken during approval (August 2020) of the revised alignment.

The aggrieved Contractor submitted (August 2021) a review appeal to the Secretary, Minor Irrigation Department. While disposing the appeal, the Secretary noted (August 2021) that the contract was awarded on a lump sum price with contract conditions explicitly stating that the quoted rates and prices would remain fixed for the duration of the contract and shall not be subject to adjustment on any account. The Secretary also noted that the contract lacked specific contract conditions for reducing the price due to quantity variations and ruled in favour of the Contractor, instructing the Division to make payment at the originally agreed contract price without deductions.

As per general principles of financial propriety, any reduction in the scope of work leading to cost savings should be reflected in the final contract value, ensuring that the benefit accrues to the Government. In the instant case, the re-alignment of the raising main led to decrease in length of raising main by 15.10 KM resulting in significant cost savings of ₹26.00 crore. However, the non-inclusion of provisions for regulating the contract price on account of quantity variation in the contract agreement as per the provisions of Karnataka Public Works Departmental Code resulted in non-transfer of the benefit of savings to the Government and financial loss of ₹26.00 crore.

Government replied (June 2025) that in turnkey contracts the tenderer is required to quote fixed sum for execution of the work, complete in all respects in accordance with designs, drawing and specifications and hence modifications relating to quantity has not been adopted in the tender schedule as it will defeat the meaning of turnkey contract. It was further stated that the payments were made against specific stages of completion in accordance with the mutually accepted payment schedule and not for individual items as in an item rate contract.

Reply was not acceptable as the Karnataka Public Works Departmental Code provides for modifications relating to quantity variations and price adjustments for turnkey contracts. Although the Department provided price adjustment benefit to the Contractor, the clauses relating to quantity variation were not included in the contract agreement. Thus, the Department could not benefit from the huge reduction in scope of the work during execution resulting in undue financial benefit to the Contractor.

Recommendation 19: Government should fix responsibility on the officials responsible for deletion of clauses in the tender agreement resulting in undue financial favour to the Contractor. Government should also consider prescribing standard tender conditions in respect of Lumpsum contracts to ensure that the contractors are not unduly benefited in cases of large variations in scope/quantity during execution.

3.12 Inordinate delay in completion of Chikkalaki Lift Irrigation Scheme

Award of Chikkalaki LIS work without acquiring the required land resulted in non-completion of the work rendering the incurred expenditure of ₹58.85 crore blocked. In addition, the incorrect survey by the Division led to the relocation of the site for jack well and resulted in wasteful expenditure of ₹1.13 crore.

Paragraph 135 of the Karnataka Public Works Departmental Code stipulates that no work shall be taken up or tenders invited without ensuring availability of land. In rare cases, when tenders for works are accepted but the lands required for the purpose is still to be acquired, then action should be taken on war footing to initiate land acquisition process.

Government of Karnataka accorded administrative approval for the work of "Construction of Chikkalaki Lift Irrigation Scheme[88] Jamakhandi Taluk, Bagalkot District for irrigating 5000 acres of land" in March 2012 for an amount of ₹45 crore. The Chief Engineer, Irrigation (North), Vijayapura, Minor Irrigation Department accorded (January 2013) technical sanction for the work. The Executive Engineer, Vijayapura Division, Minor Irrigation Department (Division) invited (January 2013) tenders for the work at an estimated amount of ₹43.02 crore[89]. After the due tendering process, the work was awarded to (Contractor-I)[90] and an agreement was entered into (March 2013) for a contract price of ₹58.47 crore. The work order was issued to the Contractor-I on the same day with a stipulated period of completion of work by 19 September 2014.

Audit scrutiny (May 2024) of the records in the Division revealed the following:

A) Inordinate delay of more than ten years in the completion of the Lift Irrigation Scheme due to the commencement of work without acquisition of required land.

Audit noticed that 151 acres and 15 guntas of land was required for the execution of major components of the work (intake canal, jack well cum pump house and rising main). Even though the Division did not possess the required land at the time of tendering[91], the award of work was made during March 2013.

[88] scope of the work inter-alia includes Intake canal, Jack well cum pump house, Delivery chamber, Rising main for a length of 6.96 Km, Canal network for a length of 33.09 Km.
[89] which was later re-casted to an amount of ₹ 56.42 crore.
[90] G. Shankar.
[91] Preliminary notification for acquisition of land was issued only on 26 February 2015.

The Contractor-I executed the items of the work as per the land availability [92]and the work of delivery chamber and the partial execution[93] of the rising main and canal network was carried out. Thereafter, the Contractor-I requested (August 2016) the Division to rescind the work on the plea that the land required for the balance works[94] was not handed over to him. The Division accepted the request of Contractor-I and the contract was terminated (June 2016). Audit noticed that an up-to date payment of ₹35.88 crore was made to the Contractor-I (September 2016) and the cost of balance works to be executed was ₹22.59 crore[95].

Subsequently, the Government of Karnataka accorded administrative approval (September 2016) for taking up the balance works. After the due tendering process, the work was awarded (October 2016) to Shri S. B. Patil Contractor-II[96] for a contract price of ₹30.50 crore (which was ₹7.91[97] crore higher than the cost of balance work left by the Contractor-I) with a stipulated date of completion by September 2017.

Audit observed that despite being aware of the non-availability of required land, which was the reason for rescinding the work by Contractor-I, the Division proceeded to award the balance work to Contractor-II.

Thereafter, the Government of Karnataka approved (February 2017[98]) the acquisition of 151 acres and 15 guntas of land required for the Project which was reduced to 118 Acres 16 Guntas as of February 2019. As of May 2024, the following issues remained unresolved: (i) Land acquisition issues pertaining to the rising main and canal networks were pending and (ii) The Jack Well site was relocated (December 2018) due to improper survey (as detailed in sub-para-B) and the land acquisition for the relocated site was yet to be initiated. Due to the above issues, the Lift Irrigation Scheme work remained incomplete with a financial progress of only ₹22.97 crore[99] by the Contractor-II and the works amounting to ₹8.35 crore was pending as of May 2024[100].

Thus, the award of work without possession of the required land was not only in contravention of the provisions of the Karnataka Public Works Departmental Code but also led to the termination of the initial contract and award of the remaining work at an extra cost of ₹7.91 crore. The land acquisition issues remained unresolved even after eleven years from the commencement of the

[92] 32 Acres 38 Guntas.

[93] Rising main was executed for a length of 2.696 km and canal network for a length of 14.77 km.

[94] Execution of intake canal, rising main, jack well-cum-pump house and remaining canal works.

[95] ₹58.47 crore (contract amount)- ₹ 35.88 crore (work carried out by the Contractor-I) = ₹22.59 crore.

[96] S. B. Patil.

[97] ₹30.5 crore (retendered amount to contractor -II) - ₹ 22.59 crore (amount balance works left by Contractor -I).

[98] Four months after the issue of work order to Contractor-II.

[99] vide 14th and part Running Account Bill dated 03-01-2020.

[100] The stipulated date of work completion was extended (4Th time) by the Division till 31 December 2024.

work. This inordinate delay resulted in the blocking of Government funds amounting to ₹58.85 crore[101] and liability of extra expenditure of ₹7.91 crore due to re-tendering. Further, the envisaged goal of providing irrigation facilities to the needy beneficiaries remain unachieved.

B) Improper survey resulted in relocation of jack well leading to wasteful expenditure of ₹1.13 crore

As per the Guidelines for preparation of Lift Irrigation Schemes (2003) issued by the Water Resources Department, Government of Karnataka, detailed surveys should be carried out at the selected site to facilitate preparation of designs estimate, *etc*., to establish the technical and financial feasibility of the scheme. Audit observed that, during the preparation of feasibility report of the project, the Executive Engineer, Minor Irrigation Department, Vijayapura, had inspected the Lift Irrigation Schemes site and certified that "he was satisfied with the location of the site and its allied works".

The Contractor II excavated (February 2017) a total quantity of 82,134 cubic meters of soil for the intake channel for which an amount of ₹1.13 crore was paid by the Division. However, during the excavation for Jack well, the Contractor -II observed that the side slopes of the intake canal were collapsing and the remaining work could not be carried out due to soil instability. The Secretary Minor Irrigation Department inspected (31 December 2018) the site and directed the Division to relocate the Jack well and to replace the rectangular Jack well with a circular design for structural stability.

Joint Physical Verification conducted by the Audit team with the Assistant Executive Engineer of the Division (28 May 2024) confirmed that the excavated intake channel is no longer required under the new design rendering the expenditure of ₹1.13 crore incurred on the already excavated intake channel wasteful (Images taken during the Joint Physical Verification are kept in **Appendix-28**).

Thus, the incorrect certification by the Division regarding suitability of location of the site led to the relocation of Jack well during execution, resulting in wasteful expenditure of ₹1.13 crore along with significant delays in project completion.

The Government replied (June 2025) that estimates for jack well cum pumphouse and associated structures were prepared based on trial bores/pits taken at the work site, but due to unforeseen circumstances, the side slopes collapsed during actual excavation. Further it was stated that the land acquisition was pending only for 10 guntas as of June 2025 due to disputes with landowners. It was also replied that the option of utilising the abandoned intake channel as a fisheries pond, under consultation with Fisheries Department, is under process.

The reply is not acceptable as the faulty estimation regarding the suitability of land for the Project resulted in relocation of the jack well leading to extra

[101] ₹35.88 crore (work done by Contractor -I) + ₹ 22.97 crore (work done by Contractor-II).

expenditure and delay in completion of the Project. The reply confirms that the bottlenecks in land acquisition still persisted, hampering the project completion. The reply that the abandoned intake channel would be used as fisheries pond was admission by the Department that the expenditure incurred was infructuous and did not serve the intended purpose.

Recommendation 20: Urgent action may be taken to remove the bottlenecks in land acquisition and complete the work to provide the envisaged irrigation benefit to the needy areas. The Department should also ensure that work is awarded only after land acquisition and proper survey/investigation in compliance with the Karnataka Public Works Departmental Code.

Bengaluru
The 30 JUN 2026

(Ashok Sinha)
Principal Accountant General (Audit-II)
Karnataka

Countersigned

New Delhi
The 10 JUL 2026

(K. Sanjay Murthy)
Comptroller and Auditor General of India

Appendices

Appendix-1

A. List of Departments under the jurisdiction of Audit II

(Referred to in Paragraph 1.2)

Sl. No.	Department
1	Electronics Information Technology Biotechnology and Science & Technology
2	Transport
3	Forest, Ecology and Environment
4	Infrastructure Development, Ports & Inland Water Transport
5	Public Works
6	Energy
7	Electrical Inspectorate
8	Industries and Commerce
9	Handlooms and Textiles
10	Mines and Geology
11	Cane Development
12	Factories, Boilers, Industrial Safety & Health
13	Tourism
14	Kannada and Culture
15	Archives
16	Archaeology Museums & Heritage
17	Hindu Religious Institutions and Charitable Endowment
18	Agriculture
19	Horticulture
20	Sericulture
21	Animal Husbandry
22	Fisheries
23	Co-operation
24	Food & Civil Supplies
25	Home
26	Law
27	Minor Irrigation
28	Water Resources

B. List of Autonomous Bodies under the jurisdiction of Audit II	
Sl. No.	**Autonomous Bodies**
1	Karnataka Biodiversity Board
2	Karnataka State Compensatory Afforestation Fund Management and Planning Authority
3	Karnataka Electricity Regulatory Commission
4	Karnataka Industrial Areas Development Board
5	Karnataka State Khadi & Village Industries Board
6	Karnataka State Legal Services Authority
7	Karnataka State Human Rights Commission

Appendix-2

(Referred to in Paragraph 1.7.1)

Year-wise breakup of outstanding Inspection Reports and Paragraphs issued up to 31 March 2024

Sl. No	Department	Less than One Year		1 to 2 years		2 to 5 years		5 to 10 years		More than 10 years		Total	
		No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras
1	Electronics, Information Technology and Biotechnology	3	24	1	19	4	22	16	42	2	3	26	110
2	Transport	30	325	69	616	77	390	143	308	10	22	329	1,661
3	Forest, Ecology and Environment	34	502	112	1103	70	376	162	508	64	116	442	2,605
4	Infrastructure Development, Ports & Inland Water Transport	0	0	8	50	9	35	16	61	2	4	35	150
5	Public Works	40	277	61	498	146	847	216	683	65	132	528	2,437
6	Archaelogy Muesuems and Heritage	0	0	1	4	4	23	6	29	9	16	20	72
7	Archives	0	0	0	0	3	16	0	0	0	0	3	16
8	Factories, Boilers, Industrial Safety & Health	0	0	0	0	6	29	1	2	0	0	7	31
9	Kannada & Culture	0	0	11	80	10	43	33	196	49	192	103	511
10	Mines & Geology	0	0	20	104	31	217	59	235	0	0	110	556
11	Energy	0	0	0	0	14	58	17	37	0	0	31	95
12	Handlooms &Textiles	0	0	12	56	0	0	11	48	6	16	29	120
13	Industries and Commerce	0	0	23	138	41	183	40	161	16	67	120	549
14	Tourism	0	0	4	21	24	154	3	51	2	69	33	295
15	Khadi & Village Industries	0	0	1	8	2	8	7	21	2	11	12	48
16	Hindu Religious Institutions & Charitable Endowments	0	0	4	42	5	80	4	44	4	16	17	182
17	Cane Development	0	0	0	0	3	15	2	5	1	2	6	22
18	Minor Irrigation	11	137	49	226	43	182	38	154	3	7	144	706

Sl. No	Department	Less than One Year		1 to 2 years		2 to 5 years		5 to 10 years		More than 10 years		Total	
		No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras	No. of IRs	No. of Paras
19	Agriculture	0	0	0	0	56	437	64	370	115	306	235	1,113
20	Horticulture	10	46	0	0	115	442	93	299	62	113	280	900
21	Food, Civil Supplies and Consumer Affairs	0	0	19	156	11	37	7	16	14	17	51	226
22	Sericulture	0	0	33	151	3	16	70	268	27	61	133	496
23	Co-operation	0	0	26	236	9	106	33	83	64	164	132	589
24	Fisheries	6	45	1	8	41	472	22	115	51	126	121	766
25	Judicial	14	105	13	67	67	354	28	56	45	62	167	644
26	Karnataka State Legal Services Authority	0	0	1	3	1	1	0	0	0	0	2	4
27	Karnataka State Human Rights Commission	1	3	1	3	3	11	0	0	0	0	5	17
28	Police	19	155	44	300	57	243	47	49	16	17	183	764
29	Prison	0	0	20	93	10	42	5	6	0	0	35	141
30	Home Guards	0	0	16	43	4	9	3	8	2	1	25	61
31	Fire & Emergency	16	126	14	144	21	168	9	12	0	0	60	450
32	Prosecution	15	56	9	45	0	0	1	2	0	0	25	103
	Total	**199**	**1,801**	**573**	**4,214**	**890**	**5,016**	**1,156**	**3,869**	**631**	**1,540**	**3,449**	**16,440**

Appendix-3
(Referred to in Paragraph 1.7.2)
Details of Departmental Notes pending as on 31 March 2025
(Excluding General and Statistical Paragraphs)

Sl. no.	Department	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2004-05	2006-07	2007-08	2008-09	2009-10
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1	Forest, Ecology & Environment	-	-	-	-	-	-	-	2	2	0	1	2	-
2	Transport	-	-	-	-	-	-	-	-	-	-	2	4	4
3	Public works	-	-	-	-	-	-	-	-	1	-	-	-	1
4	Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Home	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Minor irrigation	-	-	-	-	-	-	-	1	2	1	2	1	3
7	Water Resources	1	1	1	-	-	-	-	-	-	-	-	-	-
8	AH&VS*	-	-	-	-	-	-	-	-	1	-	-	-	-
9	Food, Civil Supplies & Consumer Affairs	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Agriculture	-	-	-	-	-	-	-	-	-	-	-	1	-
11	Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Co-operation	-	-	-	-	-	-	-	-	-	2	-	1	-
13	Horticulture	-	-	-	-	-	-	-	-	-	1	-	-	-
14	Industries & Commerce	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Kannada & Culture	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Mines & Geology	-	-	-	-	-	-	-	-	-	1	-	1	1
17	Tourism	-	-	-	-	-	-	-	-	-	-	-	-	-
18	Revenue (HRICED**)	-	-	-	-	-	-	-	-	-	-	-	-	-

*** Animal Husbandry and Veterinary Sciences**
****Hindu Relegious Institutions and Charitable Endowment**

Sl. no.	Department	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Total
(1)	(2)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)
1	Forest, Ecology & Environment	-	1	-	-	1	2	1	1	1	-	-	2	16
2	Transport	3	3	3	2	3	1	-	-	-	-	1	1	27
3	Public works	-	-	2	-	-	1	2	2	-	-	1	4	14
4	Infrastructure	-	-	-	1	-	-	-	-	-	-	-	-	1
5	Home	1	-	-	-	-	-	-	-	-	-	-	3	4
6	Minor irrigation	1	-	1	2	3	5	1	-	1	-	-	-	24
7	Water Resources	-	-	-	1	-	-	-	-	-	-	-	-	4
8	AH&VS*	-	1	-	-	-	-	-	-	-	1	-	-	3
9	Food, Civil Supplies & Consumer Affairs	-	-	-	-	-	1	1	-	-	1	-	-	3
10	Agriculture	-	-	1	-	-	-	-	-	-	-	1	-	3
11	Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	0
12	Co-operation	-	-	-	-	-	-	-	1	-	-	-	-	4
13	Horticulture	-	-	-	1	-	-	-	1	-	-	-	-	3
14	Industries & Commerce	1	-	-	1	-	-	1	0	0	0	2	0	5
15	Kannada & Culture	-	-	-	-	-	-	0	0	0	0	0	1	1
16	Mines & Geology	-	-	5	2	5	3	3	1	2	0	0	1	25
17	Tourism	-	-	-	-	1	-	-	-	-	-	-	1	2
18	Revenue (HRICED**)	-	-	-	-	-	-	-	-	-	-	-	1	1
	Total													**140**

*** Animal Husbandry and Veterinary Sciences**
****Hindu Relegious Institutions and Charitable Endowment**

Appendix-4

(Referred to in Paragraph 1.7.3)

Paragraphs to be discussed by the PAC

Sl. No.	Department	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2004-05	2006-07	2007-08	2008-09	2009-10
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1	Forest, Ecology & Environment	-	-	-	-	-	-	-	2	2	0	1	2	-
2	Transport	-	-	-	-	-	-	-	-	-	-	2	4	4
3	Public works	-	-	-	-	-	-	-	-	1	-	-	-	1
4	Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Home	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Minor irrigation	-	-	-	-	-	-	-	1	2	1	2	1	3
7	Water Resources	1	1	1	-	-	-	-	-	-	-	-	-	-
8	AH&VS*	-	-	-	-	-	-	-	-	1	-	-	-	-
9	Food, Civil Supplies & Consumer Affairs	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Agriculture	-	-	-	-	-	-	-	-	-	-	-	1	-
11	Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Co-operation	-	-	-	-	-	-	-	-	-	1	-	-	-
13	Horticulture	-	-	-	-	-	-	-	-	-	2	-	1	-
14	Industries & Commerce	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Kannada & Culture	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Mines & Geology	-	-	-	-	-	-	-	-	-	1	-	1	1
17	Tourism	-	-	-	-	-	-	-	-	-	-	-	-	-
18	Revenue (HRICED**)	-	-	-	-	-	-	-	-	-	-	-	-	-

*** Animal Husbandry and Veterinary Sciences**

****Hindu Relegious Institutions and Charitable Endowment**

Sl. No.	Department	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Total
(1)	(2)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)
1	Forest, Ecology & Environment	-	1	-	-	1	2	1	1	2	-	-	2	17
2	Transport	3	3	3	2	3	1	-	-	-	-	1	1	27
3	Public works	-	-	2	-	-	1	2	2	2	1	1	4	17
4	Infrastructure	-	-	-	1	-	-	-	-	-	-	-	-	1
5	Home	2	-	-	1	1	-	1	-	-	1	-	-	6
6	Minor irrigation	1	-	1	2	3	5	1	1	1	-	-	-	25
7	Water Resources	-	-	-	1	-	-	-	-	-	-	-	-	4
8	AH&VS*	-	1	-	-	-	-	-	-	-	1	1	-	4
9	Food, Civil Supplies & Consumer Affairs	-	-	-	-	-	1	1	-	-	1	-	-	3
10	Agriculture	-	-	1	-	-	-	-	-	-	-	1	-	3
11	Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	0
12	Co-operation	-	-	-	1	-	-	-	1	-	-	-	-	3
13	Horticulture	-	-	-	-	-	-	-	1	-	-	-	-	4
14	Industries & Commerce	1	-	-	1	-	-	1	-	-	-	2	-	5
15	Kannada & Culture	-	-	-	-	-	-	-	-	-	-	-	1	1
16	Mines & Geology	-	-	5	2	5	3	3	1	2	-	-	1	25
17	Tourism	-	-	-	-	1	-	-	-	-	-	-	1	2
18	Revenue (HRICED**)	-	-	-	-	-	-	-	-	-	-	-	1	1
	Total													**148**

*** Animal Husbandry and Veterinary Sciences**

****Hindu Relegious Institutions and Charitable Endowment**

Appendix-5
(Referred to in Paragraph 1.8)
Annual return on review of entrustment of autonomous bodies audited (As on 31.03.2024)

Sl. No.	Name and Address of Institution audited under Section	Period of entrustment of audit by Govt under Section	Year up to which accounts rendered	Year up to which audit report issued	Placement of audit reports before the Legislature	Year to which accounts due	Period of delay in submission of accounts up to 30th June 2023
1	Karnataka Biodiversity Board Ground Floor, Vanavikas, 18th Cross Road, Kodandarampura, Malleshwaram, Bengaluru	Upto 2021-22	2021-22	2021-22	SAR for 2021-22 issued on 09.08.2023 is pending for placement.	2022-23 &2023-24	2022-23: 21 months2023-24: 9 months
2	Karnataka State Compensatory Afforestation Fund Management and Planning Authority 1st Floor, Aranya Bhavan, 18th cross, Malleshwaram, Bengaluru	2009-10 onwards	2023-24	2023-24	SAR for 2023-24 issued on 28.04.2025. Pending for placement.	-	-
3	Karnataka Electricity Regulatory Commission	NA	2023-24	2023-24	SAR2023-24 issued on 31.12.2024. SAR pending for placement.	-	-
4	Karnataka Industrial Areas Development Board #49, 4th & 5th Floors, 'East Wing', Khanija Bhavan, Racecourse Road, Bengaluru	2019-20 to 2024-25	2021-22	2021-22	SAR for 2020-21 was placed on 13.02.2024. SAR for 2021-22 issued on 12.08.2024 is yet to be placed	2022-23 &2023-24	2022-23: 21 months 2023-24: 9 months
5	Karnataka State Khadi & Village Industries Board 'Khadi Bhavan', 10, Jasma Bhavan Rd, Govinda Chetty Colony, Vasanth Nagar, Bengaluru	2022-23 to 2026-27	2022-23	2021-22	SAR for 2021-22 issued on 12.07.2024 is yet to be placed. Certification of accounts for the year 2022-23 is under progress.	2023-24	2023-24: 9 months
6.	Karnataka State Human Rights Commission	NA	2023-24	2023-24	SAR 2023-24 issued on 13.02.2025. SAR 2022-23 placed on 19.03.2025	-	-
7.	Karnataka State Legal Services Authority	NA	2022-23	2022-23	SAR 2020-21 issued on 10.02.2025. SAR 2021-22 under progress. SAR pending for placement	2023-24	2023-24: 9 months

Appendix – 6
(Referred to in Paragraph 2.1.6.1)
Inflated rate for Bituminous items due to adoption of incorrect conversion factor

Sl. No.	Item of work	Output considered for Rate Analysis (in cum)	Weight of road metal of various sizes in Metric Tonne required for the output considered			Volume of Road metal in cum calculated for rate analysis using conversion factor of 1.5 Tonne per cum			Volume of Road metal in cum actually required using correct conversion factor of 1.8 Tonne per cum		
			Above 10 mm upto 25 mm	10mm to 5 mm	Below 5 mm	Above 10 mm upto 25 mm	10mm to 5 mm (7)	Below 5 mm (8)	Above 10 mm upto 25 mm (9)	10mm to 5 mm (10)	Below 5 mm (11)
	(1)	(2)	(3)	(4)	(5)	(6) = (3)/1.5	(7) = (4)/1.5	(8) = (5)/1.5	(9) = (3)/1.8	(10) = (4)/1.8	(11) = (5)/1.8
1	BM Grade - II	205	174.70	174.70	87.30	116.50	116.40	58.20	97.00	97.00	48.50
2	DBM Grade- II	195	129.10	120.50	172.10	86.00	80.30	114.70	71.70	66.90	95.60
3	BC Grade- II	191	89.50	72.50	255.90	59.70	48.30	170.60	49.70	40.30	142.10
4	SDBC Grade-II	195	17.10	213.80	188.10	11.40	142.50	125.40	9.50	118.80	104.50

Sl. No.	Item of work	Rate adopted by SoR for road metal (₹/cum)			Extra Rate adopted by SoR for road metal due to use of incorrect conversion factor (₹/cum)			Total extra rate approved i.r.o metal	Extra rate approved/cum (₹/cum)	Extra rate approved/cum (₹/cum) incl overhead charges, contractor's profit and GST
		Above 10 mm upto 25 mm (12)	10mm to 5 mm (13)	Below 5 mm (14)	Above 10 mm upto 25 mm (15)	10mm to 5 mm (16)	Below 5 mm (17)	(18)	(19) Average of S.No (1) to (4)	(20)
	(1)	(12)	(13)	(14)	(15) = (6-9) *12	(16) = (7-10) *13	(17) = (8-11) *14	(18) = (15+16+17)	(19) = (18)/ (2)	(20) = (19) *1.1*1.1*1.18
1	BM Grade - II	1,285.70	1,285.70	1,314.30	24,958.50	24,952.50	12,753.60	62,664.60	305.70	436.50
2	DBM Grade- II	1,285.70	1,314.30	1,314.30	18,436.20	17,589.60	25,128.10	61,153.90	298.30	425.90
3	BC Grade- II	1,285.70	1,285.70	1,314.30	12,792.60	10,358.30	37,362.60	60,513.50	295.20	421.50
4	SDBC Grade-II	1,285.70	1,285.70	1,314.30	2,442.80	3,0535.60	27,468.70	60,447.10	310.00	442.60
									Avg: 302.40	**431.60**

Appendix – 7

(Referred to in Paragraph 2.1.6.1)

Additional Cost due to Inflated rate for Bituminous items

Sl. No	Division	Number of Works	Bituminous items Qty (in Cum)
1	Belagavi	11	25,433.20
2	Chikkodi	12	37,092.40
3	Bidar	30	42,094.70
4	Vijayapura	15	40,165.90
5	Chikkamagaluru	14	21,001.40
6	Bellary	18	21,306.20
7	Hassan	15	20,420.50
8	Kalaburagi	20	23,084.70
9	Mandya	21	40,148.10
10	Mangaluru	15	17,579.40
11	Mysuru	22	63,545.20
12	Ramanagara	12	18,632.60
13	Shivamogga	8	14,161.20
14	Channapatana	11	14,936.10
15	SHDP	15	1,58,223.40
Total Bituminous Qty (In Cum)			5,57,825.00
Average Increase (₹)			431.60
			24,07,57,270.00

Appendix – 8
(Referred to in Paragraph 2.1.6.2)
Inflated rates in SoR for M40 Pavement Quality Concrete

Description	Unit	Quantity	Rate per unit (₹)	Amount (₹)
PQC M40 grade using Batching Plant -120 cum. Capacity				
a. Materials				
Cement @ 420 Kg per cum.	Kgs	3,78,000	6.98	26,38,440.00
Coarse Sand @ 0.45 cum / cum.	cum.	405	1,417.14	5,73,941.70
Stone Aggregates @ 0 .9cum /cum.	cum.	810	1,285.71	10,41,425.10
Admixture @ 0.5% of cement quantity	kgs	1,890	169.49	3,20,336.00
Cost of water	KL	144	44.00	6,336.00
Total (a)				**45,80,478.80**
b. LABOUR				
Mate	Days	0.16	476.22	76.19
Skilled Mazdoor	Days	1	451.22	451.22
Mazdoor	Days	3	451.22	1,353.66
Total (b)				**1,881.07**
c. MACHINERY				
Batching Plant 120 cum/hrs	Hrs.	10	3,767.00	37,670.00
Generator 250 KVA	Hrs.	10	2,865.00	28,650.00
Front end Loader 3.1 cum. Capacity	Hrs.	21.69	3,404.00	73,832.76
Transit Truck Agitator	Hrs.	10	1,898.00	18,980.00
Total (c)				**1,59,132.76**
Rate/cum = (a+b+c)/900				**5,268.32.00**
Ref. to Standard Analysis of Rate as per MoRTH	**21.19 C**			
Output Considered	**900 cum.**			

Appendix – 8A

(Referred to in Paragraph 2.1.6.2)

Extra cost due to Inflated rates in SoR for M40 PQC

Sl. No	Division	Indent No.	Quantity of PQC In cum	Rate adopted including variable area weightages ranging from 3 to 12% in ₹	Extra cost due inflated rate provided in the SR (Qty x ₹1232.95/cum)
1	Belagavi	151842	2,205.00	9,815.40	27,18,655.00
2	Belagavi	153937	1,467.20	9,815.40	18,08,984.00
3	Belagavi	153963	623.00	9,815.40	7,68,127.90
4	Belagavi	154300	2,505.60	9,413.25	30,89,280.00
5	Channapatna	158304	344.25	9,233.95	4,24,443.00
6	Bellary	153884	2,68.12	8,993.25	3,30,578.60
7	Vijayapura	151532	600.00	9,348.00	7,39,770.00
8	Vijayapura	151608	646.00	9,529.80	7,96,485.70
9	Vijayapura	153221	525.00	9,815.40	6,47,298.80
10	Vijayapura	153816	1,543.25	9,815.40	19,02,750.00
11	Vijayapura	162516	1,001.70	9,413.25	12,35,046.00
12	Vijayapura	162589	350.00	9,413.25	43,1532.50
13	Chikkodi	166162	4,725.00	8,993.25	58,25,689.00
14	Mangaluru	148115	1,703.00	9,786.56	20,99,714.00
15	Mangaluru	148203	1,755.00	9,786.56	21,63,827.00
16	Mangaluru	154495	2,219.10	1,0040.80	27,36,039.00
17	Mangaluru	158005	2,500.94	1,0040.80	30,83,534.00
18	Mangaluru	158012	764.40	9,592.80	9,42,467.00
		Total	25,746.56		3,17,44,222.00
		Add 18% GST			57,13,960.00
		Total			**3,74,58,182.00**

Appendix – 9
(Referred to in Paragraph 2.1.6.2)
Inflated rates in SoR for Dry lean concrete

Description	**Unit**	**Quantity**	**Rate per unit (₹)**	**Amount (₹)**
Production of DLC using batching plant -120 cum. capacity Plant Unit = cum. Taking output = 450 cum.				
a) Material				
Cement @ 150 kg/cum. of concrete	Kg	67,500.00	6.98	4,71,150.00
Coarse sand @ 0.45 cum/cum	Cum	202.50	1,417.14	2,86,970.00
Crush stone aggregates @ 0.9 cum/cum	Cum	405.00	1,285.70	5,20,708.00
Cost of water	KL	27.00	44.00	1,188.00
Total (a)				**12,80,016.00**
b) Labour				
Mate	Days	0.16	476.22	76.19
Skilled Mazdoor	Days	01.00	451.22	451.22
Mazdoor	Days	03.00	451.22	1,353.66
Total (b)				**1,881.07**
c) Machineries				
Batching plant 120 cum/ hr.	Hrs	05.00	3,767.00	18,835.00
250 KVA generator	Hrs	05.00	2,865.00	14,325.00
Loader 3.1 cum capacity	Hrs	10.848	3,404.00	36,926.00
Total (c)				**70,086.00**
				13,51,983.00
Total basic rate for DLC = (a+b+c)/450				**3,004.00**

Appendix – 9A
(Referred to in Paragraph 2.1.6.2)
Extra cost due to Inflated rates in SoR for DLC

Sl. No.	Division	Indent no.	DLC Qty (cum)	Rate adopted for estimation including area weightage (₹)	Extra cost due to inflated rate provided in the SR (Qty x ₹228/cum)
1	Bellary	160124	344.40	4,226.30	78,523.20
2	Bellary	155569	872.23	4,226.30	1,98,868.40
3	Bellary	154782	42.75	4,226.30	9,747.00
4	Bellary	153884	160.87	4,226.30	36,678.36
5	Bellary	153700	63.00	4,226.30	14,364.00
6	Bellary	162462	495.90	4,405.80	1,13,065.20
7	Belagavi	151842	945.00	4,405.80	2,15,460.00
8	Belagavi	153937	754.56	4,405.80	1,72,039.70
9	Belagavi	153963	320.40	4,405.80	73,051.20
10	Belagavi	154300	1,275.84	4,226.25	2,90,891.50
11	Chikkodi	166162	2,835.00	4,226.25	6,46,380.00
12	Mangalore	148115	655.00	4,699.52	1,49,340.00
13	Mangalore	148203	675.00	4,699.52	1,53,900.00
14	Mangalore	154495	891.60	4,508.00	2,03,284.80
15	Mangalore	158005	990.60	4,508.00	2,25,856.80
16	Mangalore	158012	303.80	4,508.00	69,266.40
17	Vijayapura	151532	450.00	4,196.00	1,02,600.00
18	Vijayapura	153221	315.00	4,405.80	71,820.00
19	Vijayapura	153816	605.00	4,405.80	1,37,940.00
20	Vijayapura	162516	378.00	4,226.25	86,184.00
21	Vijayapura	162589	140.00	4,226.25	31,920.00
			13,513.95		30,81,181.00
				Add 18% GST	**5,54,612.50**
				Total	**36,35,793.00**

Appendix-10
(Referred to in Paragraph 2.1.6.3)
Extra cost due to non-inclusion of vital item in SoR

Sl. No.	Division	Indent No	Estimated cost ₹ in Lakh	Excavation Qty in cum	Subgrade Qty in cum	Potential Qty of Excavated soil that could be used (lowest of 80% of Excavated Qty or Subgrade Qty) (in cum)
1	Bellary	153149	350	3,620.25	2,037.75	2,037.80
2	Bellary	153683	500	1,170.31	2,161.70	936.20
3	Bellary	153700	350	7,224.37	2,845.25	2,845.30
4	Belagavi	149738	650	10,070.00	7,287.78	7,287.80
5	Belagavi	149533	600	2,225.00	4,000.00	1,780.00
6	Belagavi	150313	800	2,469.00	3,222.60	1,975.20
7	Belagavi	150856	990	6,499.90	7,299.37	5,199.90
8	Belagavi	153937	990	4,616.13	5,485.53	3,692.90
9	Belagavi	153963	800	5,710.14	7,521.53	4,568.10
10	Belagavi	160734	400	10,220.00	6,309.25	6,309.30
11	Shivamogga	135193	670	440.00	1,875.81	352.00
12	Shivamogga	139439	600	11,106.00	2,568.75	2,568.80
13	Shivamogga	148017	345	5,935.00	3,081.00	3,081.00
15	Shivamogga	165428	490	5,400.00	4,500.00	4,320.00
16	Vijayapura	144720	500	8,802.00	5,544.84	5,544.80
17	Vijayapura	151608	850	2,275.00	1,857.00	1,820.00
18	Chikkamagaluru	150292	900	9,174.25	3,590.00	3,590.00
19	Chikkamagaluru	160345	995	2,160.00	5,280.00	1,728.00
20	Chikkodi	136376	999	16,459.20	21,494.38	13,167.40
21	Chikkodi	136396	500	11,263.20	13,926.15	9,010.60
22	Chikkodi	140805	600	10,500.00	3,175.00	3,175.00
23	Chikkodi	163975	495	1,680.80	1,350.00	1,344.60
24	Hassan	156506	405	1,184.62	2,361.00	947.70
25	Hassan	162759	500	2,126.00	3,392.00	1,700.80
26	Hassan	167200	500	3,341.25	4,125.00	2,673.00
27	Hassan	167858	500	8,787.50	2,664.00	2,664.00
28	Hassan	167859	500	6,300.00	3,150.00	3,150.00
29	Kalaburagi	140863	400	2,059.42	15,454.00	1,647.50
30	Kalaburagi	151564	500	2,383.52	9,957.75	1,906.80
31	Kalaburagi	151565	500	2,617.41	9,263.27	2,093.90
32	Kalaburagi	151737	400	7,505.64	4,498.00	4,498.00
33	Kalaburagi	154066	500	2,126.25	12,950.00	1,701.00
			19,079	1,77,452.16	1,84,228.71	1,09,317.34
Avoidable expenditure including GST@18% (₹)						**3,69,49,194**

Appendix-11

(Referred to in Paragraph 2.1.7)

Inflation of estimate due to adoption of manual means of excavation

Sl. No	Item of excavation as per MoRTH clause 301	Package No	Sub Package	Estimated Qty (Cum)	Est. Rate for manual means (₹/cum)	SR rate for mechanical means (₹)	Increase in estimated cost (₹)
1	Roadway excavation in soil	1	1A	84,434	120/-	38.95	68,43,376
			1B	4,45,500	120/-	38.95	3,61,07,775
			1C	5,40,233	120/-	38.95	4,37,85,885
		2	-	11,62,171	120/-	38.95	9,41,93,959
		3	-	9,19,192	120/-	38.95	7,45,00,511
	Total			31,51,530			25,54,31,506
2	Roadway excavation in ordinary rock	1	1B	35,437	202/-	51.65	53,27,953
			1C	1,00,221	202/-	51.65	1,50,68,227
		2	-	1,75,187	202/-	51.65	2,63,39,365
		3	-	18,952	202/-	51.65	28,49,433
	Total			3,29,797			4,95,84,978
						Total	**30,50,16,484**

Appendix-12
(Referred to in Paragraph 2.1.7)
Unwarranted expenditure due to adoption of irrelevant item for excavation

Sl. No	Division	No of works	Excavation @ ₹ 65/- Qty (in cum)	Excavation @ ₹ 73/- Qty (in cum)
1	Belagavi	13	47,313.95	12,369.79
2	Bellary	21	17,859.09	82,692.27
3	Bidar	21	31,720.37	76,264.92
4	Vijayapura	15	51,609.42	5,973.47
5	Hassan	18	4,535.54	56,659.67
6	Kalaburagi	17	28,867.80	29,745.55
7	Mandya	21	6,619.34	25,014.94
8	Mangaluru	27	39,303.75	2,70,136.70
9	Mysuru	16	7,028.11	49,695.37
10	Ramanagara	4	0	4,585.95
11	Shivamogga	9	33,150.00	52,109.09
12	**Total**	**182**	**2,68,007.37**	**6,65,247.72**
13	Difference in Rate (₹)		33.00	41.00
14	Extra burden to Govt (₹)	(12) * (13)	88,44,243.00	2,72,75,157.00
15	Add 18% GST	(14) * 1.18	15,91,964.00	49,09,528.00
	Total Extra burden to Govt (₹)		**4,26,20,892**	

Appendix-13
(Referred to in Case Study I)
Extra cost due to arbitrary revision of cost for Clearing and Grubbing

Sl. No.	Division	Indent no.	Area in Ha	Rate considered (₹)	Extra Expenditure (Rate Considered - ₹39,300) *Qty(₹)
1	Hassan	151520	0.680	1,58,044	80,746
2	Hassan	153426	2.400	1,58,044	2,84,986
3	Hassan	154435	0.810	1,58,044	96,183
4	Hassan	156504	0.721	1,58,044	85,638
5	Hassan	156505	0.691	1,58,044	82,076
6	Hassan	156506	0.710	1,58,044	84,308
7	Hassan	162759	0.900	1,58,044	1,06,870
8	Hassan	164955	0.540	1,65,946	68,389
9	Hassan	165854	0.600	1,58,044	71,246
10	Hassan	166156	0.392	1,77,009	53,982
11	Hassan	166158	0.465	1,77,009	64,035
12	Hassan	167200	0.785	1,58,044	93,214
13	Hassan	167858	1.110	1,58,044	1,31,806
14	Hassan	167859	1.500	1,58,044	1,78,116
15	Mysuru	153588	0.670	1,58,044	79,511
16	Mysuru	153655	0.593	1,58,044	70,391
17	Mysuru	153678	0.314	1,58,044	37,333
18	Mysuru	154567	1.387	1,58,044	1,64,722
19	Mysuru	155791	2.613	1,58,044	3,10,254
20	Mysuru	155802	0.520	1,58,044	61,747
21	Mysuru	5542	1.130	1,58,044	1,34,181
22	Mysuru	5589	0.860	1,58,044	1,02,120
23	Mandya	153879	0.720	1,58,044	85,496
24	Mandya	153881	1.800	1,58,044	2,13,739
25	Mandya	153896	2.306	1,58,044	2,73,788
26	Mandya	153935	1.099	1,58,044	1,30,452
27	Mandya	154175	0.890	1,58,044	1,05,682
28	Mandya	155334	0.738	1,58,044	87,633
29	Mandya	155473	1.277	1,58,044	1,51,612
30	Mandya	155474	0.580	1,58,044	68,824
31	Mandya	156182	0.328	1,58,044	38,901
32	Mandya	156557	0.396	1,58,044	47,023
33	Mandya	156772	0.979	1,58,044	1,16,274
34	Mandya	157911	1.512	1,58,044	1,79,541
35	Mandya	165175	0.492	1,58,044	58,422
36	Kalaburagi	151564	0.942	1,65,946	1,19,250
37	Kalaburagi	151565	1.034	1,65,946	1,30,952

Sl. No.	Division	Indent no.	Area in Ha	Rate considered (₹)	Extra Expenditure (Rate Considered - ₹39,300) *Qty(₹)
38	Kalaburagi	151621	0.855	1,65,946	1,08,283
39	Kalaburagi	152049	0.988	1,65,946	1,25,126
40	Kalaburagi	152050	1.200	1,65,946	1,51,975
41	Kalaburagi	152749	0.789	1,65,946	99,924
42	Kalaburagi	153723	0.522	1,76,715	71,731
43	Kalaburagi	154066	1.050	1,46,982	1,13,066
44	Kalaburagi	154073	4.452	1,46,982	4,79,401
45	Kalaburagi	154575	0.767	1,65,946	97,138
46	Kalaburagi	156265	0.600	1,65,946	75,988
47	Kalaburagi	165525	1.134	1,65,946	1,43,617
48	Kalaburagi	166378	0.894	1,65,946	1,13,222
49	Kalaburagi	166385	0.744	1,65,946	94,225
50	Kalaburagi	167138	0.205	1,65,946	25,962
51	Kalaburagi	167491	0.819	1,65,946	1,03,723
52	Bellary	166260	0.589	1,65,946	74,557
53	Bellary	165205	0.560	1,65,946	70,897
54	Bellary	164305	0.430	1,65,946	54,458
55	Bellary	164102	0.936	1,65,946	1,18,541
56	Bellary	162610	0.490	1,65,946	62,057
57	Bellary	162462	0.312	1,65,946	39,514
58	Bellary	155270	0.397	1,65,946	50,279
59	Bellary	154976	0.377	1,65,946	47,758
60	Bellary	154782	0.542	1,65,946	68,642
61	Bellary	154443	0.633	1,65,946	80,154
62	Bellary	153700	1.020	1,65,946	1,29,179
63	Bellary	153683	1.848	1,65,946	2,34,042
64	Bellary	153149	0.648	1,65,946	82,067
65	Bellary	152005	1.400	1,65,946	1,77,305
66	Bellary	152003	1.163	1,65,946	1,47,290
67	Bellary	151655	2.100	1,65,946	2,65,957
68	Bellary	151654	1.220	1,65,946	1,54,508
69	Belagavi	149533	1.200	1,39,983	1,20,820
70	Belagavi	149738	1.450	1,39,983	1,45,990
71	Belagavi	149381	0.520	1,39,983	52,154
72	Belagavi	151556	1.790	1,39,983	1,79,820
73	Belagavi	151559	1.780	1,39,983	1,78,813
74	Belagavi	151789	1.190	1,39,983	1,20,115
75	Belagavi	153937	1.820	1,39,983	1,82,941
76	Belagavi	154724	3.280	1,39,983	3,30,542
77	Chikkodi	165843	1.206	1,46,982	1,29,865

Sl. No.	Division	Indent no.	Area in Ha	Rate considered (₹)	Extra Expenditure (Rate Considered - ₹39,300) *Qty(₹)
78	Chikkodi	165744	1.183	1,46,982	1,27,388
79	Chikkodi	164889	0.865	1,46,982	93,145
80	Chikkodi	164885	0.958	1,46,982	1,03,159
81	Chikkodi	164817	1.560	1,46,982	1,67,984
82	Chikkodi	164816	1.176	1,46,982	1,26,634
83	Chikkodi	163975	1.140	1,46,982	1,22,758
84	Chikkodi	163711	0.748	1,46,982	80,546
85	Chikkodi	154275	4.640	1,46,982	4,99,645
86	Chikkodi	152195	2.780	1,46,982	2,99,356
87	Chikkodi	151312	1.008	1,46,982	1,08,544
88	Mangaluru	148115	0.133	1,77,009	18,370
89	Mangaluru	148203	0.135	1,77,009	18,591
90	Mangaluru	152863	1.520	1,77,009	2,09,318
91	Mangaluru	153049	0.960	1,77,009	1,32,201
92	Mangaluru	153853	0.740	1,77,009	1,01,905
93	Mangaluru	153854	0.400	1,77,009	55,084
94	Mangaluru	153907	1.112	1,77,009	1,53,078
95	Mangaluru	157077	0.400	1,88,816	59,807
96	Mangaluru	158012	0.387	1,77,009	53,349
97	Mangaluru	162059	2.240	1,77,009	3,08,469
98	Mangaluru	162100	0.576	1,77,009	79,321
99	Mangaluru	162530	0.400	1,77,009	55,084
100	Mangaluru	167833	0.144	1,77,009	19,830
101	Ramnagara	167910	1.520	1,62,785	1,87,697
102	Ramnagara	165927	1.270	1,62,785	1,56,826
103	Shivamogga	165083	3.096	1,58,044	3,67,631
104	Shivamogga	165210	0.900	1,58,044	1,06,870
105	Shivamogga	165428	2.100	1,58,044	2,49,362
106	Shivamogga	161832	0.585	1,58,044	69,465
107	Vijayapura	163137	1.395	1,46,982	1,50,217
108	Vijayapura	153816	1.231	1,46,982	1,32,557
109	Vijayapura	153812	1.590	1,46,982	1,71,215
110	Vijayapura	153246	0.716	1,46,982	77,100
111	Vijayapura	153221	0.696	1,46,982	74,947
112	Vijayapura	152773	0.385	1,46,982	41,458
113	Vijayapura	151532	0.835	1,46,982	89,915
114	Bidar	151597	0.890	1,65,946	1,12,715
115	Bidar	151599	0.880	1,65,946	1,11,449
116	Bidar	151600	1.060	1,65,946	1,34,245
117	Bidar	151642	0.760	1,65,946	96,251

Sl. No.	Division	Indent no.	Area in Ha	Rate considered (₹)	Extra Expenditure (Rate Considered - ₹39,300) *Qty(₹)
118	Bidar	151684	0.980	1,65,946	1,24,113
119	Bidar	153340	1.290	1,46,888	1,38,788
120	Bidar	153627	2.412	1,46,982	2,59,729
121	Bidar	154718	0.615	1,46,982	66,225
122	Bidar	154719	0.588	1,46,982	63,263
123	Bidar	155217	0.420	1,65,946	53,191
124	Bidar	157857	0.759	1,46,982	81,731
125	Bidar	163942	0.630	1,65,946	79,787
126	Bidar	165863	1.183	1,46,982	1,27,334
127	Bidar	166730	0.559	1,46,982	60,173
128	Bidar	166995	0.696	1,65,946	88,146
129	Bidar	167831	0.686	1,65,946	86,879
				Total	**1,59,03,929**

Appendix-14

(Referred to in Paragraph 2.1.7)
Extra cost due to non-revision of Rates as per Schedule of Rates

Sl. No.	Division	Indent No.	Technical Sanction Date	Item code	Item of work	Quantity in (cum)	Rate to be adopted (₹)	Adopted Rate (₹)	Extra cost (₹)
1	Bellary	153149	21.07.2022	5.8C/Vol3	BM	909.50	7,736.40	8,302.35	5,14,731.53
				21A/Vol 3	SDBC	909.50	10,233.30	11,107.95	7,95,494.18
2	Belagavi	153937	07.07.2022	5.8C/Vol3	BM	638.55	7,736.40	8,302.25	3,61,323.52
				21A/Vol 3	SDBC	1,105.08	10,233.30	11,107.95	9,66,558.22
				6.2/Vol 3	PQC40	1,467.20	9,413.25	9,815.40	5,90,034.48
				6.1/Vol 3	DLC	7,54.560	4,226.40	4,405.80	1,35,368.06
				9.3/ Vol 3	TMT steel	27.42	88,206.30	99,006.60	2,96,144.23
				2.1.3/Vol 1	PCC	528.00	5,311.70	6,039.60	3,84,331.20
				2.4.2/Vol1	RCC	751.73	6,266.40	7,069.28	6,03,548.98
3	Belagavi	153963	07.07.2022	5.8C/Vol3	BM	1,059.57	7,736.40	8,302.25	5,99,557.68
				21A/Vol 3	SDBC	682.41	10,233.30	11,107.95	5,96,869.91
				6.2/Vol 3	PQC40	623.00	9,413.25	9,815.40	2,50,539.45
				6.1/Vol 3	DLC	320.40	4,226.25	4,405.80	57,527.82
				9.3/ Vol 3	TMT steel	13.86	88,206.30	99,006.60	1,49,692.16
				2.1.3/Vol 1	PCC	187.73	5,311.70	6,039.60	1,36,648.67
				2.4.2/Vol1	RCC	378.24	6,266.40	7,069.28	3,03,681.33
4	Hassan	153913	07.07.2022	2.1.3/Vol 1	PCC	136.50	5,311.70	6,039.60	99,358.35
				2.4.2/Vol1	RCC	513.67	6,266.40	6,568.80	1,55,333.81
				20.29/Vol 3	PQC30	2,159.84	6,837.60	7,178.85	7,37,045.40
				9.3//Vol 3	TMT steel	17.61	88,269.30	99,009.75	1,89,139.32
5	Mysuru	153492	07.07.2022	5.8C/Vol3	BM	825.65	7,368.00	7,909.00	4,46,676.65
				21A/Vol 3	SDBC	412.82	9,746.00	10,579.00	3,43,879.06
				2.1.3/Vol-I	PCC	196.77	5,554.00	5,752.00	38,960.46
				2.4.2/vol-I	RCC/Sub-structure	533.23	5,968.00	6,256.00	1,53,570.24
				2.5.1/vol-I	RCC/Super structure	95.06	6,182.00	6,471.00	27,472.34
					TMT steel	8.05	84,066.00	94,295.00	82,343.45
6	Kalaburagi	154066	08.07.2022	5.8C/Vol3	BM	962.50	7,736.40	8,302.35	5,44,726.88
				21A/Vol 3	SDBC	412.82	10,233.30	11,107.95	3,61,073.01
7	Bidar	153340	07.07.2022	5.8C/Vol3	BM	1,612.60	7,736.40	8,302.35	9,12,650.97
				21A/Vol 3	SDBC	806.25	10,233.30	11,108.00	7,05,226.88
				2.5.1/vol-I	RCC/Super structure	56.46	6,491.10	6,794.77	17,145.21
					Total (₹)				**1,15,56,653.45**
					Add 18% GST				**20,80,197.62**
					Total in (₹) incl GST				**1,36,36,851.07**

Appendix-15
(Referred to in Paragraph 2.1.8.1)
Unwarranted expenditure due to non-consideration of PRAMC data

Sl. No.	Division	Work Indent No.	Estimate Cost (in ₹ lakh)	Technical sanction No.	Year of survey	SH No	Chainage where of test pit	Working chainage	SL. No				Division			Work Indent No.			Unwarranted expenditure in ₹
									BC (in mm)	DBM (in mm)	WMM (in mm)	GSB (in mm)	Qty (in cum)	Tender rate (₹)	Total Exp	BC (in mm)	DBM (in mm)	WMM (in mm)	
1	Bidar	151572	500	CE/C&B/NEK/APPX-E/REG/NO/20/MAY/2022	2021-22	51	6330m 9110m	8.00-10.00 km	30	40	200	250	3905*80 %= 3124	2638	82,41,112	2,200.00	2,641	58,10,200	1,65,80,548
2	Bidar	151597	500	CE/C&B/NEK/APPX-E/REG/NO/22/MAY/2022	2021-22	51	14555m 20525 m 24855 m	18.60-23.60km (2980m)	30	40	200	250	4097*80 %= 3278	2638	86,47,364	4,097.50	2,587	1,06,00,232	2,27,12,163
3	Kalaburagi	152749	400	CE/C&B/NEK/APPE/SH/REG/NO/82/JUNE/2022 Dated: 15-06-22	2022-23	124	19293 23255	21.87-24.50 km (2630m)	--	--	200	250	3813.5*80%= 3050.8	2587	78,92,420	3,616.00	2,639	95,42,624	2,05,73,351.92
4	SHDP	146865 Pkg-479	2,250	CER No. 07/2021-22 Dated: 22-01-22	2020-21	6	125.00, 130.00, 135.00, 140.00, 145.00	125.80-141.615 km (15710m)	100			200-230				5,734.15	2,800	1,60,55,620	1,89,45,631.60
5	Belagavi	151789	880	CER No. 31/2022-23 Dated-06-05-22	2019-20 2020-21	34	445.00, 450.00, 453.44, 455.0	447.80-452.77 km (4970m)	90-100			220-340				2,186.80	2,336	51,08,365	60,27,870.46
		Total	4,530															Total	8,48,39,565

Appendix-16

(Referred to in Paragraph 2.1.8.3)

Unwarranted expenditure due to intervention in good reach

Sl. No	Division	Estimate cost ₹ in lakh	Chainage	Width for which DBM was provided	Provision for DBM	Tender rate ₹	Unwarranted expenditure including GST@18% (L*B*D*Tender Rate*1.18)
1	Mysuru	840	Udayaravi road (Shanthisagar Complex circle) to Akshaya Bhandar via Jnana Ganga School (Panchamantra road) Ch:0.00-1.20 km (1200m)	10.00 m	50 mm	10,430.00	1,200*10.00*0.05*₹10,430*1.18=₹73,84,440
			Udayaravi road to Aralikatte at Jodi Basava Road (Gaganachumbi road) Ch: 0.00-0.65 km (650m)	15.00 m	50 mm	10,430.00	650*15.00*0.05*₹10,430*1.18=₹59,99,857
			Jayanagara 1st main road to Paduvana road (Kavitha Bakery Road) via Kaveri School and Siddagangaswamy Circle Ch: 0.30-1.85 km (1550m)	10.00 m	50 mm	10,430.00	1550*10.00*0.05*₹10,430*1.18=₹95,38,235
			Udayaravi road to Siddagangaswamy Circle (Chitra Banu road) Ch: 0.00-0.80km (800m)	7.00 m	50 mm	10,430.00	800*7.00*0.05*₹104,30*1.18=₹34,46,072
2	Hassan	500	0.00-1.50 km (1500m)	3.75 m	50 mm	8,833.46	1500*3.75*0.05*₹8,833.46*1.18= ₹29,35,737
						Total	**₹293.04 lakh**

Appendix – 17
(Referred to in Paragraph 2.1.9.1)
Excess expenditure due to deviation from IRC SP 62- 2014 norms in estimation of Cement Concrete Road works

Sl. No.	Indent No.	Division	Layer	Length (m)	Width (m)	Depth Considered (m)	Depth as per IRC (m)	Excess depth considered (m)	Rate/cum (₹)	BOQ rate (₹)	Amt excl G.S.T (₹)	Add 18% G.S.T
1	166156	Hassan	GSB	2,180	6	0.15	0.1	0.05	2502.8	2600	17,00,400.00	20,06,472.00
			DLC	2,180	5.7	0.1			4508	4700	58,40,220.00	
			WMM	2,180	5.7		0.15		2394	2496	46,52,224.94	
			Excess exp due to adoption of DLC instead of WMM								11,87,995.06	14,01,834.17
			PQC	2180	5.5	0.2	0.16	0.04	7293.44	7700	36,92,920.00	43,57,645.60
											Total	**77,65,951.77**
2	155640	Hassan	WMM	871	3.75	0.15	0.075	0.075	2394	2508.91	6,14,604.55	7,25,233.36
			PQC	871	3.75	0.2	0.16	0.04	6512	6824.58	8,91,631.38	10,52,125.02
											Total	**17,77,358.39**
3	151525	Hassan	WMM	1,240	9.0 m to 13 m	0.1	0.075	0.025	2465.82	2465.82	7,55,773.83	8,91,813.12
			PQC	1,240	9.0 m to 13 m	0.2	0.16	0.04	7042	8098.43	39,71,470.07	46,86,334.68
											Total	**55,78,147.80**
4	151646	Hassan	PQC	575	4.5	0.2	0.16	0.04	6837	6837	7,07,629.50	**8,35,002.81**
5	143132	Hassan	WMM	540	5.5	0.1	0.075	0.025	1897	2700	2,00,475.00	2,36,560.50
			PQC	540	5.5	0.2	0.15	0.05	5801	6000	8,91,000.00	10,91,475.00
											Total	**13,28,035.50**
6	153049	Mangaluru	PQC	585	5.5	0.2	0.16	0.040	7657.44	7650	9,84,555.00	**11,61,774.90**

Sl. No.	Indent No.	Division	Layer	Length (m)	Width (m)	Depth Considered (m)	Depth as per IRC (m)	Excess depth considered (m)	Rate/cum (₹)	BOQ rate (₹)	Amt excl G.S.T (₹)	Add 18% G.S.T
7	154495	Mangaluru	GSB	705	7.4	0.15	0.1	0.05	2628.64	2700	7,04,295.00	8,31,068.10
			DLC	705	7.2			0.1	4508	4800	24,36,480.00	
			WMM	705	7.2			0.15	2681	2800	21,31,920.00	
			Excess exp due to adoption of DLC instead of WMM								3,04,560.00	3,59,380.80
			PQC M40	705	7			0.26	10040.8	10500	1,34,72,550.00	
			PQC M30	705	7			0.21	7239.44	7570.52	78,45,708.40	
			Excess exp due to adoption of M40 instead of M30								56,26,841.60	66,39,673.09
											Total	**78,30,121.99**
8	144720	Vijayapura	PQC	4,756	4m to 7 m	0.21	0.16	0.05	5253.8	5253.80	73,00,280.19	**86,14,330.62**
9	161052	Mandya	DLC	1,150	7.2			0.1	4025	4224	34,97,472.00	
			WMM	1,150	7.2			0.15	2394	2516	31,24,872.00	
			Excess exp due to adoption of DLC instead of WMM								3,72,600.00	4,39,668.00
			PQC	1,150	7	0.25	0.21	0.04	6512	6830	21,99,260.00	25,95,126.80
											Total	**30,34,794.80**
10	127896	Mysuru	PQC	658.7	4.3m to 17.25m	0.175	0.16	0.015	5256	4900	3,39,314.60	**4,00,391.23**
11	5584	Mysuru	WMM	740	4m to 5m	0.175	0.075	0.1	2394	2394	8,37,900.00	9,88,722.00
			PQC	740	4m to 5m	0.175	0.16	0.015	6512	6512	3,41,880.00	4,03,418.40
											Total	**13,92,140.40**
											Total from S. No (1) to (11)	**3,97,18,050.21**

Appendix – 18
(Referred to in Paragraph 2.1.9.2)
Undue benefit due to provisioning of excess Binder content in the Estimate

Sl. No	Division	Indent no.	Qty of BC Grade II (cum) provided	Mass of BC /cum (kg)	Extra bitumen specified (kg)	Cost of Bitumen at estimated rate (₹/kg)	Undue benefit to the contractor (₹)
1	SHDP	146864	8,005.890	2,350	14.1	44.03	49,70,240.65
2	SHDP	146865	2,611.760	2,350	14.1	41.39	15,24,220.52
3	SHDP	146883	6,550.410	2,350	14.1	44.03	40,66,645.19
4	SHDP	147149	1,771.200	2,350	14.1	39.52	9,86,969.32
5	SHDP	147156	2,903.470	2,350	14.1	39.52	16,17,906.40
6	SHDP	147170	2,037.590	2,350	14.1	41.39	11,89,135.49
7	SHDP	147188	2,575.400	2,350	14.1	41.39	15,03,000.86
8	SHDP	147196	2,772.430	2,350	14.1	39.52	15,44,886.71
9	SHDP	147200	2,849.090	2,350	14.1	39.52	15,87,604.12
10	SHDP	147204	3,279.000	2,350	14.1	39.52	18,27,163.73
11	SHDP	149114	3,191.220	2,350	14.1	41.39	18,62,392.80
12	Belagavi	107357	1,723.500	2,350	14.1	39.52	9,60,389.35
13	Belagavi	135182	4,837.729	2,350	14.1	39.52	26,95,737.52
14	Belagavi	135130	7,764.998	2,350	14.1	39.52	43,26,905.09
15	Belagavi	137169	1,909.400	2,350	14.1	39.52	10,63,978.78
16	Belagavi	137170	1,646.200	2,350	14.1	39.52	9,17,315.32
17	Belagavi	135331	8,916.967	2,350	14.1	39.52	49,68,819.47
18	Belagavi	136997	786.300	2,350	14.1	39.52	4,38,151.52
19	Belagavi	136841	966.800	2,350	14.1	39.52	5,38,731.90
20	Belagavi	137324	924.000	2,350	14.1	39.52	5,14,882.37
21	Belagavi	145182	4,837.729	2,350	14.1	39.52	26,95,737.52
						Total	**4,18,00,814.63**
						GST@12%	**4,68,16,912.38**

Appendix-19
(Referred to in Paragraph 2.1.10)
Extra cost due to non-utilization of existing soil

Sl. No	Division	Indent Number	Estimate cost (in ₹ lakh)	Excavation proposed in box cutting (cum)	Embankment proposed in the same work out of borrowed material (cum)	Embankment that could have been constructed with available soil from box cutting (cum)	Rate for Embankment with borrowed material Rate (₹/ cum)	Rate for Embankment with available soil Rate (₹/cum)	Extra Cost due to use of borrowed soil (in ₹)
1	Chikkodi	151312	600	3122.84	1662.28	1662.28	422.10	113.00	5,13,811
2	Chikkodi	155679	500	3036.51	2604.24	2034.46	422.10	113.00	6,28,852
3	Chikkodi	165744	600	1971.66	6316.81	1321.01	422.10	113.00	4,08,325
4	Chikkodi	165843	600	3712.26	12253.34	2487.21	422.10	113.00	7,68,798
5	Hassan	141078	500	11460.00	14122.50	7678.20	338.00	95.00	18,65,803
6	Hassan	143132	400	2716.50	1155.00	1155.00	338.00	95.00	2,80,665
7	Hassan	164339	400	4098.00	1260.00	1260.00	402.00	113.00	3,64,140
8	Hassan	164506	500	5621.00	3200.00	3200.00	402.00	113.00	9,24,800
9	Bidar	163095	500	1381.92	1221.28	925.89	422.10	118.65	2,80,960
10	Bidar	163096	500	1397.31	1230.13	936.20	422.10	118.65	2,84,089
		Total	**5,100**	**38,518**	**45,025.58**	**22,660.25**			**63,20,243**

Appendix-20
(Referred to in Paragraph 2.1.11.2)
Details of works with wet mix macadam / dry lean cement concrete beyond carriage way or beneath the median

Sl. No	Division	Work Indent No.	Est Cost (in lakh)	Chainage (km)	Carriageway width (m)	Provision made (in cum)	To be provided as per MORT&H (L*B*D) (in cum)	Diff (in cum)	Tender Rate (₹)	Wasteful expenditure including GST @ 18% (₹)	Remarks
1	SHDP	147209 (Pkg 496)	2300	136.39-137.33 (940 m)	14	3666	3337	329	2192	850978.24	WMM beneath the median
2	SHDP	146894 (Pkg-600)	2250	100.00-110.00 (9400m)	7	17625	16920	705	2200	1830180	WMM beyond carriageway
3	Kalaburagi	154066	500	0.50-1.00km (500m)	5.5	1125	641.25	483.75	2587	1476724.275	WMM beyond carriageway. WMM considered here was 225 mm.
4	Mangaluru	117867	5000	2270m	14 (2m median)	3632	3223.4	408.6	5000	2410740	DLC beneath the median
5	Chikkamagaluru	152412	999	427.90-428.90		3900	3600	300	2581	913674	WMM beneath the median
6	Chikkamagaluru	165587	490			5328.5	4987.5	341	2503	1007157.14	WMM beyond carriageway.
		Total	**11539**						**Total**	**8489453**	

Appendix-21

(Referred to in Paragraph 2.1.12.1)

Non- Adoption of Cement Treated Sub-Base (CTSB) for Cost Reduction

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
Chikkodi	**115340**	**500**	GSB	200	4,735.75	1,837.50	87,01,941	CTSB	200	4,735.75	2,324.00	1,10,05,883	
			WMM	250	5,881.25	1,917.30	1,12,76,121	WMM	150	3528.75	1,917.30	67,65,672	
			BM	50	1,382.50	6,003.27	82,99,521	BM	-	-	-	-	
			SDBC	25	691.25	7,863.98	54,35,976	SDBC	40	1,106.00	7,863.98	86,97,562	
	Total						3,37,13,559					**2,64,69,117**	**72,44,442**
Chikkodi	**164816**	**750**	GSB	200	3,550.20	2,345.70	83,27,704	CTSB	200	3,550.20	2,782.00	98,76,656	
			WMM	250	7,012.50	2,513.70	1,76,27,321	WMM	150	4,207.50	2,513.70	1,05,76,393	
			BM	50	1,402.50	7,901.25	0	BM	-	-	-	-	
			SDBC	25	701.25	10,489.50	73,55,762	SDBC	40	1,122.00	10,489.50	1,17,69,219	
	Total						**3,33,10,787**					**3,22,22,268**	**10,88,519**
Chikkodi	**163975**	**495**	GSB	100	407.88	2,345.70	9,56,764	CTSB	200	815.76	2,782.00	22,69,444	
			WMM	250	2,761.81	2,513.70	69,42,362	WMM	150	1,657.09	2,513.70	41,65,427	
			BM	50	1,308.87	7,901.25	1,03,41,709	BM	-	-	-		
			SDBC	25	654.43	10,489.50	68,64,643	SDBC	40	1,047.09	10,489.50	1,09,83,430	
	Total						**2,51,05,478**					**1,74,18,301**	**76,87,177**
Chikkodi	**149264**	**550**	GSB	150	6,459.75	1,837.50	1,18,69,791	CTSB	200	8,613.00	2,324.00	2,00,16,612	
			WMM	250	5,981.25	1,917.30	1,14,67,851	WMM	150	3,588.75	1,917.30	68,80,710	

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
			BM	50	1,196.25	6,298.87	75,35,023	BM	-	-	-	-	
			SDBC	25	598.13	8,336.11	49,86,077	SDBC	40	957.01	8,336.11	79,77,724	
	Total						**3,58,58,742**					**3,48,75,046**	**9,83,696**
Chikkamagaluru	**165588**	**380**	GSB	150	1,950.00	2347	45,76,650	CTSB	200	2600	2782	72,33,200	
			WMM	250	4,350.00	2394	1,04,13,900	WMM	150	2610	2394	62,48,340	
			BM	50	825.00	7525	62,08,125	BM	0	0	0	-	
			SDBC	25	412.50	9990	41,20,875	SDBC	40	660	9990	65,93,400	
	Total						**2,53,19,550**					**2,00,74,940**	**52,44,610**
Chikkamagaluru	**165587**	**490**	GSB	100	2,450.00	2347	57,50,150	CTSB	200	4550	2782	1,26,58,100	
			WMM	250	5,328.50	2394	1,27,56,429	WMM	150	3045	2394	72,89,730	
			BM	50	962.50	7525	72,42,813	BM	0	0	0	-	
			SDBC	25	481.25	9990	48,07,688	BC	40	770	11668	89,84,360	
	Total						**3,05,57,079**					**2,89,32,190**	**16,24,889**
Chikkamagaluru	**166435**	**350**	GSB	100	1,950.00	2347	45,76,650	CTSB	200	3900	2782	1,08,49,800	
			WMM	250	3,625.00	2394	86,78,250	WMM	150	2175	2394	52,06,950	
			BM	50	687.50	7525	51,73,438	BM	0	0	0	-	
			SDBC	25	343.75	9990	34,34,063	SDBC	40	550	9990	54,94,500	
	Total						**2,18,62,400**					**2,15,51,250**	**3,11,150**

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
Chikkama-galuru	**166436**	**203**	GSB	100	1,060.00	2347	24,87,820	CTSB	200	2120	2782	58,97,840	
			WMM	250	2,484.00	2394	59,46,696	WMM	150	1490	2394	35,67,060	
			BM	50	497.00	7525	37,39,925	BM	0	0	0	-	
			SDBC	25	248.43	9990	24,81,816	SDBC	40	397.488	9990	39,70,905	
	Total						**1,46,56,257**					**1,34,35,805**	**12,20,452**
Chikkama-galuru	**152742**	**450**	GSB	100	1,980.00	2397	47,46,060	CTSB	200	3960	2272	89,97,120	
			WMM	225	4,455.00	2394	1,06,65,270	WMM	150	2970	2394	71,10,180	
			BM	50	928	7907	73,37,696	BM	0	0	0	-	
			SDBC	25	464	10579	49,08,656	SDBC	40	742.4	10579	78,53,850	
	Total						**2,76,57,682**					**2,39,61,150**	**36,96,532**
Bidar	**166995**	**500**	GSB	150	3,153.75	2,516.85	79,37,516	CTSB	200	4,205.00	2,782.00	1,16,98,310	
			WMM	225	2,446.88	2,513.70	61,50,722	WMM	150	1,631.25	2,513.70	41,00,482	
			BM	50	543.75	7,901.25	42,96,305	BM	-	0.00	-	-	
			SDBC	30	271.875	10,489.50	28,51,833	BC	40	362.50	10,489.50	38,02,444	
	Total						**2,12,36,375**					**1,96,01,235**	**16,35,140**
Bidar	**154719**	**500**	GSB	150	1,878.00	2,371.95	44,54,522	CTSB	200	2,504.00	2,782.00	69,66,128	
			WMM	250	2,075.00	2,513.70	52,15,928	WMM	150	1,245.00	2,513.70	31,29,557	
			BM	50	646.25	7,736.40	49,99,649	BM	-	0.00	-	-	
			SDBC	30	323.13	10,236.45	33,07,704	BC	40	430.84	10,236.45	44,10,272	

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
	Total						**1,79,77,802**					**1,45,05,957**	**34,71,846**
Bidar	**154718**	**500**	GSB	200	2,972.50	2,371.95	70,50,621	CTSB	200	2,972.50	2,782.00	82,69,495	
			WMM	250	2,818.75	2,513.70	70,85,492	WMM	150	1,691.25	2,513.70	42,51,295	
			BM	50	563.75	7,736.40	43,61,396	BM	-	-	-	-	
			SDBC	25	281.88	10,236.45	28,85,451	BC	40	451.008	10,236.45	46,16,721	
	Total						**2,13,82,959**					**1,71,37,511**	**42,45,448**
Ramanagra Spl div	**148533**		GSB	150	6,991.88	1,802.50	1,26,02,864	CTSB	200	9,322.51	2,782.00	2,59,35,214	
			WMM	250	12,180.00	1,944.64	2,36,85,715	WMM	150	7,308.00	1,944.64	1,42,11,429	
			DBM	50	2,310.00	8,303.86	1,91,81,917	DBM	-	0.00	-	-	
			BC	30	1,386.00	9,718.05	1,34,69,217	BC	40	1,848.00	9,718.05	1,79,58,956	
							6,89,39,713					**5,81,05,599**	**1,08,34,114**
Bellary	**154782**	**500**	GSB	150	3,833.39	2,464.40	94,47,006	CTSB	200	5,111.19	2,782.00	1,42,19,321	
			WMM	250	3,454.00	2,513.70	86,82,320	WMM	150	2,072.40	2,513.70	52,09,392	
			BM	50	690.8	7,736.40	53,44,305	BM	-	-	-	-	
			SDBC	25	345.4	10,233.30	35,34,582	SDBC	40	552.64	10,233.30	56,55,331	
	Total						**2,70,08,213**					**2,50,84,044**	**19,24,169**
Bellary	**160124**	**600**	GSB	150	837.9	2,464.40	20,64,921	CTSB	200	1,117.20	2,782.00	31,08,050	
			WMM	250	784	2,513.70	19,70,741	WMM	150	470.4	2,513.70	11,82,444	
			BM	50	159.625	7,736.40	12,34,923	BM	-	-	-	-	

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
			SDBC	25	79.813	10,233.30	8,16,750	SDBC	40	127.7008	10,233.30	13,06,801	
	Total						**60,87,335**					**55,97,295**	**4,90,039**
Bellary	**164102**	**400**	GSB	150	3,510.00	2,464.35	86,49,869	CTSB	200	4,680.00	2,782.00	1,30,19,760	
			WMM	250	3,640.00	2,513.70	91,49,868	WMM	150	2,184.00	2,513.70	54,89,921	
			BM	50	715	7,901.25	56,49,394	BM	-	-	-	-	
			SDBC	25	357.5	10,489.50	37,49,996	SDBC	40	572.00	10,489.50	59,99,994	
	Total						**2,71,99,127**					**2,45,09,675**	**26,89,452**
Bellary	**164305**	**400**	GSB	150	2392	2,345.70	56,10,914	CTSB	200	3,189.33	2,782.00	88,72,725	
			WMM	250	3,408.60	2,513.70	85,68,198	WMM	150	2,045.16	2,513.70	51,40,919	
			BM	50	657.8	7,901.25	51,97,442	BM	-	0.00	-	-	
			SDBC	25	328.9	10,579.00	34,79,433	SDBC	40	526.24	10,579.00	55,67,093	
	Total						**2,28,55,988**					**1,95,80,737**	**32,75,251**
Bellary	**165205**	**500**	GSB	150	4,070.21	2,464.35	1,00,30,422	CTSB	200	5,426.95	2,782.00	1,50,97,766	
			WMM	225	3,918.60	2,513.70	98,50,185	WMM	150	2,612.40	2,513.70	65,66,790	
			BM	50	855.25	7,901.25	67,57,544	BM	-	0	-	-	
			SDBC	25	427.625	10,489.50	44,85,572	SDBC	40	684.20	10,489.50	71,76,916	
	Total						**3,11,23,723**					**2,88,41,471**	**22,82,252**
Bellary	**166529**	**440**	GSB	150	2,081.40	2,464.35	51,29,298	CTSB	200	2,775.20	2,782.00	77,20,606	
			WMM	250	2,407.58	2,513.70	60,51,934	WMM	150	1,444.55	2,513.70	36,31,160	
			BM	50	566.00	7,901.25	44,72,107.50	BM	-	0.00	-	-	
			SDBC	25	283	10,579.00	29,93,857	SDBC	40	452.80	10,579.00	47,90,171	

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
	Total						**1,86,47,196**					**1,61,41,938**	**25,05,259**
Kalaburagi	**140282**	**800**	GSB	200	9,028.80	1,727.00	1,55,92,738	CTSB	200	9028.8	2,285.00	2,06,30,808	
			WMM	225	6,840.00	1,834.00	1,25,44,560	WMM	150	4560	1,834.00	83,63,040	
			BM	50	1,346.25	6,150.48	82,80,084	BM	-	-	-	-	
			SDBC	25	673.13	8,074.35	54,35,087	SDBC	40	1077	8,074.35	86,96,075	
	Total						**4,18,52,469**					**3,76,89,923**	**41,62,546**
Kalaburagi	**166378**	**500**	GSB	200	4,321.00	2,464.35	1,06,48,456	CTSB	200	4,321.00	2,782.00	1,20,21,022	
			WMM	225	3,687.75	2,513.70	92,69,897	WMM	150	2,458.50	2,513.70	61,79,931	
			BM	50	820.44	8,302.35	68,11,580	BM	-	-	-	-	
			SDBC	25	409.75	10,489.50	42,98,073	SDBC	40	655.6	10,489.50	68,76,916	
	Total						**3,10,28,006**					**2,50,77,870**	**59,50,137**
Kalaburagi	**156265**	**400**	GSB	200	2,937.50	2,464.35	72,39,028	CTSB	200	2,937.50	2,782.00	81,72,125	
			WMM	200	1,875.00	2,513.70	47,13,188	WMM	150	1,406.25	2,513.70	35,34,891	
			BM	50	468.75	8,302.35	38,91,727	BM	-	-	-	-	
			SDBC	25	234.38	11,107.95	26,03,481	SDBC	40	375.00	11,107.95	41,65,481	
	Total						**1,84,47,424**					**1,58,72,497**	**25,74,927**
Mandya	**156557**	**360**	GSB	100	1,820.00	2,234.00	40,65,880	CTSB	200	3640.00	2782.00	1,01,26,480	
			WMM	250	3,990.00	2,394.00	95,52,060	WMM	150	2394.00	2394.00	57,31,236	
			DBM	50	935	9,139.00	85,44,965	DBM	-	-	-	-	
			BC	25	467.5	10,611.00	49,60,643	BC	40	748.00	10611.00	79,37,028	
	Total						**2,71,23,548**					**2,37,94,744**	**33,28,804**

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
Mandya	**161052**	**500**	GSB	150	517.5	2,347.00	12,14,573	CTSB	200	690.00	2782.00	19,19,580	
			WMM	250	2,972.25	2,394.00	71,15,567	WMM	150	1783.35	2394.00	42,69,340	
			DBM	50	316.25	9,357.00	29,59,151	DBM	-	-	-	-	
			BC	30	189.75	10,879.00	20,64,290	BC	40	253.00	10879.00	27,52,387	
	Total						**1,33,53,581**					**89,41,307**	**44,12,274**
Mysuru	**153492**	**550**	GSB	150	3,461.50	2,234.00	77,32,991	CTSB	200	4,615.33	2,782.00	1,28,39,857	
			WMM	250	4,352.50	2,394.00	1,04,19,885	WMM	150	2,611.50	2,394.00	62,51,931	
			BM	50	825.65	7,907.00	65,28,415	BM	-			-	
			SDBC	25	412.83	10,579.00	43,67,329	SDBC	40	660.52	10,579.00	69,87,641	
							2,90,48,619					**2,60,79,429**	**29,69,190**
Mysuru	**5589**	**962**	GSB	150	3,125.00	2,347.00	73,34,375	CTSB	200	4,166.67	2,782.00	1,15,91,676	
			WMM	250	3,231.58	2,394.00	77,36,403	WMM	150	1,938.95	2,394.00	46,41,846	
			BM	50	766.36	7,525.00	57,66,859	BM	-			-	
			CGPS	-	15,265.5 7	168	25,64,616	SDBC	40	610.62	10,579.00	64,59,749	
	Total						**2,34,02,252**					**2,26,93,271**	**7,08,981**
Hassan	**153426**	**300**	GSB	150	1,260.00	2,234.00	28,14,840	CTSB	200	1,680.00	2,782.00	46,73,760	
			WMM	250	2,100.00	2,394.00	50,27,400	WMM	150	1,260.00	2,394.00	30,16,440	
			BM	50	776.25	7,907.00	61,37,809	BM	-	-	-	-	
			SDBC	25	660	10,579.00	69,82,140	SDBC	40	1,056.00	10,579.00	1,11,71,424	
							2,09,62,189					**1,88,61,624**	**21,00,565**

Division	Work Indent No.	Est amount in lakhs	Pavement layers and their cost as provided in the estimate					Alternative pavement layers recommended by IRC 37, 2018 if Cement treated Subbase was proposed and used without stage construction at the estimated rates.					
			Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Layer	Thickness (mm)	Quantity (cum)	Rate (₹/cum)	Amount (₹)	Difference (₹)
Hassan	**162781**	**300**	GSB	150	2,475.00	2,234.00	55,29,150	CTSB	200	3,300.00	2,782.00	91,80,600	
			WMM	250	2,850.00	2,394.00	68,22,900	WMM	150	1,710.00	2,394.00	40,93,740	
			BM	50	562.5	7,368.00	41,44,500	BM	-	-	-	-	
			SDBC	25	281.25	9,746.00	27,41,063	SDBC	40	450	9,746.00	43,85,700	
							1,92,37,613					**1,76,60,040**	**15,77,573**
Hassan	**166158**	**315**	GSB	150	2,043.00	2,508.08	51,24,007	CTSB	200	2,724.00	2,782.00	75,78,168	
			WMM	250	2,184.88	2,681.28	58,58,275	WMM	150	1,310.93	2,681.28	35,14,965	
			BM	50	425.625	8,428.00	35,87,168	BM	-	-	-	-	
			SDBC	25	212.81	11,188.80	23,81,089	SDBC	40	340.496	11,188.80	38,09,742	
							1,69,50,539					**1,49,02,875**	**20,47,664**
Mangaluru	**157701**	**500**	GSB	200	1,610.00	2,628.64	42,32,110	CTSB	200	1,610.00	2,782.00	44,79,020	
			WMM	250	2,012.50	2,681.28	53,96,076	WMM	150	1,207.50	2,681.28	32,37,646	
			BM	50	962.5	7,822.08	75,28,752	BM	-	-	-	-	
			SDBC	30	577.5	10,915.52	63,03,713	SDBC	40	770	10,915.52	84,04,950	
	Total						**2,34,60,651**					**1,61,21,616**	**73,39,035**
												Total	**9,96,26,128**

Appendix-22

(Referred to in Paragraph 2.1.12.2)

Non-consideration of reusing of Reclaimed Asphalt Pavement (RAP) for Cost Savings

Sl. no.	Indent no.	District	Estimate cost in ₹ crore	Scarification of bituminous surface estimated (in Sqm)	BM/DBM used	Depth (mtrs)	Cum (x)	BM/DBM used (y)	least of x/y (cum)	Rate considered (₹)	Reclaimed asphalt rate (₹)	Diff (₹)	Excess Exp (₹)
1	146865	Karwar	22.5	57,845.25	DBM	0.05	2,892.26	4,352.94	2,892.26	9,079.65	5,930.00	3,149.65	91,09,614.58
2	146883	Bidar	33	34,796.00	DBM	0.05	1,739.80	3,440.31	1,739.80	7,936.83	5,802.00	2,134.83	37,14,177.23
				18,645.00	DBM	0.05	932.25	932.25	932.25	8,413.04	5,802.00	2,611.04	24,34,142.04
				1,715.63	DBM	0.05	85.78	93.65	85.78	8,413.04	5,802.00	2,611.04	2,23,978.28
				35,273.50	DBM	0.05	1,763.68	3,464.18	1,763.68	7,936.83	5,802.00	2,134.83	37,65,146.30
				20,360.63	DBM	0.05	1,018.03	1,539.21	1,018.03	8,413.04	5,802.00	2,611.04	26,58,120.32
3	147027	Tumkuru	23	68,475.00	DBM	0.05	3,423.75	4,649.01	3,423.75	8,062.00	5,701.00	2,361.00	80,83,473.75
4	147123	Udupi	27.5	1,100.00	DBM	0.05	55.00	140.00	55.00	9,115.61	5,907.00	3,208.61	1,76,473.55
				7,755.00	BM	0.05	387.75	411.54	387.75	7,457.60	5,907.00	1,550.60	6,01,245.15
				8,910.00	BM	0.05	445.50	477.60	445.50	7,457.60	5,907.00	1,550.60	6,90,792.30
5	147149	Vijayapura	20	41,290.00	DBM	0.05	2,064.50	2,952.00	2,064.50	7,363.83	5,709.00	1,654.83	34,16,396.54
6	147156	Bagalkote	23	71,152.50	DBM	0.05	3,557.63	5,666.84	3,557.63	7,363.83	5,709.00	1,654.83	58,87,264.58
7	147170	Dharwad	22.5	52,074.90	DBM	0.05	2,603.75	4,391.34	2,603.75	9,379.07	5,930.00	3,449.07	89,80,498.77
8	147188	Uttar Kannada	22.5	41,010.25	DBM	0.05	2,050.51	3,444.73	2,050.51	9,079.65	5,930.00	3,149.65	64,58,396.70
				6,576.30	DBM	0.05	328.82	625.18	328.82	9,079.65	5,930.00	3,149.65	10,35,652.16
9	147196	Belagavi	23	56,700.00	DBM	0.05	2,835.00	4,483.21	2,835.00	7,732.02	5,709.00	2,023.02	57,35,261.70
10	147200	Belagavi	22.5	59,507.50	DBM	0.05	2,975.38	4,735.46	2,975.38	7,732.02	5,709.00	2,023.02	60,19,243.13
11	147209	Belagavi	23	54,080.50	DBM	0.05	2,704.03	4,675.35	2,704.03	7363.83	5,709.00	1,654.83	44,74,701.69
12	147749	Udupi	45	30,081.75	DBM	0.05	1,504.09	3,854.50	1,504.09	9115.61	5,907.00	3,208.61	48,26,030.19
				11,366.30	DBM	0.05	568.32	2,167.36	568.32	9115.61	5,907.00	3,208.61	18,23,501.19
				2,145.00	DBM	0.05	107.25	1,783.14	107.25	9115.61	5,907.00	3,208.61	3,44,123.42
13	149114	Haveri	27.75	43,397.99	DBM	0.05	2,169.90	2,913.37	2,913.37	8526.97	5,930.00	2,596.97	75,65,934.49
		Total		**7,24,259.00**			**36,212.98**	**61,193.17**					**8,80,24,168.06**

Appendix – 23
(Referred to in Para No.2.2.10.2)
Delay in completion of development and maintenance works

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
1	33112	Formation of IA- Haralur-Muddenahalli	MR Pro tech	Haralur-Muddenahalli, Bangalore rural	DO-3	60.56	04-03-2021 to 3-11-2021	3	Upto 3-9-22, 3-2-23, 3-5-23	Work in progress	Lack of parcels of land availability in the stretches of IA due to Litigation
2	29097	Formation of IA layout-Kangala IA, Hukkeri, Belagavi	Sr. Udaya Shivakumar	Kanagala IA, Hukkeri, Belagavi	BELAGAVI	49.63	24-3-2020 to 23-2-2021	3	upto 31-8-21, 31-12-2022, 31-12-23	Work in progress	Lack of parcels of land availability in the stretches of IA due to Litigation
3	29094	Formation of IA layout-Kangala IA, Hukkeri, Belagavi- Package 1	P.Venkatareddy	Kanagala IA, Hukkeri, Belagavi	BELAGAVI	47.86	27-1-2020 to 26-11-2020	1	upto 30-6-2021	Completed	Due to additional works taken up as sugested by the 3rd party inspection and covid related issues
4	33726	Providing Basic Electrical Infrastructure facilities to Mulwada I.A. Dist. Vijayapura	M/s. Aravinda Electricals	Mulwada IA, Vijayapura	BELAGAVI	20.02	25.01.2021 to 24.08.2021	1	upto 31.01.2022	completed	Delay was due delay in shifting of utilities prior to tendering the work such as feeder line, land issues,KPTCL station estimation and public issues
5	32346	Part- A Establishing of 220/110/11 kV Sub station at Kanagala IA Hukkeri taluk, Belagavi District under Self Execution scheme Part- B Construction of 220kV DC LILO line from existing 220kV Belagavi-Chikkodi DC line to proposed 220/110/11kV Sub station at Kanagala I.A. Hukkeri taluk, Belagavi District for a distance of 0.4km	M/s. Mahaveer Electro Mech Pvt. Ltd.	Kanagala IA, Belagavi	BELAGAVI	64.58	02.07.2022 to 31.12.2022 (5 months)	2	From 01.01.2023 to 30.06.2023 & upto 30.09.2024	Work in progress	The reasons attibuted were delay of approval of drawings from KPTCL, changes in specification of Power Transformer and delay in inspection of material by KPTCL
6	35274	Providing Basic Electrical Infrastructure facilities at Road No. 16 to 26 at Kanagala IA, Belagavi Dist. (Package-2)	M/s. Vedha Electricals	Kanagala IA, Belagavi	BELAGAVI	18.4	07.02.2022 to 06.09.2022	1	upto 31.05.2023	Completed	The reasons for delay were due to delay in establishing the 220kV sub-station at Kanagala I.A, due to land dispute at the locations where work was supposed to be carried out, due to requirement of additional items on account of formation of new roads and water supply installation at Ameenabhavi village (intermediate pumphouse). The work was completed on 15-12-2023.
7	19622	Implementation of 5MLD water supply scheme from Hidkal reservoir to the Kanagala IA, Hukkeri Taluk, Belagavi	M/s. Maloo Construction India Pvt. Ltd.	Kanagala IA, Belagavi	BELAGAVI	45.83	12.07.2022 to 11.03.2023	2	upto 31.03.2024 & upto 12.05.2024	Work in progress	Due to heavy inflow of water in the river downstream side

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
8	125	Formation of Industrial Layout in 24m(39,45) & 18M wide Road (Road No.40,41,42,43,52,53,55), etc at Mulwada IA, Vijayapura District	M/s. K Gowda & Company	Mulwada IA, Vijayapura	BELAGAVI	34.81	14.03.2023 To 13.02.2024	1	14.02.2024 to 31.12.2025	Work in progress	Due to delay in payment of malkies of JMC & Non- JMC in respect of lands where the layout is being formed and the land owners frequent stoppage of work hence the contractor was unable to execute and complete the work.
9	28036	Formation of Industrial Sub Layout in Plot Nos. 1A, 2 to 7 & 8 part of Aerospace Sector including asphalting 30m wide Road (Road No.18), 18M wide Road (Road No.22), etc at Aerospace park of Hitech, Defence and Aerospace park, Devanahalli Taluk, Bengaluru Rural District	Sri Abdul Kalam Azad	Hi-Tech Defence and Aerospace Park, Devanahalli	DO-3	10.59	20.04.2020 to 19.11.2020	2	1st upto 30.11.2021 & 2nd from 01.12.2021 to 30.04.2023	Work in progress	Delay was due to non handing of encumberance free land resulting in litigation in Sy.No. 12 of Kavadadasanahalli Village, Channarayapattana Hobli, Devanahalli Taluk, Bengaluru Rural District for about an 80mts stretch which washeld up by the land loosers
10	35273	Providing Basic Electrical Infrastructure facilities at Road No. 1 to 15 at Kanagala IA, Belagavi Dist. (Package-1)	M/s. Geetha Electrical Stores	Kanagala IA, Belagavi	BELAGAVI	19.45	07.02.2022 to 06.09.2022	2	1st upto 31.05.2023 & 2nd	Work in progress	The reasons for delay were due to delay in establishing the 220kV sub-station, due to land dispute at the locations and due to requirement of additional items on account of formation of new roads and water supply installation.
11	126	Formation of Industrial Layout including formation of 30m, 24m & 18m wide roads including asphalting, etc phase-2 Boundary block, 3rd Phase Mulwada IA in Kolhar Taluk (Earlier Basavanabagewadi Taluk), Vijayapura	M/s. Ganapathi Stone Crusher Pvt. Ltd.	Mulwada IA, Vijayapura	BELAGAVI	35.3	14.03.2023 To 13.02.2024	1	14.02.2024 to 31.12.2025	Work in progress	Due to delay in payment of malkies of JMC & Non- JMC in respect of lands where the layout is being formed and the land owners frequent stoppage of work hence the contractor was unable to execute and complete the work.
12	107	Providing electrical infrastructure facilities to Mulwada IA 3rd Phase, Basavabagewadi, Vijayapura	M/s. Aravinda Electricals	Mulwada IA, Vijayapura	BELAGAVI	22.28	27.03.2023 to 26.01.2024	1	upto 30.06.2024	Work in progress	Delay due to land dispute at various location and civil works are not completed.
13	37262	Upgradation of Roads and Drains, Construction of Box Culverts (Balance Portion) in Navanagar Agrotech Park IA, Bagalkote	M/s. HanumanthaRayappa Chincholi	Navanagar IA, Bagalkote	BELAGAVI	2.24	11.08.2022 to 10.12.2022	1	upto 30.09.2023	Completed	The delay was due to boundary issues at site and climate conditions
14	208	Providing power infrastructure to Mulwada Industrial Area 2nd phase Vijayapura	M/s. Aravinda Electricals infra Pvt. Ltd.	Mulwada IA, Vijayapura	BELAGAVI	23.66	24.03.2023 To 23.11.2023	Delayed but no extensions sought	Nil	Work in progress	Delayed but no extensions sought till date. ₹ 5.7 crore worth work pending

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
15	23533	Formation of Layout Including Asphalting of 15M & 12M Wide Road, etc 2 Lakhs Liter capacity at Proposed Industrial Layout at Balakundi, Hungund Taluk, Bagalkot District	M/s Inncon Infrastructure Pvt. Ltd.	Balkundi IA, Bagalkot	BELAGAVI	14.49	17.08.2018 to 16.07.2019	1	17.07.2019 to 30.06.2021 &	Work in progress	No further extensions was sought after 30-6-2021. There was no approach to the Industrial Area for which a proposal for acquisition of 9 Guntas of land in R S No-134/1(P) & 136/P-1 was identified and correspondence have been made with SLAO KIADB Dharwad. ₹2.5 crore worth work pending.
16	53329	Providing street lights at the roads of Kanagala IA, Hukkeri Taluk, Belagavi	M/s. Vedha Electricals	Kanagala IA, Belagavi	BELAGAVI	5.04	24.03.2023 to 26.09.2023	1	upto 30.12.2023	Completed	Due to delay in commissioning of power infrastructure at the said industrial area, there was delay in arranging power supply to street lights. Due to delay in obtaining approval from ESCOM for energising the street lights.
17	7024	Providing power infrastructure facilities and LED street lights to Aliyabad Block II Industrial Area 2nd phase Vijayapura	M/s. Aravind Electricals	Aliyabad Block II IA, Vijayapura	BELAGAVI	6.76	09.02.2017 to 08.07.2017	1	1. upto 22.09.2018 2. upto 22.10.2018	completed	The work was completed on 18-9-2018. Reason for extension was stated as entrustment of additional Works
18	127	Formation of Industrial Layout including formation of 30m, 24m & 18m wide roads including asphalting, etc at phase-2, Canal Parallel Block, 3rd Phase Mulwada IA in Kolhar Taluk	Sri Chandrashekhar S Patil	Mulwada IA 3rd Phase, Vijayapura	BELAGAVI	33.15	28.02.2023 to 27.11.2023	Delayed but no details of extensions being sought	Nil	Work in progress	Delayed but no extensions sought till date. ₹.13.99 crore worth work pending
19	32528	Implementation of 18.2MLD water supply scheme from Almatti Reservoir upstream of Korthi-Kolhar bridge to the Mulwada IA, Kolhar Taluk, Vijayapura	K Gowda & Company	Mulwada IA	BELAGAVI	62.18	22.07.2022 to 22.03.2023	1	upto 22.08.2024	Work in progress	The alignment of pipeline was changed and there were variations in the water level of river at site locations. The location and design for the approach bridge was not finalised.
20	7090-E	Providing Basic Infrastructure facilities to proposed industrial layout in RS. No-24/2, 24/10, 28(part) of B.K. Kangrali and R.S. No-118 at Yamanapur, Belagavi District	Sri N.S. Chougule	B.K. Kangrali IA	BELAGAVI	2.05	17.06.2015 to 16.08.2015	1	upto 31.05.2018	Completed	Delay was due to entrustment of additional Works instead of considering inviting fresh tenders.
21	6407-T	Formation of Roads including asphalting of 45m,30m, 24m wide Construction of RCC side drain, culverts 2ml capacity GLSR (2No.s) and laying of HDPE Dual W/s pipe line at proposed Aerospace Components	M/s. Ramky Infrastructure Ltd.	Aerospace Components IA, Devanahalli Taluk, Bangalore	DO-3	40.17	09.04.2010 to 08.09.2010	5	upto 08.02.2011 & upto 09.09.2011 & upto 31.10.2012 & upto 31.08.2013 &	Completed	Reasons for delay were land litigation problems of Sy.No. 13 of Bhatramarenahally, Sy.No. 8 of Unachur and Sy.No. 21 of Kavadadasanahally-Forest Lands and Government Land-136/3 Cases and Non-Payment of Malkies and Structures, land litigation problems in forest land and Government Lands Sy.No. 13 of Bhatramarenahally and Sy.No. 63 of

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
		Industrial Area, Devanahalli Taluk, Bangalore							upto 31.10.2014		Jonnahally Villages, litigation problems in Government Lands in (Part of Road No. 1) Sy.No. 13 of Bhatramarenahally and (Road No. 5,6 & 7) Sy.No. 63 of Jonnahally Villages.
22	128	Formation of Industrial Layout including Formation of 24M & 18M Wide Roads, etc at village block, 3rd phase Mulwada IA in Kolhar Taluk, Vijayapura District	M/s. Futuro Infra LLP	Mulwada IA 3rd Phase, Vijayapura	BELAGAVI	33.27	14.03.2023 To 13.02.2024	1	14.02.2024 to 31.03.2024	Work in progress	Due to delay in payment of malkies of JMC & Non- JMC in respect of lands where the layout is being formed and the land owners frequent stoppage of work hence the contractor was unable to execute and complete the work.
23	7066/T	Providing underground drainage (UGD) system at Aerospace Components General Industrial Area and Aerospace components SEZ near BIAL, Devanhally, and Bangalore. (2nd call)	M/s. Parachitha Constructions	Aerospace Components General IA and Aerospace components SEZ near BIAL, Devanahalli Taluk, Bangalore	DO-3	6.05	11.03.2013 to 10.08.2013	2	11.08.2013 to 10.01.2014 & 11.01.2014 to 28.02.2017	Foreclosure (Not completed)	The reasons for delay were land litigation in Sy.No. 8 of Unachur Village, besides issues relating storm water drain and in Northern Side of Aerospace Park & Govt. Lands in Sy.No. 13 of Bhatramarenahalli and Sy. no. 63 of Jonnahalli Villages.The work was also preclosed based on the request of the agency due to excalation of material rates from the tendered rates as the work related to the year 2013.
24	14801	Providing 11kV MCVCB Switch gear@ 110kV Substation Kittur for arranging Power Supply to an extent of 350kVA For new Industrial Layout in Kittur District, Belagavi	M/s. Rahul Electricals	Kittur IA	BELAGAVI	0.27	03.08.2018 to 02.11.2018	2	1. 30.11.2018 to 31.08.2019 2. 01.09.2019 to 11.07.2023	Completed	The reasons attributed were non-availability of material in time due to bulk requirement of Escoms, delay in getting approval from KPTCL, lack of coordination between KIADB & KPTCL.
25	12806	Providing Power Infrastructure to Industrial Layout in Kittur (IA) District, Belagavi	M/s. Geetha Electrical	Kittur IA	BELAGAVI	2.88	14.09.2017 to 13.12.2017	1	13.12.2017 to 14.08.2017	Completed	The work was completed on 11.04.2018. The reasons for delays were - Non-availability of tapping point station breaker the approval to tap the power supply from the existing feeder by the HESCOM and lack of followups by HESCOM officials.
26	21784	Construction of 0.5MLD capacity ground level reservoir & feeder main, pump house, compound wall and gate for Tertiary treated water at Hardware park, Devanahalli Taluk, Near BIAL, Bengaluru Rural	M/s. TN Parmesh	Hardware Park, Devanahalli IA	DO-3	7.37	06.05.2016 to 05.10.2016	3	06-10-2016 to 30-06-2017, 01-07-2017 to 30-06-2018, 01-07-2018 to till date	Work in progress	The reasons for delay were - Delay in supply of DI pipes of required quality and make by manufacturers. soil tests were also not conducted prior to tendering for execution of GLSR and Quarters. The drawing and designs were modified after the entrustment of the work too and were unduly delayed for approval. In addition to the above additional works were entrustment with out calling for fresh tenders

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
27	11582	Construction of Compound Wall at plot No. 70-A part & B, in Aerospace Sector & plot no. Am-1 in IT sector reserved for KPTCL & solid waste management area plot and STP Area plot in Aerospace Sector of Hi-Tech Defence & Aerospace Park Near KIAL.	M/s. Damodar & Co. (Damodar Manjunath)	Hi-Tech Defence and Aerospace Park, Devanahalli	DO-3	2.18	21.10.2017 to 20.04.2018	3	21.04.2018 to 20.10.2018, 21.10.2018 to 31.03.2019, 01.04.2019 to 31.07.2019	Completed	Reasons for delay were attributed to land litigation problem in Sy.No., 7/1 of Bhatramarenahalli Village the site in Plot No. 70-A Part & 70-B encumberance free land was not handed over to contractor. Compensation amount was also not deposited to the court pertaining to Sy.No. 7/1 of Bhatramarenahalli Village by SLAO-2 wrt land litigation issue.
28	31300	Consulting services for Proof Checking of Design, Project Management Consultancy for the work of Formation of Proposed 18M Wide Roads in Plot no.25-P2 of IT Sector & in Plot No. Am-3P of Aerospace Sector at Hi-Tech, Defence & Aerospace Park near KIAL, Bengaluru Rural District	M/s. Ninetech Infra Solutions Pvt. Ltd.	Hi-Tech Defence and Aerospace Park, Devanahalli	DO-3	6.65	19.05.2020 to 19.05.2021	Not sought	NA	Work in progress	No details of delay for extensions were forthcoming from the records.
29	32081	Providing LED street lights at newly formed sub layout at Hardware Park in Hi-Tech Defence and Aerospace Components Industrial Area at Devanahalli, Bengaluru Rural Dist.	Sri Balaji Electricals Bengaluru	Hi-Tech Defence & Aerospace Components IA, Devanahalli	DO-3	0.18	05.01.2021 to 04.03.2021	2	05.03.2021 to 31.07.2021, 01.08.2021 to 25.07.2023	Completed	Reasons for delay was attributed to - Due to Covid 2nd wave and delay in getting approval from BESCOM to commissioning street lights. 2. Delay in commisioning the power infrastructure
30	36828	Releasing & Rerouting of 11kV line passing across plot No. 85, 85A of sublayout -4 at Hassan Growth Center IA, Hassan	M/s. Sri Manjunatha Electricals, Mysuru	Hassan Growth Center	HASSAN	0.024	14.09.2021 to 13.10.2021	1	upto 15.01.2022	Completed	Delayed due to corridor issue & obtaining clearance from CESCOM, Hassan for Shifting of 11kV line
31	41007	Formation of 18m wide Road (Road no. 3A, 3B, 3C, 3D & 3E), pipeline for Sub layout in Plot no.11 at Hi-Tech, Defense & Aerospace Park (IT Sector) near KIAL Bangalore	M/s. NGR Constructions	Hi-Tech, Defense & Aerospace Park (IT Sector)	DO-3	10.4	23.03.2023 to 22.09.2023	1	23.09.2023 to 22.09.2024	Work in progress	Due to Non-Clearance in the site to commence balance work as local people were distracting to complete the work, stay order from the court.
32	32082	Providing Basic Electrical Infrastructure facilities to Newly formed sub layout at Hardware Park in Hi-Tech Defense and Aerospace Components IA at Devanahalli, Bengaluru Rural Dist.	M/s. Lakshminarayana Electrical	Hi-Tech Defense and Aerospace Components IA, Devanahalli, Bengaluru Rural	DO-3	3.24	29.09.2020 to 28.01.2021	3	1. 29.01.2021 to 31.12.2021 2. 01.01.2022 to 30.06.2022 3. 01.07.2022 to 27.07.2023	Completed	Reasons for delay- 1. Due to lockdown imposed an account of Covid-19 pandemic of 2nd wave and delay in obtaining approval from BESCOM & KPTCL to take up the work. The approval from KPTCL for providing 11kV switchgear at 220/66/11kV Hardware park sub station was also delayed.

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
33	28997	Formation of Industrial layout including Asphalting of 18M wide Roads, 15M wide Roads & 12M at Adinarayan Hosahalli Doddaballapura Taluk Bengaluru	M/s. Liya Infratech	Adinarayan Hosahalli Doddaballapura Taluk Bengaluru	DO-3	24.4	18.02.2020 to 17.11.2020	4	18.11.2020 to 30.06.2021, 01.07.2021 to 30.04.2022, 01.05.2022 to 31.12.2022 & 01.01.2023 to 31.12.2023	Work in progress	Due to non-availability of encomberance free land and related litigations
34	22685	Extension of HT/LT lines using UG cable and Transformer centers to the Hardware Park (Left out Road) and Aerospace park (Newly formed) of Hi-Tech Defense & Aerospace park at Devanahalli Industrial Area	M/s. Vedha Electricals	Hi-Tech Defense & Aerospace park, Devanahalli IA	DO-3	1.39	25.01.2019 to 24.06.2019	1	25.06.2019 to 05.10.2019	Completed	Due to delayed approval from BESCOM and related authorities
35	18405	Extension of HT/LT lines using UG cable to the newly formed sub-layout at Aerospace park (Hi-Tech Defense & Aerospace park) Devanahalli Industrial Area	M/s. Rama Enterprises, Bangalore	Hi-Tech Defense & Aerospace park, Devanahalli IA	DO-3	0.46	13.08.2018 to 12.12.2018	1	13.12.2018 to 19.02.2019	Completed	Delay due to supply of cables from the manufacturers and obtaining statutory approvals from Electrical inspectorate & BESCOM Dept.
36	21307	Formation of 32m, 30m, 18m wide Road (Road No. 2A1, 2A2, 2A3, 2A4, 2A5, 2A6, 2A7, 2A8, 2A9, 2A10) (Reserved for SC/ST) in IT Sector & Formation of 18m wide Road (Road No.1-A1,A2,A3,A4,A5,A6 & A7) in Hardware Park, Including Asphalting, etc at Sub-layout in Plot Nos.4,5 & 6 Hi-Tech, Defense and Aerospace park, Devanahalli, Bengaluru Rural District	Sri Ibrahim Sheriff	Hi-Tech, Defense & Aerospace Park, Devanahalli IA	DO-3	17.81	16.08.2018 to 15.04.2019	3	1. Upto 31.12.2019 2. 01.01.2020 to 31.03.2020 3. 01.04.2020 to 31.07.2020	Work in progress	The reasons were - Due to delay in approval for workslip related to increased wall thickness of road side drains from 10cm to 15cm. Obstruction by farmers of Sy.No. 33/3 of Baladimmanahalli Village during formation of 18m wide road no. 21 at Aerospace sector. 2. Blocking of culvet and road by vIllagers who are on other side of road of KRDCL due to inflow of the rain water from adjacent Forest Land and damage of crops in their fields.
37	17181	Work of Re-surfacing for 30m wide Road no:1 at Growth Center Industrial Area, Hassan	M/s. Prakruthi Constructions	Growth Center IA, Hassan	HASSAN	1.5	25.05.2018 to 24.09.2018	1	Upto 10.09.2019	Not commenced	Delay was due to heavy rains and scarcity of Materials due to formation of new 4 Lane work in national High Hassan-Mysuru carried out by NHAI, Hassan
38	20761	Formation of balance length of Road in Plot No. AM-3-P4 from Ch.84 to 125M of Aerospace Sector in Hi-Tech, Defence & Aerospace Park Industrial Area near KIAL	M/s. Abivrudh Nirman	Hi-Tech, Defence & Aerospace Park IA near KIAL	DO-3	0.0498	05.02.2018 to 04.03.2018	1	upto 25.07.2018	Completed	The delay was due to litigation and protest of Bhatramarenahalli Villagers to extend the proposed road in AM-3-P4 of Aerospace Sector upto the KIADB boundary

Appendix -23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
39	20068	Formation of Road-7 & Link Road between Road No.1 to 6 (5A) & between road- 6 to 7 (6A) at Aerospace IA, Bengaluru North & Devanahalli TQ, Bengaluru Rural District	Sri P Venkata Reddy	Aerospace IA	DO-3	5.23	26.03.2018 to 25.08.2018	2	1. upto 31.12.2018 & 2. 01.01.2019 to 15.02.2019	Completed	Due to overlapped Forest Land in Sy. No. 63 of Jonnahalli Village and other land litigation issue in Road No. 5 of IT sector and Forest Overlapped Area in Road No. 6-A& 7 of Aerospace Sector the work was delayed
40	41891	Formation of Proposed 12m Wide Roads including CC Drains and Deck Slab Culvert in Hassan Cooperative Societies Union Ltd. Plot Premises at Sub Layout-4 in Hassan Growth Center, Hassan Taluk & District	M/s. BSR Infratech India Ltd.	Hassan Growth Center	HASSAN	7.2	30.09.2023 to 29.12.2023	1	23.02.2024 to 31.05.2024	Work in progress	Excavation works are taking more time than anticipated due to the presence of extremely hard rock in some areas and the program of work is hence could not match the expected level. The works of road and drain are affected due to land litigation (survey no. 329, Koushika village).
41	23236	Providing 1X63 kVA Transformer for arranging Power supply to Existing Street Lights and Plot No.: 10b.9c&9b at Thimmanahalli IA, Hassan	Sri Vaidehi Enterprises	Thimmanahalli IA	HASSAN	7.19	02.02.2019 to 01.03.2019	1	upto 24.04.2019	Completed	Due to delay in obtaining approval letter from Deputy Electrical inspectorate for changing of lines and also its delayed from ESCOM for changing of lines.
42	8533	Construction of custom office building at Entry gate in SEZ Area in Aerospace Park Industrial Area, Devanahalli Taluk, Bengaluru Rural District. (2nd Call)	M/s. P. Amarnath	Bengaluru Aerospace Park Industrial Area	DO-3	0.15	16.09.2016 to 15.11.2016		nil	Not commenced	The work was not commenced by the contractor stating that the Authorized Officer of Bangalore Aerospace SEZ of Central Customs Department had insisted on production of Service Tax Registration certificate. Due to the lack of registration certificate, the agency requested KIADB to cancel his tender. Tenders were reinvited vide notification dated 28.01.2016 However it was noticed that even though the centreline drawings and design details for foundation, column and column footing were approved for the building, no correspondence were forthcoming since July 2017 between the executing agency and KIADB.
43	29820	Providing Tertiary Treated Water to Hi-Tech Defence Aerospace Park 2nd Phase (Haraluru Muddenahalli), Bengaluru Rural district from KIADB Tertiary Treated Water Plant Hi-Tech Defence and Aerospace Park 1st Phase, Devanahalli Taluk, Bengaluru Rural District	M/s. Sudhanva Engineers & Builders	Hi-Tech Defence & Aerospace Park 1st Phase, Devanahalli	DO-3	31.61	20.06.2022 to 19.03.2023	3	1. upto 19.09.2023 2. upto 19.06.2024 3. upto 31.07.2024	Work in progress	The delay was attributed to following reasons- 1. Obtaining permission for laying pipeline from NHAI & PWD authorities,land litigation at Hi-Tech Defence & Aerospace Park, Phase II for length of 200m (Muthyalamma Land). In addition to the above permission to lay pipeline for Airport Authority was sought during the later stages for additional works spanning a length of 2000mtrs

Appendix -23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
											which were not part of the initial contract instead of calling for a fresh tender. 2. Due to grant of delay in permission for laying pipeline from BIAL authorities, litigation in site at Chainage 13500 to 13700 (Muthyalamma) and also delayed permission for electricity supply from BESCOM. 3. Due to delayed permission for electrical supply from BESCOM. The electrical work (HT Line) was pending and later got completed on 10.07.2024. After supply of electricity (HT Line), the pumping machineries were commissioned on 12.07.2024 and after that, the trial run of pumping machineries was being carried out.
44	35754	Replacing of 240HP pumpset, starter, Panel Board & related accessories at WTP Pumphouse & Replacing of 100 HP pumpset, Starter, Panel Board & related accessories at Gorur Jackwell, Hassan Zone	M/s. Geetha Electricals	Hassan IA, Hassan	HASSAN	2.6	28.06.2022 to 27.11.2022	1	upto 28.02.2023	Completed	Due to delay in supply of Pumpsets to agency from the manufacturer due to their technical issues.
45	151	Formation of Industrial Layout including Formation of 45M wide Roads, 24M, 18M & 12M Wide Roads including Asphalting, Construction of RCC Side Drains, RCC Cross Drainage Works, SWD, Nala Training Work, 0.5 ML OHT, 1ML GLSR, Borewell & HDPE Dual Water Supply pipe line at Aruvanahalli Block Sector-3 IA, Devanahalli & Doddaballapura Taluk,	M/s. Parva Balaji	Devanahalli General IA	DO-3	39	24.03.2023 to 23.02.2024	1	24.02.2024 to 30.09.2024	Work in progress	Due to land litigation and non-payment for land loosers for Sy.No. 93, 98, 99 & 100 coming under 45M wide Road No.2 (300M), SyNo. 112, 114,115 & 86 of 18M wide Road No. 18 of Doddagollahalli and Sy.No.23 of 18M wide Road No. 19 of Chapparadahalli villages.
46	106	Providing Basic Electrical Infrastructure facilities to General Industrial Area (ITIR), Doddaballapura road, Devanahalli Taluk, Bengaluru Rural	M/s. Swamy Electricals	Devanahalli General IA, Doddaballapura & Devanahalli Taluk	DO-3	28.62	27.03.2023 to 26.11.2023	2	1. upto 31.03.2024 2. 01.04.2024 to 30.06.2024	Work in progress	The delay was due to delay in formation of roads and civil works in the Industrial Area as the work was taken up before the civil works were completed, ROW issues to draw the 11kV line from Kundana Sub-station, obstruction by the land loosers/ villagers

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
47	36254	Formation of Industrial Layout including Formation of 30m wide, 24m wide, 18m wide and 15m wide Asphalt Road, Construction of RCC Side Duct Drain, RCC Side Drain, RCC Cross Drainage works, Storm Water Drain, HDPE Water Supply Pipeline at Nagadiyath Kaval Industrial Area, Kadur Taluk, Chikkamagaluru District	Shri C Halappa	Nagadiyath Kaval IA	HASSAN	33.66	16.12.2021 to 15.09.2022	4	1. 16.09.2022 to 31.03.2023 2. 01.04.2023 to 30.11.2023 3. 01.12.2023 to 30.05.2024 4. 31.05.2024 to 30.09.2024	Work in progress	Though the contract period commenced from 16-12-2021, the work was not commenced till 7-3-2022 awaiting bhumi pooja to be done by Hon'ble Kadur MLA. Subsequently, the agency came across obstructions from the land loosers who were not given compensation for the malkies. The area was a rocky terrain and required hard rock blasting which was not properly assessed by the DPR. The location for GLSR was also fixed near the rocky terrain due to which the design had to be altered so as to safe guard the proposed GLSR.
48	31821	Up-gradation of Existing roads and Construction of RCC Drain in Balance length at Amble IA, Chikmagaluru	M/s. Conc. Shade Construction Pvt. Ltd.	Amble IA, Chikmagaluru	HASSAN	2.97	07.09.2020 to 06.12.2020	2	1. 07.12.2020 to 31.05.2021 2. 01.06.2021 to 31.03.2022	Work in progress	Due to scarcity of labour in Covid-19 lock-down.
49	33113	Formation of Industrial Layout including 45M wide Road Rigid Pavement (Road No. 17 & 20) 30M & 24M wide Road Asphalt Road Construction of RCC Side drains Ducts, RCC Cross Drainage Works RCC, GLSR, RCC OHT, RWH, Pump House & HDPE Dual Water Supply Pipe line for Haraluru-Muddenahalli IA, Bengaluru Rural Dist	M/s. SRC Infra Developers Pvt. Ltd.	Haraluru-muddenahalli IA	DO-3	60.63	30.01.2021 to 29.09.2021	2	1. Upto 29.09.2022 2. Upto 29.05.2022	Completed	Delay was due to land litigation in Sy.No.1 of Polanahalli Village, Channarayapatna Hobli. No work was allowed to be taken up at Road No. 17 from Ch 125 to 390m. The work was commenced prior to completion of the acquisition process by the SLAO. In addition to the above, the layout plan was altered mid way through the execution of the work. Due to the faulty design and non construction of storm water to the nearest Tank/River was getting flooded during Rainy season resulting in flooding of Naganayakahalli village causing inconvenience to the villagers.
50	17986	Formation of 10mtr. Wide road no. 5A in between Plot No. 424 & 425 including Asphalting, Construction of RCC Drain Culverts at Growth Center Hassan	MT Nagaraj	Hassan Growth Center IA	HASSAN	0.38	03.01.2013 to 02.03.2013	2	1. 17.05.2013 to 16.08.2013 2. 17.08.2013 to 09.04.2018	Completed	The delay was attributed to delay in testing of soil structure . Since, it was black cotton soil asphalting work couldnt be taken updone during rainy season. It was further delayed due to obstructions of land loosers/villagers.
51	33114	Formation of Industrial Layout Including 45m wide Rigid Pavement (Road No.10) 30M & 15M Asphalt Road (Road No. 11,16,24 & 25), Construction of RCC Side Drains, Ducts, RCC Cross Drainage Works, RCC Storm water Drain, RCC Retaining	Ms. PRN Infratech	Haraluru-muddenahalli IA	DO-3	68	18.01.2021 to17.08.2021	2	1. 18.08.2021 to 31.12.2021 2. 01.01.2022 to 30.06.2022	Completed	Due to land litigation in Sy.No.22 of Muddenahalli Village, Channarayapatna Hobli. No work Road No. 10 from Ch 0 to 150 was initiated due to lack of encumberance free land. The work was taken up even before the completion of land acquisition process by the from SLAO.

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
		wall, RWH & HDPE Dual Water Supply pipe line for Haraluru-Muddenahalli IA, Bengaluru Rural District-Package-3									
52	150	Formation of Industrial Layout including Formation of 45M wide, 24m wide, 18m wide & 12m wide Roads including Asphalting, Construction of RCC Side Drains, Ducts, RCC Cross Drainage Works, SWD & HDPE Dual Water Supply Pipe Line etc., at Doddagollahalli Block Sector-2 IA, Devanahalli & Doddaballapura Taluk, Bengaluru Rural District	Ms. PRN Infratech	Devanahalli General IA, Doddaballapura & Devanahalli Taluk	DO-3	33.74	13.03.2023 to 28.02.2024	1	upto 31.05.2024	Completed	Delayed was due to land litigation and non-payment for land loosers for Sy.No. 69 coming under 30m wide Road No. 9 (60M) and SyNo. 83 coming under 18M Wide Road No.11(90M) of Doddagollahalli village.
53	7242-T	Formation of 30m wide roads (Road No.1) & 24m wide road (Road No.2 & 3) including Asphalting, etc at Kittur IA, Kittur Taluk, Belagavi District-Package-I	Ms. SRC Constructions	Kittur IA	BELAGAVI	38.25	28.05.2013 to 27.10.2013	4	1. upto 31.12.2014 2.upto 30.09.2015 3. upto 30.09.2016 4. upto 30.06.2019	Foreclosure (Not completed)	The work was forclosed w.e.f. 03.08.2021 for the following reasons -Dispute of land owners for non-receipt of compensation and payment of malkies towards forest and horticulture. A litigation case was also filed by the land loosers in the High Court Dharwad
54	11948	Providing Basic Electrical Infrastructure Facilities to newly formed Sub-Layout at Aerospace Component Park in Hi-tech Defence And aerospace components IA, Devanhalli, Bangalore Rural Dist.	M/s. Geetha Electrical Stores	Hi-Tech Defence and Aerospace Park, Devanahalli	DO-3	9.11	07.02.2022 to 06.07.2022	Delayed but no details of extensions being sought	Work ended on 08.02.2024	Completed	No details of delay for extensions were forthcoming from the records.
55	29638	Up-gradation of Roads, Drains and Culverts in Holenarasipura IA, B.Katihalli IA and Growth Center IA, Hassan District	Ms. Rayeegowda Construction Company	Holenarasipura IA, B. Katihalli IA, Growth Center IA, Hassan	HASSAN	11.35	07.09.2020 to 06.03.2021	2	1. upto 31.05.2022 2. Upto 30.09.2022	Completed	Thework was taken up when a drinking water pipeline project was being executed by Karnataka City Water Supply and Sewerage Board. The pipeline was stated to have been delayed resulting in KIADBs work being heldup.
56	29	Construction of Plug and Play Facilities Building in Plot No. AM-3-P4 at Aerospace Park, Devanahalli taluk, Bengaluru Rural District	Ms. GVR Infrastructure	Aerospace Park, Devanahalli taluk, Bengaluru District	DO-3	13.51	01.10.2021 to 31.09.2022	3	1. Upto 30.09.2023 2. Upto 31.05.2024 3. Upto 31.10.2024	Work in progress	The extensions were attributed to delay in providing the relevant designs and drawings of the to the contractor and subsequent changes to the designs and elevations

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
57	29636	Upgradation of Roads, drains replacement of old U.G/D.pipe line with new pipe line in Kanabaragi IA Belagavi District and at Aliyabad Block-I IA, Vijayapura District	Shri Chandrashekhar S. Patil	Kanabaragi IA, Belagavi	BELAGAVI	16.68	14.02.2020 to 13.08.2020	2	upto 14.02.2021 & upto 31.10.2021	Completed	Delay was attributed to Lockdown orders issued from Covid-19 and Heavy rainfall
58	29095	Formation of 30m wide Road (Road No.-2,10 & 15), 18m wide roads (Road No. 6,11,12 & 13) including asphalting, etc at Mulwada Industrial area, Basavanabagewadi Taluk, Vijayapura District (Package-2)	M/s. PRN Infratech	Mulwada IA, Vijayapura	BELAGAVI	51.12	04.12.2019 To 09.11.2020	1	upto 30-01-2021	completed	Delay was attributed to Lockdown orders issued from Covid-19 and Heavy rainfall
59	29096	Formation of 30m wide Road (Road No.-2 & 8), 24m wide roads (Road No. 5 & 9), 18 m wide roads (Road No. 1,3,4 &14) including asphalting, etc of Mulwada Industrial area Layout, Basavanabagewadi Taluk, Vijayapura District (Package-1)	M/s. PRN Infratech	Mulwada IA, Vijayapura	BELAGAVI	44.71	18.01.2020 to 26.11.2020	1	upto 31.12.2020	completed	Delay was attributed to Lockdown orders issued from Covid-19 and Heavy rainfall
60	25667	Formation of proposed 32M wide Road connecting road No.3 & proposed intermediate ring road, construction of RCC side drains, RCC duct and RCC Culverts, laying of HDPE water supply pipeline at Hi-Tech Defence Aerospace Park (Hardware Sector) Near KIAL, Bengaluru Rural District	Ms. Vanaja Builders Pvt. Ltd.	Hi-Tech Defence and Aerospace Park (Hardware Sector) Near KIAL	DO-3	4.86	06.10.2020 to 05.01.2021	3	1. 06.01.2021 to 30.06.2021 2. upto 30.11.2021 3. upto 30.04.2022	Completed	The Delay was attributed due to following reasons- 1. Due labour problems by lockdown due to Covid-19, Land Litigations and non-payment of land compensation in Sy.No. 176(Block No. 23 & 24) of Bagalur Village. 2. Due to Covid-19 and Heavy rains 3. The 3rd delay was due to delay in handing over of the site because in 375th Board Meeting Dt. 30-10-2021 Bifurcation of Plot No. 4-A & 3-P2 of IT Sector, in this plot 18mtr. wide & 12mt. wide road was proposed to approach the plots. The site was then handed over to contractor to form new roads.
61	30544	Formation of 18mt. Wide Road (Road No.1), 15mt. Wide Road (Road No. 2,5,6,7,8,9,10,11 & 12) including Asphalting, Construction of RCC Side Drains, RCC Cross drainage works, OHT, Sump Tank,	Ms. Liya Infratech Pvt. Ltd.	Obadenahalli IA (Doddaballapura Phase-3)	DO-3	12.78	24.06.2020 to 23.01.2021	3	1. upto 31.03.2022 2. upto 31.12.2022 3. upto 30.06.2023	Work in progress	The reasons were attributed to non-payment of land compensation to the farmers. They were not allowed to execute the work and Land Litigations in Sy.No. 65

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
		UGD, Rising Main & HDPE water supply pipe line at Housing Layout in Obadenahalli IA, Doddaballapura Taluk, Bengaluru Rural District.									
62	10832	Up-gradation of water supply scheme from Hindalco Reservoir to Kakathi IA for Markandeya Sugar Factory Kakathi, Belagavi	Sri B.Subash	Kakathi IA	BELAGAVI	2.99	16.01.2020 to 15.05.2020	1	upto 15.11.2020	Completed	Due to Lockdown from 23.03.2020 in Covid-19
63	36203	Detailed Estimate for the work of Providing Basic Electrical Infrastructure facilities Hi-Tech Defecne & Aerospace Park, Ph-2 (Haraluru Muddenahalli) IA, Devanahalli Taluk, Bengaluru Rural District	Ms. Kumar Electrical	Haraluru-muddenahalli IA	DO-3	44.51	07.02.2022 to 06.09.2022	2	1. 07.09.2022 to 07.03.2023 2. 08.03.2023 to 07.03.2024	Work in Progress	Delay was attributed to following reasons: 1. Delay in obtaining approval from National Highway & state highway permission for road cutting & Road crossing. 2. Due to litigation by local villagers at some parts of IA. 3. Delay in obtaining commisioning approvals from KPTCL for tapping power from 22/66kV KIADB substation at Aerospace park.

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
64	129	Establishment of Plug & Play Infrastructure in Plot No. AM-2 at Apparel Park Industrial Area, 1st Phase, Mini Textile Park, Doddaballapura Taluk, Bengaluru Rural District	M/s. CSR Infra	Doddaballapura IA	DO-3	15.54	23-03-2023 to 22-02-2024	2	1. 23-02-2024 to 22-08-2024 2. 22-08-2024 to 22-02-2025	Work in Progress	The design drawings pertaining to First Floor roof slab, Head room roof slab, lintels and other works of remaining floors, were yet to be issued from consultant which further delayed associated works like sanitary and electrical works.
65	351(Elect.)/ 35273	Detailed Estimate for the works of Providing Basic Electrical Infrastructure facilities at Road No.1 to 15 at Kanagala Industrial Area, Belagavi Dist (Package-1	M/s. Geetha Electrical Stores	Kanagala IA	BELAGAVI	17.73	07-02-2022 to 06-09-2022	2	1. 07-09-2022 to 31-05-2023 2. 19-12-2023 to 31-01-2025	Work in Progress	Delays attributable to land disputes, delayed establishment of the 220kV sub-station and requirement of additional items on account of formation of new roads and water supply installation.
66	152	Formation of Industrial Layout including Formation of 45mt. Wide Roads, 24mt & 18mt wide Roads including Asphalting, Construction of RCC Side Drainage works, Ducts, SWD 0.5 ML OHT, 2.5 ML GLSR, Rising Main, RWH & HDPE Dual Water Supply Pipe line at Chapparadahalli Block Sector-4 IA, Devanhalli & Doddaballapura Taluk, Bengaluru Rural Dist.	M/s. SRC Infra Developers Pvt. Ltd.	Devanhalli General IA	DO-3	33.46	13-03-2023 to 28-02-2024	2	1. 28-02-2024 to 28-09-2024 2. 28-09-2024 to 28-01-2025	Work in Progress	1. Due to land litigation and non-payment of compensation to land losers and additional work pertaining to road like Storm Water drain & laying of HDPE pipe

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
67	12875	Formation of Industrial Sub-layout in plot No.102 & 141 including formation of 24mtr. Wide road & 18 mtr. Wide roads including asphalting, construction of RCC side drains, RCC cross drainage works & HDPE dual water supply pipeline and Rain water Harvesting at Kanagala Industrial Area, Hukkeri Taluk, Belagavi District	Sri Basavaraj Kashappa Matagar	Kanagala IA	BELAGAVI	14.64	24-08-2022 to 23-01-2023	1	24-01-2023 to 31-08-2023	Completed	Due to execution of additional work.
68	28293	Upgradation of Roads, Drains & Culverts at in Thimmanahalli Industrial Area, Hassan District	M/s. Abivrudh Nirman	Thimmanahalli Industrial Area	HASSAN	3.27	18-06-2020 to 17-09-2020	1	18-09-2020 to 31-03-2023	Completed	Delayed due to Covid-19 Pandemic and Heavy rain in Hassan District. The agency had completed 38% of work but due to unavoidable circumstances they couldn't able to complete the work on time.
69	151	Formation of Industrial Layout including Formation of 45mt. Wide Roads, 24mt & 18mt wide Roads including Asphalting, Construction of RCC Side Drainage works,RCC Cross Drainage Works, Ducts, SWD 0.5 ML OHT, 1 ML GLSR, HDPE Dual Water Supply Pipe line at Aruvanahalli Block Sector-3 Industrial Area, Devanahalli & Doddaballapura Taluk, Bengaluru Rural District	M/s. Parva Balaji Projects	Devanhalli General IA	DO-3	42.51	24-03-2023 to 23-02-2024	3	1. 24-02-2024 to 30-09-2024	Work in Progress	1. Due to land litigation and non-payment of compensation to land losers

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
70	18121	Formation of Industrial Layout including formation of 30m wide roads including asphalting, construction of RCC side drains, RCC cross drainage works, Bridge and HDPE dual water supply pipeline at Mulwada Industrial Area, Phase-2, Kolhar taluk, Vijayapura District- Package-1	M/s. PRN Infratech	Mulwada IA	BELAGAVI	52.26	07-03-2022 to 06-12-2022	1	07-12-2022 to 31-03-2023	Completed	Delay occurred due to land litigation, increase in volume of work and heavy rainfall.
71	32720	Detailed Estimates for the work of Formation of 18M wide roads: Road No.12 (CH:0.44 to 0.565Km), 17, 18, 19, 20, 21, 22, 23, 24 & 25 including asphalting, construction of RCC Side Drains, RCC Cross Drainage Works, Compound Wall, GLSR, Rising main, RWH & HDPE Dual Water supply pipe line at Mulwada IA Phase-2 in Kolhar Taluk (Earlier Basavanabagewadi Taluk), Vijayapura District- Package-2	M/s. PRN Infratech	Mulwada IA	BELAGAVI	46.49	21-06-2022 to 31-03-2023	2	1. 01-10-2023 to 31-03-2024 2. 01-04-2024 to 15-05-2024	Completed	Delays occurred due to non-payment of JMC & Non JMC Malkies and objection from the land owners forced hindered the execution of entire work.

Appendix - 23 Contd.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
72	149	Formation of Industrial Layout including formation of 45mtr. Wide, 24mtr. Wide, 18mtr. Wide roads including Asphalting, Construction of RCC Side Drains, Ducts, RCC Cross Drainage Works, SWD & HDPE Dual Water Supply Pipe line etc., at Bhyradenahalli Block Sector-1 IA, Devanahalli & Doddaballapura Taluk, Bengaluru Rural District.	M/s. PRN Infratech	Devanhalli General IA	DO-3	34.59	13-03-2023 to 28-02-2024	1	1. 29-02-2024 to 31-05-2024	Completed	Due to land litigation and non-payment of compensation to land losers
73	31157	Detailed estimate for the works of Construction of the Pitching/Revetment wall along the existing Nala in Kumbalagodu IA, 1st Phase, Bangalore Urban District	Sri Arvind B.G.	Kumbalagodu IA	DO-3	2.01	15-06-2020 to 14-04-2021	1	15-04-2021 to 31-07-2021	Completed	Due to non-availability of labour and raw material during lock down amid Covid-19 from April to June-2021.
74	123-vol2	Establishment of Plug & Play Infrastructure in Plot No. 41, AM-1, Kanagala Industrial Area, Hukkeri Taluk, Belagavi District.	M/s. CSR Infra, Sri Chejarla Suresh Reddy Bangalore	Kanagala IA	BELAGAVI	16.24	20-03-2023 to 21-02-2024	3	1. 22-02-2024 to 21-08-2024 2. 22-08-2024 to 31-12-2024 3. 22-12-2024 to 21-03-2025	Work in Progress	Delayed due to non-receipt of the structural drawings in regular time, heavy rainfall and non-receipt of design, drawings for Electrical, Firefighting works etc.
75	33265	Construction of Over Head Tank 0.3 MLD Capacity & 0.5 MLD Capacity (15m Staging) at Hi-Tech, Defence & Aerospace Park Near KIAL, Bengaluru Rural District.	Sri PVR Constructions	Hi-Tech Defence Aerospace Park	DO-3	3.39	06-10-2022 to 05-01-2023	2	1. 06-01-2023 to 30-08-2023 2. 01-08-2023 to31-10-2023	Completed	Due to delayed power connection from KPTCL and carrying of necessary changes in the raft design along with slightly change in the site location.

Appendix - 23 Concld.

Sl. No.	Work file No.	Work details	Agency	Industrial Area	Zone	Amt. of contract (₹ in crore)	Contract period	No. of Extensions	Period of extensions	Current Status	Remarks
76	43769	Detailed Estimate for the work of Formation of 32mtr. Wide Road No.- 3B Construction of Side Drains and Providing HDPE water supply pipeline at Hi-Tech Defence & Aerospace Park, Phase-1 (Hardware Sector), Bengaluru Urban District.	M/s. Jayaprakash Engineers & Contractors	Hi-Tech Defence Aerospace Park (Hardware Sector)	DO-3	6.29	30-08-2023 to 29-01-2024	1	30-01-2024 to 29-04-2024	Completed	Delay happened due to increase in road length and width of median for providing connectivity to Plot No. R-7P.
77	49734	Detailed Estimate for the work of Formation of Balance Length of 45Mtr. Wide Road No. 1 & 32 Mtr. Wide Road No. 5 Junction, Construction of RCC Side Drains, laying of HDPE water supply pipeline and Providing Road Height Gauge/Barrier at Hi-Tech, Defence & Aerospace Park (IT Sector) near KIAL, Bengaluru Urban District.	M/s. Atharvaa Buildco Pvt. Ltd.	Hi-Tech Defence & Aerospace Park (IT Sector)	DO-3	10.18	28-12-2022 to 27-06-2023	1	28-06-2023 to 27-08-2023	Completed	Due to execution of additional works.
78	208	Providing Power Infrastructure to Mulwada Industrial Area, 2nd phase, Vijayapura District	M/s. Aravinda Electricals	Mulwada IA	BELAGAVI	23.66	24-03-2023 to 23-11-2023	1	24-11-2023 to 30-10-2024	Work in Progress	Delayed due to former land litigation issues.

Appendix – 24

(Refer Para No. 2.2.11)

Statement showing Industrial Area wise land allotted without obtaining Enviornmental Clearance

Sl. No.	Industrial Area	Total land (in Acres)	Allotted land (in Acres)	No. of units	Remarks
	Belagavi zone				
1	Aliabad – II Stage	217.5	182.6	80	Not applied
2	Balkundi	94.03	5.5	10	Not required
3	Kangrali Sub-layout	17.5	7.5	3	Not required
	Total	**329.03**	**195.6**	**93**	
	DO-3, Bengaluru zone				
4	Devenahalli General IA (ITIR)	986.57	497.11	2	Applied for EC
	Total	**986.57**	**497.11**	**2**	
	Hassan zone				
5	Amble- Phase II	97.07	80.82	18	Not required
6	Bio-Technology & Pharma SEZ	125.17	100.09	15	Not applied
7	Doothanurkaval IA	177.27	0	0	Applied for EC
8	Hassan IA	1057.6	0	0	Applied for EC
9	Nagadiyat Kaval	236.95	28	9	Not applied
10	Hassan Textile SEZ, Sub Layout (IOCL land), Sub Layout-3 Hassan Growth Centre, Sub-layout -5 HGC	1579.84	736.03	370	Not applied
	Total	**3273.9**	**944.94**	**412**	
	Grand Total	**4589.5**	**1637.65**	**507**	

Appendix – 25
(Refer Para No.2.2.19)
Splitting and entrustment of works on piecework basis

Sl. No.	Work File No.	Zone	Name of the work	Name of the Contractor	Period of Work as per Work order	Contract amount as per work order (₹ in lakh)	Total Amount of Individual Cases (₹ in lakh)
1	21668	Belagavi	Maintenance of Roads with Pothole Filling, Side Drain repairs and shoulders in Aliyabad Block-I Industrial Area Vijayapur (Road No-4 & 5)	M/s. Adde Enterprises	30.07.2018 to 28.08.2018	**4.97**	**19.67**
2	21668	Belagavi	Maintenance of Roads with Pothole Filling, Side Drain repairs and shoulders in Aliyabad Block-I Industrial Area Vijayapur (Road No-4 & 5)	M/s. Adde Enterprises	05.01.2019 to 03.02.2019	**4.97**	
3	21667	Belagavi	Repairs of Roads, Cleaning of Drains and Shoulders in Aliyabad Block-I Industrial Area Vijayapura (Road No.-2 & 3)	M/s. Adde Enterprises	14.06.2018 to 13.07.2018	**4.96**	
4	21670	Belagavi	Maintenance of Road with Pothole Filling, Side Drains Repairs and Shoulders in Aliyabad Block-I Industrial Area Vijayapur (Road No.-6 & 7)	M/s. Adde Enterprises	19.07.2018 to 18.08.2018	**4.77**	
5	21679	Belagavi	Maintenance of Roads with Pothole Filling, Side Drain repairs and shoulders in Navanagar Agrotech Park Industrial Area Bagalkot (Road No-6,7,8 & 10)	M/s. Adde Enterprises	04.02.2019 to 04.03.2019	**4.97**	**9.47**
6	21679	Belagavi	Maintenance of Roads with Pothole Filling, Side Drain repairs and shoulders in Navanagar Agrotech Park Industrial Area Bagalkot (Road No-6,7,8 & 10)	M/s. Adde Enterprises	30.07.2018 to 28.08.2018	**4.5**	
7	21680	Belagavi	Repairs of Roads, Drains and Shoulders in Mahalbagayat IA Vijayapura	M/s. Adde Enterprises	05.01.2019 to 04.02.2019	**4.97**	**9.93**
8	21680	Belagavi	Repairs of Roads, Drains and Shoulders in Mahalbagayat IA Vijayapura	M/s. Adde Enterprises	30.07.2018 to 29.08.2018	**4.96**	
9	21669	Belagavi	Repairs of Water Supply Distribution Line at Road No-5 & 6 in Mahalbagayat IA Vijayapura	M/s. Adde Enterprises	26.06.2018 to 25.07.2018	**4.95**	**9.89**
10	21681	Belagavi	Repairs of water supply Distribution line at Road No. 3 & 4 in Mahalbhagayath Industrial Area, Vijaypur.	M/s. Adde Enterprises	04.07.2018 to 03.08.2018	**4.94**	

Appendix - 25 Contd.

Sl. No.	Work File No.	Zone	Name of the work	Name of the Contractor	Period of Work as per Work order	Contract amount as per work order (₹ in lakh)	Total Amount of Individual Cases (₹ in lakh)
11	21678	Belagavi	Repairs of Water Supply Distribution Line at Road No.-4&5 In Aliyabad Block- I IA, Vijayapura	M/s. Adde Enterprises	14.06.2018 to 13.07.2018	**4.97**	**9.88**
12	21677	Belagavi	Repairs of Water Supply Distribution Line at Road No-2,6&7 in Aliyabad Block-I IA Vijayapura	M/s. Adde Enterprises	04.07.2018 to 03.08.2018	**4.91**	
13	21663	Belagavi	Special Repairs of Roads, Cleaning of drains & Shoulders at Honaga IA, Belagavi (Plot No. 1 & 2 to 17A)	M/s. Adde Enterprises	02.02.2019 to 05.03.2019	**4.3**	**9.28**
14	21688	Belagavi	Special repairs of roads, cleaning of drains and shoulders in Honaga Industrial area, Belagavi (Road No. 2)	M/s. Adde Enterprises	01.06.2018 to 30.06.2018	**4.98**	
15	23097	Bengaluru DO-III	Discrepancy in taking up of Maintenance work of HDPE water supply distribution pipeline leakages in Road No. 8,9 & 10 at Hi-Tech, Defense & Aerospace Park (SEZ Sector) near KIAL*	M/s. Chowdeshwari Developers	12.07.2018 to 11.08.2018	**4.93**	**4.93**
16	1744	Bengaluru DO-III	Connection of Existing Borewell-01 to GLSR, located in AM-3 at Hi-Tech, Defense and Aerospace Park, Phase 2, Bengaluru Rural	M/s. LG Technologies, Bengaluru	16.01.2024 to 15.02.2024	**4.17**	**12.37**
17	1749	Bengaluru DO-III	Connection of Existing Borewell-02 to GLSR, located in AM-3 at Hi-Tech, Defense and Aerospace Park, Phase 2, Bengaluru Rural District. (Pumpset)	M/s. LG Technologies, Bengaluru	16.01.2024 to 15.02.2024	**4.01**	
18	1748	Bengaluru DO-III	Connection of Existing Borewell (4,5,6,7&8) to GLSR, located in AM-3 at Hi-Tech, Defense and Aerospace Park, Phase 2, Bengaluru Rural District (Civil Works)	M/s. LG Technologies, Bengaluru	16.01.2024 to 15.02.2024	**4.19**	
19	20761	Bengaluru DO-III	Detailed Estimate for the work of Formation of balance length of road in Plot No. AM-3-P4 from Ch. 84 to 125 M of Aerospace Sector in Hi-Tech, Defence & Aerospace Park Industrial Area near KIAL	M/s. Abivirudh Nirman	05.02.2018 to 04.03.2018	**4.98**	**9.96**

Appendix - 25 Contd.

Sl. No.	Work File No.	Zone	Name of the work	Name of the Contractor	Period of Work as per Work order	Contract amount as per work order (₹ in lakh)	Total Amount of Individual Cases (₹ in lakh)
20	20760	Bengaluru DO-III	Detailed Estimate for the work of Formation of balance length of road in Plot No. AM-3-P4 from Ch. 43 to 84M of Aerospace Sector in Hi-Tech, Defence & Aerospace Park Industrial Area near KIAL	M/s. Abivirudh Nirman	05.02.2018 to 04.03.2018	**4.98**	
21	28472	Hassan	Supply and fixing of LED street light fittings to the roads from Plot No. 51 to 54 of Textile SEZ Industrial Area, Hassan District.	M/s. LG Technologies	05.08.2019 to 04.09.2019	**4.71**	**9.42**
22	28627	Hassan	Supply and fixing the LED street light fittings to the roads from Plot No. 20 to 32 of Textile SEZ Indl., Area, Hassan.	M/s. LG Technologies	28.08.2019 to 27.09.2019	**4.71**	
23	26854	Hassan	Formation of 8 mtr wide road and construction of RCC drains in front of Plot No. 407-G1 at Hassan Growth centre, Hassan.	Shri Abhivrudh K Gowda	20.09.2019 to 19.10.2019	**4.01**	**8.36**
24	26855	Hassan	Formation of 8 mtr wide road and construction of RCC drains in front of Plot No. 407-G2 at Hassan Growth centre, Hassan.	Shri Abhivrudh K Gowda	20.09.2019 to 19.10.2019	**4.35**	
25	36827	Hassan	Shifting of 11kV line passing across plot No. 86, 87 and 87(A) of sublayout 4 at Hassan Growth center Industrial Area, Hassan.	Sri Manjunath K.	14.09.2021 to 13.10.2021	**2.98**	**5.34**
26	36828	Hassan	Releasing and Rerouting of 11kV line passing across plot No. 85,85A of sublayout-4 at Hassan Growth Centre Industrial Area, Hassan.	Sri Manjunath K.	14.09.2021 to 13.10.2021	**2.36**	
27	37479	Hassan	Repair and replacement of head frame, floodlight set and control panel board of High mast pole nea KIADB Zonal office, Hassan Growth centre Indl. Area., Hassan	Ms. Manjunath Electricals	20.12.2021 to 19.01.2022	**3.45**	**6.82**
28	37478	Hassan	Repair and reconditioning of Highmast pole and control panel board at HPCL road of Hassan Growth Centre Industrial Area, Hassan District.	Ms. Manjunath Electricals	20.12.2021 to 19.01.2022	**3.37**	
29	25884	Belagavi	Providing & fixing of LED street light fittings to existing RCC/PCC poles from plot no. 51/C to 58/A	Sri Teena Electricals	01.03.2019 to 31.03.2019	**4.90**	**9.45**

Appendix - 25 Contd.

Sl. No.	Work File No.	Zone	Name of the work	Name of the Contractor	Period of Work as per Work order	Contract amount as per work order (₹ in lakh)	Total Amount of Individual Cases (₹ in lakh)
			at road No. 3 of Honaga Industrial Area, Belagavi District.				
30	25885	Belagavi	Supply and fixing of LED streetlight RCC/ PCC poles from Plot No. 47/C to 51/C at road no. 3 of Honaga Industrial Area, Belagavi.	Sri Teena Electricals	01.03.2019 to 31.03.2019	**4.55**	
31	25148	Belagavi	Providing Electrical repairs, improvements and other connected works for street lights at Autonagar Kanabargi Industrial Area, Belagavi District.	Ms. LG Technologies	05.01.2019 to 04.02.2019	**4.83**	**19.37**
32	25146	Belagavi	Providing repairs, operation and maintenance of street lights on MST poles on AMC system at Autonagar Kanabargi Industrial Area, Belagavi District.	Ms. LG Technologies	05.01.2019 to 04.02.2019	**4.86**	
33	25149	Belagavi	Providing repairs operation and maintenance of streetlights on RCC/PCC poles on AMC system at Autonagar Kanabargi Industrial Area, Belagavi.	Ms. LG Technologies	05.01.2019 to 04.02.2019	**4.86**	
34	26338	Belagavi	Providing additional maintenance, improvements and connected works to street light fittings at Autonagar Kanabargi Industrial Area, Belagavi.	Ms. LG Technologies	06.03.2019 to 05.04.2019	**4.82**	
35	23819	Belagavi	Providing supply, erection & commissioning of Sub mersible pumpset to borewell no. 3 & 4 for water supply system at Kittur Industrial Area, Belagavi.	Sri Teena Electricals	27.10.2018 to 26.11.2018	**4.77**	**9.58**
36	23820	Belagavi	Providing supply, erection & commissioning of Sub mersible pumpset to borewell no. 1 & 2 for water supply system at Kittur Industrial Area, Belagavi.	Sri Teena Electricals	27.10.2018 to 26.11.2018	**4.81**	
37	18003	Belagavi	Drilling of 2 No. Borewells in Navanagar Agrotech Park Industrial Area, Bagalkot	Sri Pandappa Jiddimani	01.01.2019 to 31.01.2019	**5.00**	**9.36**
38	26681	Belagavi	Supplying and Fixing pumping machinery (10HP) for Borewell No. 1&2 of Navanagar Agrotech park Industrial Area, Bagalkot.	Sri Pandappa Jiddimani	01.01.2019 to 31.01.2019	**4.36**	
39	24485	Belagavi	Maintenance of Twin Quarters of Mahalbagayat Industrial Area, Vijayapur District.	Sri Pandappa Jiddimani	01.01.2019 to 31.01.2019	**4.93**	**14.29**
40	24484	Belagavi	Maintenance of Office & Canteen Building for Mahalbagayat Industrial Area, Vijaypur District.	Sri. Pandappa Jiddimani	01.01.2019 to 31.01.2019	**4.95**	

Appendix -25 Contd.

Sl. No.	Work File No.	Zone	Name of the work	Name of the Contractor	Period of Work as per Work order	Contract amount as per work order (₹ in lakh)	Total Amount of Individual Cases (₹ in lakh)
41	26680	Belagavi	Maintenance of Twin Quarters of Mahalbhagayat Industrial Area, Vijaypura.	Sri. Pandappa Jiddimani	08.03.2019 to 07.05.2019	**4.41**	
42	34322	Belagavi	Special repairs of main roads, cleaning of drains and shoulders in Honaga Indl. Area, Belagavi.	Sri. Prateek Ankalgi	22.07.2021 to 21.08.2021	**4.04**	**8.11**
43	34323	Belagavi	Special repairs of internal roads, cleaning of drains and shoulders in Honaga Indl. Area, Belagavi.	Sri. Prateek Ankalgi	22.07.2021 to 21.08.2021	**4.07**	
44	31212	Belagavi	Supply,installation and commissioning of 2*15HP centrifugal mono block pump sets and LT main panels (re-placements) for water supply system for GLSR/Sump Tank No.2 at Autonagar Kanaburgi Industrial Area, Belagavi Dist.	M/s. LG Technologies	14.09.2020 to 13.10.2020	**4.92**	**9.90**
45	31211	Belagavi	Supply,installation and commissioning of 2*15HP centrifugal mono block pump sets and LT main panels (re-placements) for water supply system for GLSR/Sump Tank No.1 at Autonagar Kanaburgi Industrial Area, Belagavi Dist.	M/s. LG Technologies	14.09.2020 to 13.10.2020	**4.98**	
46	27859	Belagavi	Providing Street Lighting arragement works to approach road upto Plot No.1335/P-2 at Autonagar, Kanabargi Industrial Area, Belagavi District.	M/s. LG Technologies	12.06.2019 to 11.07.2019	**4.94**	**9.92**
47	26633	Belagavi	Providing electrical power supply arrangements to plot No. 1335/P-2 at Autonagar Kanabargi Indl. Area, Belagavi District.	M/s. LG Technologies	29.06.2019 to 28.07.2019	**4.98**	
48	31030	Belagavi	Providing and fixing reflective layout and welcome boards at Kittur Indl. Area., Belagavi District .	M/s. Boomi Engineering	30.01.2020 to 29.02.2020	**4.31**	**8.77**
49	31031	Belagavi	Providing retro reflective cross boards at Kittur Indl. Area.,Hukkeri Tq, Belagavi District .	M/s. Boomi Engineering	30.01.2020 to 29.02.2020	**4.46**	
50	37129	Belagavi	Providing 250KVA DTC and connected work for arranging power supply to plot No. 208 to 212 (5Nos. Of plots) at Kittur Industrial Area, Belagavi.	M/s. Sai Electricals	13.10.2021 to 12.11.2021	**4.88**	**9.68**
51	37130	Belagavi	Providing HT/LT line and street light arrangements to plot No. 208 to 212 (5Nos. Of plots) at Kittur Industrial Area, Belagavi	M/s. Sai Electricals	13.10.2021 to 12.11.2021	**4.80**	

Appendix - 25 Contd.

Sl. No.	Work File No.	Zone	Name of the work	Name of the Contractor	Period of Work as per Work order	Contract amount as per work order (₹ in lakh)	Total Amount of Individual Cases (₹ in lakh)
52	30129	Belagavi	Providing retro reflective cross boards at Kanagala Indl. Area., Hukkeri Tq, Belagavi District .	M/s. Boomi Engineering	27.01.2020 to 26.02.2020	**4.46**	**8.77**
53	31033	Belagavi	Providing and fixing reflective layout and welcome boards at Kanagala Indl. Area., Hukkeri Tq, Belagavi District .	M/s. Boomi Engineering	27.01.2020 to 26.02.2020	**4.31**	
54	27857	Belagavi	Providing upgradation and improvement to water supply system for 2x15HP monoblock motor and pumpset of pumphouse and other connected works at Mahalbagayat Industrial Area, Vijayapur District.	M/s. LG Technologies	12.06.2019 to 11.07.2019	**4.88**	**9.69**
55	28457	Belagavi	Providing repairs, maintenance & additional improvements to the submersible motors and pumpsets of water supply system at Mahalbagayath Industrial Area, Vijaypura District.	Sri. Teena Electricals	16.08.2019 to 15.09.2019	**4.81**	
56	31836	Belagavi	Shifting and Re-routing of existing 11KV HT line pertaining to 11KV sugar factory feeder crossing over the proposed 30mtr road (Part-2) at Mulwada Industrial Area, Vijaypura.	M/s. Buyite Electricals	09.06.2020 to 08.06.2021	**4.85**	**9.77**
57	31835	Belagavi	Shifting and Re-routing of existing 11KV HT line pertaining to 11KV sugar factory feeder crossing over the proposed 30mtr road (Part-1) at Mulwada Industrial Area, Vijaypura.	M/s. Buyite Electricals	09.06.2020 to 08.06.2021	**4.92**	
58	019	Bengaluru DO-III	Repair and Annual Maintenance of HPSV street lights at cross roads of IT/BT & Aerospace components Industrial Area, Devanahalli, Bengaluru.	M/s. Swamy Electricals	27-07-2018 to 26-07-2019	**4.55**	**9.10**
59	018	Bengaluru DO-III	Repair & replacement of chokes, lamps, ignitor, condensors & holders at Hardware park, IT/BT Aerospace components & Aerospace SEZ Industrial Area, Devanahalli, Bengaluru.	M/s. Swamy Electricals	27-07-2018 to 26-09-2018	**4.55**	
60	33061	Bengaluru DO-III	Formation of eastern approach road from NH-207 to Haraluru Industrial Area, Devanahalli Tq, Bengaluru Rural Dist. (Ch.0.00 to 95.00mtrs)	Sri.B.M.shivakumar	09.09.2020 to 08.10.2020	**4.45**	**8.86**

Appendix -25 Contd.

Sl. No.	**Work File No.**	**Zone**	**Name of the work**	**Name of the Contractor**	**Period of Work as per Work order**	**Contract amount as per work order (₹ in lakh)**	**Total Amount of Individual Cases (₹ in lakh)**
61	33062	Bengaluru DO-III	Formation of eastern approach road from NH-207 to Haraluru Industrial Area, Devanahalli Tq, Bengaluru Rural Dist. (Ch.95.00 to 220.00mtrs)	Sri.B.M.shivakumar	09.09.2020 to 08.10.2020	**4.41**	
62	30772	Bengaluru DO-III	Cleaning in Medians and shoulders of Hi-Tech, Defence and Aerospace Park (Hardware Sector) near KIAL, Bengaluru Rural District.	Sri. Hemanth Kumar	16.01.2020 to 15.02.2020	**4.43**	**13.34**
63	30773	Bengaluru DO-III	Cleaning in Medians and shoulders of Hi-Tech, Defence and Aerospace Park (IT Sector) near KIAL, Bengaluru Rural District.	Sri. B Hemanth Kumar	01.02.2020 to 29.02.2020	**4.45**	
64	33380	Bengaluru DO-III	Cleaning in medians & Shoulders at Apperal Park, 1st Phase & 2nd Phase Industrial Area, Doddaballapura Tq, Bengaluru Rural Dist.	Sri.B.HemanthKumar	30.09.2020 to 29.10.2020	**4.46**	
			Total			**293.26**	**293.26**

*** The work was taken up by the board in 2018 on a piecework basis citing urgent necessity, but the work is still incomplete as on 2024.**

Appendix – 26

Statement showing instances of lack of planning, monitoring and frequent changes in decisions

(Paragraph No.3.6 - Inordinate Delay in Construction of Office Building)

Sl. No.	Timelines	Audit Remarks
1	The Building Plan for 8,801.64 sq. mts. was prepared and issued to the successful bidder at the contracted amount of ₹ 36.50 crore (July 2013). As per the work order, the work was to be completed by June 2014.	At the time of awarding of work, the ownership of land was not transferred to KIADB as per land records. Further, Statutory Clearances from BBMP were not obtained. The said issues were resolved only in July 2014.
2	In the 345th Meeting of BoD (November 2016), it was resolved that the proposal of construction of building be deferred as the same was not feasible and construction through PPP model was suggested.	The work was awarded without ensuring necessary clearances and the same was discussed in the meeting and BoD after 2 years.
3	In the 351st Meeting of BoD (November 2017), the Board resolved to execute the work without revision of SR and directed the CEO to take appropriate decision after reviewing the revised design.	In the 345th Meeting, (Nov. 2016) the BoD had deliberated the following: a. Revision of area from 8,801.64 sq. mts. to 6,714.30 sq. mts. based on approval of BBMP resulting in revision of cost to ₹ 34.33 crore as per updated SR (2014-15). b. However, the Board issued a revised schedule of work (February 2018) without considering the revision made by BBMP, while approving the plan. c. There was no revision of estimate and only completion schedule was revised to January 2019.
4	In the 370th meeting of BoD (January 2021), it was decided to rescind the contract. The said decision was considering the demand of contractor to revise cost as per SR of 2018-19. Further, the BoD was informed that the building plan was revised from (3basement+ground floor+MF+6floor to (2basement+ground floor+3floor). The area was revised from 10,345.30 sq mtrs to 7,766.16 sq. mts. The cost of revised estimate as per SR of 2018-19 was ₹ 36.07 crore (including premium)	a. In the 351st Meeting of BoD, it was stated that contractor had agreed to execute work with old SR *i.e.* 2012-13. b. However, the entire scope/plan of the work was revised. c. There was variation in the measurements of building deliberated at various occasions. In the 345th, 351st meeting of BoD and proposal to BBMP, the built-up area of the work awarded was stated as 8,801.64 sq. mts. However, in the proposal for modified design the work awarded was shown as 10,345.30 sq. mts. d. It was stated (January 2021) that the consultant had submitted modified designs for 7,766.16 sq. mts. However, Supplementary Work Order with additional financial implication was issued to the consultant only in March 2022 after negotiation in December 2021.
5	In the 375th Meeting of BoD (Oct.2021), it was resolved to execute the work based on revised design of 7766.16 sq. mts. The work was to be awarded to the existing contractor at SR of 2012-13 including GST. The said decision was based on the submission that the modified work in accordance with SR (2012-13) and including GST would amount to ₹ 31 crore.	a. In the 370th Meeting (Jan.2021), it was deliberated that the estimate for modified design (7,766.16 sq. mts. building with three floors was estimated at ₹ 25.87 crore as per SR of 2018-19 considering GST @ 12 *per cent* as stated, the work would have been ₹ 28.97 crore. However, while recasting the estimate as per SR of 2012-13, cost escalated to ₹ 31.00 crores. b. The estimate as per SR of 2012-13 was ₹ 29.50 crores for 10,345.30 sq. mts. building (with 6 floors). However, as per the same SR, the cost for construction of 7,766.16 sq. mts. (three floor building) was ₹ 31.00 crore. c. To issue modified work order, BoD has factored the circular dated 08 January 2019 issued by the Finance Department. The said circular was with reference to contract works awarded and partly executed prior to.

Appendix -26 Contd.

Sl. No.	Timelines	Audit Remarks
		July 2017, in the instant case, no work was executed prior to 2017
6	Modified Work Order for construction of building (7,766.16 sq. mts.) issued in March 2022 with completion period as March 2023. The cost was ₹ 29.00 crore + GST.	a. The Board was yet to obtain the approval for building plan (July 2024). b. The Modified work was awarded without calling for re-tender. c. The work to be completed by March 2023 is completed in December 2025.
7	In the 388th Meeting of BoD (February 2024) board accorded administrative approval for construction of 4th and 5th with additional financial implication of ₹ 21.49 crore.	The Plan of Building was modified from 6 floors to 3 floors and now again revised to 5 floors, directly evidencing lack of planning.

Appendix-27

(Referred to in Para 3.10)

Details showing the amount claimed for desilting through vehicles other than JCB

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
Desilting works executed through MI Department										
1	BUDGERE KERE	BENGALURU	M SHIVRAJ	450.00	₹ 3,89,088.00	KA43T 3880, KA43NO 161	KA43T3880	AGRICULTURAL TRAILER	222	₹ 1,91,950.08
2	BASAVABA KERE	BENGALURU	CHETHAN K R	320.00	₹ 2,93,530.00	KA05M 0767, KA 52 M 4807	KA05M0767	MOTOR CAR	160	₹ 1,46,765.00
3	HOSAKERE	BENGALURU	ANAND KUMAR	322.00	₹ 2,95,725.00	KA05M 0767, KA 41 MC 4157	KA05M0767	MOTOR CAR	161	₹ 1,47,862.50
4	HALEKERE	BENGALURU	ANAND KUMAR	315.00	₹ 2,89,296.00	KA05M 3585, KA 51 MS 2369	KA05M3585	MOTOR CAR	157.5	₹ 1,44,648.00
5	ATTURU SANNA NERAVARI KERE	BIDAR	SRI NAGAYYA SWAMY	481.32	₹ 3,96,126.00	AP07AJ 0127	AP07AJ0127	AGRICULTURE TRACTOR	481.32	₹ 3,96,126.00
						KA32B3758	KA32B3758	AUTORICKSHAW		
6	BALAKI TALLUK KERE	BIDAR	SRI NAGAYYA SWAMY	482.50	₹ 3,94,203.00	KA38E0131 KA 38 A 0582	KA38E0131	BAJAJ SCOOTER	245	₹ 2,00,165.25

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
7	SIDAPURA ML TANK IN BASAVANAYAKALYAN	BIDAR	SRI NAGAYYA SWAMY	482.40	₹ 3,97,580.00	KA32TA 6310, KA 40 N 4002	KA32TA6310	TRACTOR	237.5	₹ 1,95,740.57
8	MUDDARA HALLI KERE	HASSAN	H P PRAJVAL	489.20	₹ 3,99,970.00	KA13P2342	KA13P2342	MARUTHI ALTO	489.2	₹ 3,99,970.00
						KA134594	KA134594	Not found in RTO database		
9	SHANKARANA HALLI KERE	HASSAN	L S CHANDREGOWDA	489.00	₹ 3,99,806.00	KA14E1428	KA14E1428	BAJAJ SCOOTER	489	₹ 3,99,806.00
						KA131341	KA131341	Not found in RTO database		
10	KITTANA KERE	HASSAN	H P PRAJVAL	489.10	₹ 3,99,888.00	KA18M 1576, KA 13 P 6123	KA18M1576	MARUTHI CAR	187.4	₹ 1,53,218.18
11	PURALA HALLI KERE	HASSAN	MOHAN RAJ M P	487.00	₹ 3,98,171.00	KA14S1262	KA14S1262	PASSION PLUS MOTOR CYCLE	487	₹ 3,98,171.00
						KA13K5534	KA13K5534	TVS MOTOR CYCLE		
12	KALKAUNDI KERE	HASSAN	H P PRAJVAL	489.00	₹ 3,99,806.00	KA131874	KA131874	TRACTOR	489	₹ 3,99,806.00
						KA135124	KA135124	GOODS CARRIER (LGV)GOODS CARRIER (LGV)		
						KA13B 6123	KA13B6123	TRACTOR		

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
						KA13P0426	KA13P0426	MAHINDRA TRACTOR		
13	BNEDE KERE	HASSAN	MOHAN RAJ M P	486.00	₹ 3,97,354.00	KA09K7061	KA09K7061	BAJAJ SCOOTER	486	₹ 3,97,354.00
						KA13M 7556	KA13M7556	MARUTHI ALTO MOTOR CAR		
14	HIPPALAGATHA KERE	HASSAN	L S CHANDRE GOWDA	489.15	₹ 3,99,930.00	KA135124, KA13B 6123	KA135124	GOODS CARRIER (LGV)GOODS CARRIER (LGV)	489.15	₹ 3,99,930.00
							KA13B6123	GOODS CARRIER		
15	NAGANA HALLI KERE	HASSAN	RUKMANGADHA B V	363.20	₹ 2,99,640.00	KA13N 1523, KA13Z0274	KA13N1523	MARUTHI RITZ MOTOR CAR	285.7	₹ 2,35,702.50
16	AGASABA KERE	HASSAN	BS HONNEGOWDA	132.00	₹ 1,12,000.00	KA 46 M 1231, KA 46 M 4106	KA46M1231	MARUTI OMNI	132	₹ 1,12,000.00
							KA46M4106	MARUTI OMNI		
17	KADAMBAHALLI KERE	MANDYA	D KANTHARAJ	542.00	₹ 4,47,150.00	KA11M 7320	KA11M7320	MARUTHI OMNI	406.5	₹ 3,35,362.50
						KA04B 5448	KA04B5448	TATA GOODS CARRIER LGV		

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
						KA04B 3116, KA11M 8942	KA04B3116	TATA INDICA MOTOR CAR		
18	KADAMBAHALLI SANNA KERE	MANDYA	VENKATESH	84.25	₹ 69,506.00	KA11N5593	KA11N5593	MARUTHI ERTIGA MOTOR CAR	84.25	₹ 69,506.00
						KA11M 5609	KA11M5609	HONDA BRIO MOTOR CAR		
19	KANCHUGANA HALLI KERE	MANDYA	HANUMANTHE GOWDA	238.31	₹ 1,96,605.00	KA11N 2767, KA 1 N 6126	KA11N2767	TATA TIAGO MOTOR CAR	70.55	₹ 58,203.53
20	KANCHUGANA HALLI KERE	MANDYA	HANUMANTHE GOWDA	236.55	₹ 1,95,443.00	KA11N2767	KA11N2767	TATA TIAGO MOTOR CAR	80.2	₹ 66,263.07
21	KONDURU KERE	MANDYA	ARAVINDA C N	48.45	₹ 39,971.00	KA11N5593	KA11N5593	MARUHI ERTIGA MOTOR CAR	48.45	₹ 39,971.00
						KA11M 8609	KA11M8609	EON MOTOR CAR		
22	MADDURU TALUKU HALLI KERE	MANDYA	RAMAKRISHNA K	362.00	₹ 2,98,650.00	KA07N 3068, KA 07 N 2051	KA07N3068	BREZZA MOTOR CAR	176	₹ 1,45,200.00
23	HUCHHU KERE	MANDYA	D KANTHARAJ	361.00	₹ 2,97,825.00	KA11N3582	KA11N3582	I 10 MOTOR CAR	121.5	₹ 2,00,062.50
						KA11T 4291, KA 11 N 2538	KA11T4291	AGRICULTURAL TRAILER	121	

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
24	NEARLE KERE	MANDYA	D KANTHARAJ	361.00	₹ 2,97,825.00	KA11M 2761, KA 11 M 6073, KA54M0889	KA11M2761	ALTO MOTOR CAR	120.9	₹ 99,742.50
25	PAGADE KALLAHALLI GALI KERE	MANDYA	N S RAGHVENDRA	239.00	₹ 1,97,175.00	KA11N4191	KA11N4191	VITARA BREZZA MOTOR CAR	239	₹ 1,97,175.00
						KA11N5785	KA11N5785	CRETA MOTOR CAR		
26	GOWRI KATTE KERE	MANDYA	N S RAGHVENDRA	240	₹ 1,98,000.00	KA11M 2277	KA11M2277	MARUTHI ESTEEM MOTOR CAR	240	₹ 1,98,000.00
						KA11M 3146	KA11M3146	VERNA MOTOR CAR		
27	GUNJUGANA HALLI HUBDARANA KERE	MANDYA	N S RAGHVENDRA	240.00	₹ 1,98,000.00	KA11EE 4780	KA11EE4780	BULLET CLASSIC 350	240	₹ 1,98,000.00
						KA11M 6651	KA11M6651	MARUTHI OMNI		
28	DOODA GOWDANA KERE	MANDYA	N S RAGHVENDRA	240.00	₹ 1,98,000.00	KA11M 5706	KA11M5706	SWIFT MOTOR CAR	240	₹ 1,98,000.00
						KA11M 4728	KA11M4728	DZIRE MOTOR CAR		
29	BASAVANA KATTE KERE	MANDYA	K RAMACHANDRA	239.50	₹ 1,97,587.00	KA11M 3882, KA 11 M 5330	KA11M3882	MARUTHI ALTO MOTOR CAR	118.7	₹ 97,927.25
30	AGASANA KATTE KERE	MANDYA	K RAMACHANDRA	239.50	₹ 1,97,587.00	KA11M 3324	KA11M3324	MARUTHI OMNI	239.5	₹ 1,97,587.00

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
						KA11M 2351	KA11M2351	MARUTHI OMNI		
31	KARI GOWDANA KATTE KERE	MANDYA	VIJAYKUMAR	239.00	₹ 1,97,175.00	KA11TA 2148	KA11TA2148	AGRICULTURAL TRACTOR	239	₹ 1,97,175.00
						KA11T9753	KA11T9753	TRACTOR		
32	VEERA BAMMANA KERE	MANDYA	VIJAYKUMAR	239.00	₹ 1,97,175.00	KA441860	KA441860	GOODS CARRIER	239	₹ 1,97,175.00
						KA11TA 2149	KA11TA2149	AGRICULTURAL TRAILER		
33	BAGADI KERE	MANDYA	K SOMASHEKAR	239.00	₹ 1,97,175.00	KA11M 9962	KA11M9962	SWIFT MOTOR CAR	239	₹ 1,97,175.00
						KA11Y5144	KA11Y5144	PASSION PRO MOTOR CYCLE		
34	DOODA KATTE KERE	MANDYA	K SOMASHEKAR	238.00	₹ 1,96,350.00	KA11M 2187, KA 11 N 1018	KA11M2187	INDIGO MOTOR CAR	119.3	₹ 98,422.50
35	AGRAHARADA KERE	MANDYA	K SOMASHEKAR	361.00	₹ 2,97,825.00	KA04B 5448, KA 11 N 2538	KA04B5448	GOODS CARRIER	120.9	₹ 99,742.50
36	MADIMANE KATTE KERE	MANDYA	K RAMACHANDRA	239.00	₹ 1,97,175.00	KA11M 2840	KA11M2840	MARUTHI OMNI CAR	239	₹ 1,97,175.00
						KA11N1312	KA11N1312	CRETA MOTOR CAR		

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
37	SANNAMESTRI LAKE	MANDYA	D KANTHARAJ	240.00	₹ 1,98,000.00	KA11M 2878, KA54M 3443	KA11M2878	MARUTHI ALTO MOTOR CAR	122.8	₹ 1,01,310.00
38	KADAENHALLI CHAUDANKATTA LAKE	MANDYA	D KANTHARAJ	239.00	₹ 1,97,175.00	KA11M 6178	KA11M6178	SWIFT MOTOR CAR	239	₹ 239.00
						KA11N 2036	KA11N2036	MARUTHI BALENO MOTOR CAR		
39	HARALIKATTE HUNDI KERE	MYSURU	S KUMARA	241.69	₹ 1,99,394.00	KA45P4769	KA45P4769	Not found in RTO database	241.69	₹ 1,99,394.00
40	GOWDARA HUNDI KERE	MYSURU	N UMESH	242.00	₹ 1,99,650.00	KA09M 1115	KA09M1115	CAR	242	₹ 1,99,650.00
41	HOSAVADE AUNGALADA KERE	MYSURU	S V NAGENDRA RAO	242.00	₹ 1,99,650.00	KA45M 7236	KA45M7236	Not found in RTO database	242	₹ 1,99,650.00
42	AHALAYA GRAMADA KERE	MYSURU	S V NAGENDRA RAO	242.00	₹ 1,99,650.00	KA09M 1638	KA09M1638	PADMINI	242	₹ 1,99,650.00
43	CHOWKA HALLI KERE	MYSURU	GANESHA NAYAKA	484.00	₹ 3,99,300.00	KA028138, KA 45 M 4059	KA028138	AUTO	301.5	₹ 2,48,737.50
44	PADAKOTTEY KERE	MYSURU	YATHISH B H	484.00	₹ 3,99,300.00	KA54M 2274, KA 45 M 4431	KA54M2274	I 20 CAR	182.8	₹ 1,50,810.00
45	HEBBALA GUPPE KERE	MYSURU	T P MANJUNATHA	484.00	₹ 3,99,300.00	KA028138, KA 45 M 4059	KA028138	AUTO	301.5	₹ 2,48,737.50

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46	DEVALAPURA KERE	MYSURU	T P MANJUNATHA	484.00	₹ 3,99,300.00	KA452873	KA452873	AUTO	484	₹ 3,99,300.00
						KA09C5410	KA09C5410	TATA ACE MAGIC		
47	LANKE KERE	MYSURU	RAMEGOWDA	242.00	₹ 1,99,650.00	KA09C5874	KA09C5874	ETIOS LIVA	242	₹ 1,99,650.00
						KA05AD 6025	KA05AD6025	AUTO		
						KA11BC 4762	KA11BC4762	Not found in RTO database		
48	KYTHANA HALLI URA KERE	MYSURU	B SWAMY GOWDA	242.00	₹ 1,99,650.00	KA45AC 2196	KA45AC2196	Not found in RTO database	242	₹ 1,99,650.00
						KA45AF 4622	KA45AF4622	Not found in RTO database		
						KA04M 2592	KA04M2592	MARUTI 800		
						KA01AF 8126	KA01AF8126	AUTO		
49	K MATTA KERE	MYSURU	C N MAHASAGAR	484.00	₹ 3,99,300.00	KA18D6958	KA18D6958	Not found in RTO database	484	₹ 3,99,300.00
						KA12H2831	KA12H2831	SPLENDOR BIKE		
50	PADUKATTE KERE	MYSURU	C N MAHASAGAR	484.00	₹ 3,99,300.00	KA12C5829	KA12C5829	Not found in RTO database	484	₹ 3,99,300.00
						KA11S7391	KA11S7391	TVS MOTOR CYCLE		
51	HONNAMMANA KATTE KERE	MYSURU	C N MAHASAGAR	484.37	₹ 3,99,605.00	KA42BN 4567	KA42BN4567	Not found in RTO database	484.37	₹ 3,99,605.00
						KA09B8564	KA09B8564	TOYOTA ETIOS CAR		

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52	PARAVATHANA KATTE KERE	MYSURU	C N MAHASAGAR	484.00	₹ 3,99,300.00	KA 09 S 2530, KA 10 4054, KA 42 C 2064	KA09S2530	KINETIC SAFARI	484	₹ 3,99,300.00
							KA104054	AUTO		
53	KAMPALA PURA KEMPEE KERE	MYSURU	PRATHAP	484.00	₹ 3,99,300.00	KA09M 4185	KA09M4185	MARUTHI CAR	484	₹ 3,99,300.00
						KA05M 4232	KA05M4232	TATA MOTOR CAR		
54	HUTTBE HEBAGAKU KERE	MYSURU	A J SUDHEER	241.25	₹ 1,99,031.00	KA13M 6825	KA13M6825	A STAR MOTOR CAR	241.25	₹ 1,99,031.00
55	HOSSAHALLI MUGE KERE	MYSURU	L K JAYARAMU	363.00	₹ 2,99,475.00	KA09M 4185	KA09M4185	MARUTHI MOTOR CAR	363	₹ 2,99,475.00
						KA05M 4232	KA05M4232	TATA SEIRA MOTOR CAR		
56	KAMALAPURA KOMPALAPURA KERE	MYSURU	L K JAYARAMU	242.00	₹ 1,99,650.00	KA13M 5873	KA13M5873	MARUTHI SWIFT MOTOR CAR	242	₹ 1,99,650.00
57	KOLAGATTE KERE	MYSURU	SIDDARAMU M S	483.70	₹ 3,99,052.00	KA09M 1840	KA09M1840	MARUTHI OMNI	483.7	₹ 3,99,052.00
						KA09L 4710	KA09L4710	TVS MOTOR CYCLE		
58	BOTTANA HALLI KERE	MYSURU	MAHASAGAR C N	606.00	₹ 4,99,898.00	KA02C7550	KA02C7550	GOODS CARRIER (LGV)	606	₹ 4,99,898.00
						KA02C7561	KA02C7561	GOODS CARRIER (LGV)		

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						KA02M 8138	KA02M8138	MARUTHI MOTOR CAR		
						KA01AF 9459	KA01AF9459	GOODS CARRIER (LGV)		
						KA423298	KA423298	GOODS CARRIER (LGV)		
59	RAJA GOWDANA HUNDI KERE	MYSURU	MANJUNATHA T P	484.55	₹ 3,99,738.00	KA45T7990	KA45T7990	TRAILERS	484.55	₹ 3,99,738.00
						KA423298	KA423298	GOODS CARRIER (LGV)		
						KA01AF 9459	KA01AF9459	GOODS CARRIER (LGV)		
						KA028138	KA028138	THRE WHEELER CAB		
60	VALAGERA KERE	MYSURU	MANJUNATHA T P	606.00	₹ 4,99,898.00	KA45T7990	KA45T7990	TRAILERS	606	₹ 4,99,898.00
						KA423298	KA423298	GOODS CARRIER (LGV)		
						KA01AF 9459	KA01AF9459	GOODS CARRIER (LGV)		
						KA028138	KA028138	THREE WHEELER CAB		

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						KA02C7561	KA02C7561	GOODS CARRIER (LGV)		
61	MUSHAKALA KERE	MYSURU	MANJUNATHA T P	484.50	₹ 3,99,738.00	KA028138	KA028138	THREE WHEELER	484.5	₹ 3,99,738.00
						KA01AF 9459	KA01AF9459	GOODS CARRIER (LGV)		
						KA423298	KA423298	GOODS CARRIER (LGV)		
						KA45T7990	KA45T7990	TRAILERS		
62	MATA KERE	MYSURU	YATHISH B H	484.37	₹ 3,99,605.00	KA09D4238	KA09D4238	BAJAJ AUTO	484.37	₹ 3,99,605.00
						KA42P4048	KA42P4048	Not found in RTO database		
63	CHAKANNA HALLI KERE	MYSURU	MAHASAGAR C N	484.37	₹ 3,99,605.00	KA09P1239	KA09P1239	MARUTHI OMNI	484.37	₹ 3,99,605.00
						KA116218	KA116218	THREE WHEELER PICKUP VAN		
64	MATHA KERE	MYSURU	MAHASAGAR C N	484.30	₹ 3,99,547.00	KA452873	KA452873	TATA ACE MAGIC	484.3	₹ 3,99,547.00
						KA09C5410	KA09C5410	AUTO		
65	MUSHAKALA KERE	MYSURU	B SWAMY GOWDA	484.00	₹ 3,99,300.00	KA09B1568	KA09B1568	GOODS CARRIER (LGV)	484	₹ 3,99,300.00

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						KA09C5698	KA09C5698	GOODS CARRIER (LGV)		
						KA105569	KA105569	GOODS CARRIER (LGV)		
66	HLA HUNDI KERE	MYSURU	B SWAMY GOWDA	484.00	₹ 3,99,300.00	KA45H3061	KA45H3061	TVS MOTOR CYCLE	484	₹ 3,99,300.00
						KA122556	KA122556	TRAILER (AGRICULTURE)		
						KA12C1426	KA12C1426	MAHINDRA BOLERO PICKUP		
67	GOWDANA KATTE KERE	MYSURU	B SWAMY GOWDA	242.00	₹ 1,99,650.00	KA453056	KA453056	THREE WHEELER PICKUP VAN	242	₹ 1,99,650.00
						KA10AB 2032	KA10AB2032	Not found in RTO database		
						KA115041	KA115041	GOODS CARRIER		
68	CHOKKANA HALLI KERE	MYSURU	B SWAMY GOWDA	242.00	₹ 1,99,650.00	KA02M 8138	KA02M8138	MARUTHI MOTOR CAR	242	₹ 1,99,650.00
						KA43MA 3298	KA43MA 3298	Not found in RTO database		
						KA45D7891	KA45D7891	Not found in RTO database		

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69	MEALURE GRAMADA KERE	MYSURU	P N MANOHAR	242.00	₹ 1,99,650.00	KA51A5791	KA51A5791	GOODS CARRIER	242	₹ 1,99,650.00
70	HUNASE KUPPE KERE	MYSURU	ASHOK PATIL N	363.25	₹ 2,99,681.00	KA09J0999	KA09J0999	KINETIC HONDA SCOOTER	363.25	₹ 2,99,681.00
						KA09CK 5411	KA09CK5411	Not found in RTO database		
71	SHANTI NAGARA KERE	MYSURU	YATHISH B H	353.00	₹ 2,91,225.00	KA01MQ7318, KA 09 Z 9831	KA01MQ 7318	HYUNDAI I VERNA MOTOR CAR	174	₹ 1,43,550.00
72	HUNASE KUPPE KERE	MYSURU	C N MAHASAGAR	363.00	₹ 2,99,475.00	KA452873	KA452873	TATA ACE MAGIC	363	₹ 2,99,475.00
						KA09C5410	KA09C5410	AUTO		
73	TUMBUSUGE KERE	MYSURU	C N MAHASAGAR	355.00	₹ 2,92,875.00	KA09C8792	KA09C8792	THREE WHEELER	355	₹ 2,92,875.00
						KA45MC 0755	KA45MC 0755	Not found in RTO database		
74	LANKE KERE	MYSURU	CN MAHASAGAR	363.00	₹ 2,99,475.00	KA 13 B 2564	KA13B2564	TATA INDICA MOTOR CAR	363	₹ 2,99,475.00
						KA 42 B 6972	KA42B6972	Not found in RTO database		
75	CHOKKADANA KERE	MYSURU	C N YOGANARASIMHE	242.00	₹ 1,99,650.00	KA053056	KA053056	AUTORICKSHAW	242	₹ 1,99,650.00
						KA05AF 9351	KA05AF9351	AUTORICKSHAW		

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						KA425215	KA425215	AUTORICKS HAW		
76	JEVANA HALLI KERE	MYSURU	C N YOGANARASIMHE	242.00	₹ 1,99,650.00	KA45B2564	KA45B2564	Not found in RTO database	242	₹ 1,99,650.00
						KA11AD 1820	KA11AD1820	Not found in RTO database		
						KA45BC 5896	KA45BC5896	Not found in RTO database		
77	HANUMANTAHA RAYANA KATTE KERE	MYSURU	C N YOGANARASIMHE	242.00	₹ 1,99,650.00	KA09B4026	KA09B4026	GOODS CARRIER	242	₹ 1,99,650.00
						KA113569	KA113569	AUTORICKS HAW		
						KA42AD 2356	KA42AD2356	Not found in RTO database		
78	SRANAGA KATTE KERE	MYSURU	CHANDRA SHEKAR	241.50	₹ 1,99,237.00	KA54M 3872	KA54M3872	SWIFT MOTOR CAR	241.5	₹ 1,99,237.00
79	HARAMBALLI GRAMADA KERE	MYSURU	SYED TANVEER	241.80	₹ 1,99,485.00	KA55M 2092	KA55M2092	SUMO VICTA	241.8	₹ 1,99,485.00
80	HITTNAHABAGALU KERE	MYSURU	R MANJU	483.99	₹ 3,99,292.00	KA01RA 4711	KA01RA4711	Not found in RTO database	483.99	₹ 3,99,292.00
						KA45ST 1115	KA45ST1115	Not found in RTO database		
						KA95OK 9648	KA95OK9648	Not found in RTO database		
						KA62HT 0117	KA62HT0117	Not found in RTO database		

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81	DOODA KERE CHIKKA KERE	MYSURU	RAMACHANDRA	484.20	₹ 3,99,465.00	KA45TA 1459	KA45TA1459	TRACTOR	363.7	₹ 3,00,052.50
						KA45TA 3142	KA45TA3142	TRACTOR		
						KA09T3032	KA09T3032	Not found in RTO database		
82	MUKADU KERE	MYSURU	RAMACHANDRA	484.12	₹ 3,99,399.00	KA01T4569	KA01T4569	Not found in RTO database	484.12	₹ 3,99,399.00
						KA09T8849	KA09T8849	TRACTOR		
						KA45TA 6011	KA45TA6011	TRACTOR		
						KA45TA 5347	KA45TA5347	TRACTOR		
83	SEGE HALLI KERE	TUMAKURU	SOMASHEKHARA	324.65	₹ 2,99,976.00	KA44M 1256	KA44M1256	MAHINDRA XYLO	324.65	₹ 2,99,976.00
Desilting works executed through Tank User Groups										
84	PARVATI KERE	BAGALKOT	S R JOGIN	614.00	₹ 4,91,224.00	KA36M 1816, KA16M 0788	KA16M0788	PREMIER MOTOR CAR	614.00	₹ 4,91,224.00
							KA36M1816	ALTO		
85	JALASANGI	BIDAR	SHIV KUMAR RAJAPPA	375.10	₹ 3,09,457.00	KA396248, KA 39 A3293 (not found)	KA396248	GOODS CARRIER	375.10	₹ 3,09,457.00

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86	HEGADIHAL TANK	VIJAYAPURA	MADARSAB RAJESAB KAROSHI	814.50	₹ 6,86,348.00	KA28T 9971, KA 28 P 1672	KA28T9971	TEMPO	399.50	₹ 3,36,643.37
87	GUNDAVAN LAKE (1)	VIJAYAPURA	U N MAHESHI	441.00	₹ 3,85,080.00	KA28U 1829, HITACHI	KA28U1829	HONDA SHINE TWO WHEELER	330.00	₹ 2,88,155.10
88	TADAVALAGA	VIJAYAPURA	SANTOSH B BIDARI	572.30	₹ 4,76,783.00	KA28M 0782, KA 28 N 1445, KA 28 N 6785, KA 28 N 1776	KA28M0782	TEMPO	169.30	₹ 1,41,043.79
89	NANDARAGI TANK	VIJAYAPURA	S S PATIL	465.00	₹ 3,90,049.00	KA28D 9661, KA 28 T 1023	KA28D9661	GOODS CARRIER	465.00	₹ 3,90,049.00
							KA28T1023	AGRICULTURAL TRAILER		
90	JIGAJIVANAGI TANK	VIJAYAPURA	SHRIKANT SADAPPA SATALAGAV	925.00	₹ 7,69,749.00	KA32A 2293, KA 28 M 6553 (not found), KA28 N 2819, KA 32 A 2804	KA32A2293	THREE WHEELER	460.90	₹ 3,83,543.04
							KA28N2819	MOTOR CAR		
91	KOODAGI TANK	VIJAYAPURA	KARTEEK MAHISHI	470.00	₹ 3,93,505.00	KA28P2170, KA 28 Z 7989	KA28P2170	MARUTI ERTIGA	242.00	₹ 2,02,613.21

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
92	GUNDAVAN LAKE (2)	VIJAYAPURA	S C PATIL	472.00	₹ 3,95,152.00	KA28D 1336, KA 28 D 5787	KA28D1336	THREE WHEELER	472.00	₹ 3,95,152.00
							KA28D5787	TOYOTA ETIOS CAR		
93	KELAGINA TANK	CHIKKABALLAPUR	G D MANJUNATHA GOWDAGERE	474.00	₹ 3,99,792.00	KA40M 3187, KA 40 N 4216	KA40M3187	MARUTI OMNI	208.00	₹ 1,75,436.15
94	NAKKALAHALLI TANK	CHIKKABALLAPUR	MANJUNATHAREDDY NAKKALAHALLI	404.00	₹ 3,41,596.00	KA40M 4946, K 51 MK 3606	KA40M4946	BOLERO	171.00	₹ 1,44,586.43
95	MALLENAHALLI	CHIKKAMAGALURU	H S SHEKARAPPA SO SIDDAPPA	478.50	₹ 3,98,077.00	KA13N 9337, KA 13 N 1424	KA13N9337	AGRICULTURAL TRACTOR	478.50	₹ 3,98,077.00
							KA13N1424	MAHINDRA JEEP		
96	CHATNAHALLI	CHIKKAMAGALURU	ADARSHA C SO C N CHANDRASHEKARAPPA	237.80	₹ 1,99,096.00	KA51MD 0352, KA 66 M 3097	KA51MD 0352	MOTOR CAR	118.30	₹ 99,045.66
97	BILUVALA LAKE	CHIKKAMAGALURU	NETHRAVATHI J BILUVALA	237.80	₹ 1,99,696.00	KA16M 3217, KA 66 M 0488	KA16M3217	BOLERO	121.20	₹ 1,01,779.46
98	LINGADAHALLI	CHIKKAMAGALURU	HARISH REDDI NV SO VASANTH REDDI	567.60	₹ 4,49,540.00	KA18P5335, HITHACHI 70CC	KA18P5335	Motor Car	176.50	₹ 1,39,788.25
99	HIRENALLUR TANK	CHIKKAMAGALURU	H J MANOJ SO H M JAGADEESHAPPA	481.70	₹ 3,99,944.00	KA06D 9291, KA 66 M 2896, KA	KA06D9291	GOODS CARRIER	124.20	₹ 1,03,120.20

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
			HIRENALLUR			66 M 2829, KA 66 M 3142				
100	BEVINAHALLI TANK	CHITRADURGA	SACHIN SO UMESH NAIK	471.70	₹ 3,96,403.00	KA16N 8742, KA 16 N 9799	KA16N8742	MOTOR CAR	236.20	₹ 1,98,495.63
101	AGASANA TANK	HASSAN	SRI BS HONNEGOWDA	132.00	₹ 1,08,900.00	KA46M 1231, KA 04 N 4106	KA46M1231 KA04N4106	MOTOR CAR MOTOR CAR	132.00	₹ 1,08,900.00
102	URAMMUNDINAKERE	HASSAN	MANJEGOWDA	355.00	₹ 2,98,575.00	KA13P1705, KA 13 N 8554	KA13P1705	TRACTOR	171.60	₹ 1,44,325.27
103	NASALIKUNTE TANK	KOLAR	VENKATAREDDY	356.00	₹ 2,99,970.00	KA07M 7403, KA 07 N 2697	KA07M7403 KA07N2697	MOTOR CAR MOTOR CAR	356.00	₹ 2,99,970.00
104	RALLAKUNTE TANK	KOLAR	VAIJAYAKUMAR A R	474.00	₹ 3,99,976.00	KA07M 1768, KA 07 N 2337	KA07M1768	MOTOR CAR	267.00	₹ 2,25,302.94
105	CHINNAPPANA KUNTE TANK	KOLAR	SRINIVASA K	355.00	₹ 2,99,970.00	KA07N 2697, KA 07 M 8923	KA07N2697	MOTOR CAR	208.00	₹ 1,75,757.07
106	RAGHUPATHI AGRAHARA TANK	KOLAR	YALLESH	354.00	₹ 2,99,996.00	KA07M 3089, KA 40 M 8168	KA07M3089	TOYOTA INNOVA	121.00	₹ 1,02,541.01
107	MANVINAKUNTE	KOLAR	SRINIVAS	353.00	₹ 2,99,872.00	KA07M 2697, KA 07 M 8923	KA07M2697	MOTOR CAR	247.80	₹ 2,10,505.05

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
108	THIMMANAYAKANAKUNTE	KOLAR	CHAITANYA	477.00	₹ 3,99,967.00	KA07N 2697, KA 07 M 7233	KA07N2697	MOTOR CAR	234.00	₹ 1,96,210.23
109	URAMMUNDINAKERE	KOLAR	SRINIVASA K	475.00	₹ 3,99,925.00	KA07M 1768, KA 07 N 2337	KA07M1768	MOTOR CAR	258.00	₹ 2,17,222.42
110	YALESANDRA TANK	KOLAR	CHIKKABYATARAYAPPA	402.00	₹ 3,17,124.00	KA08M 5439, KA 08 M 1493	KA08M5439	MOTOR CAR	402.00	₹ 3,17,124.00
							KA08M1493	MOTOR CAR		
111	KOTEHOWDA TANK	KOLAR	M RAJANNA CHANJIMALI	305.00	₹ 2,43,390.00	KA07N1089	KA07N1089	MOTOR CAR	305.00	₹ 2,43,390.00
112	PARAMANAHALLI TANK	KOLAR	SURESH V	473.00	₹ 3,99,952.00	TN70W 4019, KA 53 MF 0230	TN70W4019	SCOOTER	348.00	₹ 2,94,256.44
113	PADUKOTE TANK	MYSURU	RAMAKRISHNA	351.50	₹ 2,98,027.00	KA093848, KA190420, KA 45 M 2819	KA093848	THREE WHEELER	329.70	₹ 2,49,827.24
							KA190420	ARTICULATED VEHICLE		
114	DEVALAPURA TANK	MYSURU	MANJUNATHA G	469.00	₹ 3,92,531.00	KA55M 1150, KA 55 M 9305, KA 11 N 1307, KA 55 N 0979	KA55M1150	OMNI	141.80	₹ 1,18,679.95
115	VENUGOPAL TANK	RAICHUR	TAYAPPA J C B	335.70	₹ 2,66,346.00	KA35N 3896, KA 36	KA35N3896	MOTOR CAR	167.50	₹ 1,32,895.31
							KA36EA1906	SCOOTER		

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
						EA 1906, KA 17 P 8605, KA 36 N 5126				
116	MEDIKINAL TANK	RAICHUR	SRI KYADGI YALAMMA DEVI EARTH MOVERS	437.80	₹ 3,65,684.00	KA34N 7257, KA 17 P 2329, KA 36 P 0373, NEW VEHICLE	KA34N7257	MOTOR CAR	92.90	₹ 77,597.18
117	TALAGADDI	SHIVMOGGA	PARASAPPA BIN NINGAPPA BENNURU	351.00	₹ 2,97,491.00	KA15M 9504	KA15M9504	OMNI	351.00	₹ 2,97,491.00
118	DODDAKERE	SIRSI	SAHADEV H LAKMAPUR	412.00	₹ 3,45,600.00	KA31N 6574, KA 31 N 7137	KA31N6574	MOTOR CAR	172.00	₹ 1,44,279.61
119	DUSAGI - DODDAKERE	SIRSI	RAMESH JAVANTH GOUDAPPANAVAR	365.00	₹ 3,08,625.00	KA24M 5408, KA24 M 6188	KA24M5408	BOLERO	105.20	₹ 88,951.64
120	KALAKERI	SIRSI		304.60	₹ 2,58,795.00	KA25MA 1123, KA 31 N 4262	KA25MA1123	MOTOR CAR	68.70	₹ 58,369.06
121	HOSKERE TANK	TUMAKURU	DAYANANDA H G	720.00	₹ 5,99,540.00	KA06TC 2839, KA 13 N 4495, KA 1035 N	KA06TC2839	TRACTOR	286.36	₹ 2,38,450.38
122	BETAHALLI TANK (W)	TUMAKURU	T MANJUNATHA	359.00	₹ 2,99,566.00	KA44M 5940, KA 06 P 6763, KA	KA44M5940 KA06P6763	TATA TIGOR BOLERO	189.12	₹ 1,57,810.37

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
						06 P 0901, KA 64 M 2086				
123	BETAHALLI TANK (E)	TUMAKURU	T MANJUNATHA	479.00	₹ 3,99,496.00	KA06M 0626, KA 64 M 0098, KA 51 MP 5210, KA 06 Z 2667	KA06M0626	MARUTI VAN	120.00	₹ 1,00,082.51
124	HAGALAVADI TANK	TUMAKURU	HEMA H K	719.00	₹ 5,99,756.00	KA51MT 3354, KA 06 M 6420, KA 51 MM 5472, KA 06 Z 8921	KA51MT3354	MOTOR CAR	171.36	₹ 1,42,940.46
125	NAGENAHALLI TANK	TUMAKURU	MAHESH	356.48	₹ 2,98,926.00	KA14Z 4112, KA KA 41 MB 7191	KA14Z4112	MOTOR CAR	180.48	₹ 1,51,341.35
126	KADAGATTURU TANK	TUMAKURU	ANJAN REDDY K S	478.00	₹ 3,99,060.00	KA06N 9491, KA 06 N 2688, KA 06 Z 4856	KA06N9491	MOTOR CAR	197.00	₹ 1,64,466.15
127	HIREKERE TANK	TUMAKURU	G R MAHESH	480.00	₹ 3,99,798.00	KA64M 2044, KA 43 M 1489, KA 64 M 1491, KA 64 M 0181, KA 64 M 1776	KA64M2044 KA43M1489	MOTOR CAR TATA SUMO VICTA	188.00	₹ 1,56,587.55

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
128	CHANDRAGIRI TANK	TUMAKURU	C P BASAVARAJU	237.00	₹ 1,99,871.00	KA 64 M 1491, KA 09 Z 3913, KA 43M1489	KA43M1489	MOTOR CAR	108.00	₹ 91,080.46
129	HONNUDIKE TANK	TUMAKURU	H G YOGEESH	599.00	₹ 4,99,377.00	KA06Z 8377, KA 51 MN 5381, KA 52 M 4698, KA 06 N 9404	KA06Z8377	MOTOR CAR	147.00	₹ 1,22,551.62
130	JAJURAYANAH ALLI TANK	TUMAKURU	G B MANJUNATH	358.00	₹ 2,99,724.00	KA53N 1086, KA 53 MD 0987, KA 06 P 9895	KA53N1086	MOTOR CAR	115.06	₹ 96,330.29
131	BIJAVARA TANK	TUMAKURU	RANGANATHAPPA	475.00	₹ 3,98,800.00	KA06N 9491, KA 64 MM 8190	KA06N9491	MOTOR CAR	199.36	₹ 1,67,378.46
132	KESTURU TANK	TUMAKURU	MANJUNATH G D	474.00	₹ 3,99,656.00	KA06D 2938, KA64M 1470	KA06D2938	BUS	121.30	₹ 1,02,274.84
133	MANGAPURA TANK	VIJAYANAGAR	S MANJUNATHA	469.00	₹ 3,94,925.00	KA35P7634, KA 35 C 1739	KA35P7634	MOTOR CAR	469.00	₹ 3,94,925.00
							KA35C1739	GOODS CARROIER		
Desilting works executed through SKDRP										
134	KAMAREDDYH ALLI HOSKERE	SKDRP	MULTIPLE CONTRACTORS	511.30	₹ 3,83,475.00	AP370919, KA40M 7438	AP370919	BAJAJ SCOOTER	258.4	₹ 1,93,800.00

Sl. No. (1)	Name of the Lake (2)	Name of the Division where the work was executed (3)	Name of Contractor (4)	Total working hours of de-silting (5)	Total Amount paid for the work (6)	JCB No. (mentioned in logbooks) (7)	Vehicle Number which did not belong to JCB category (8)	Vehicle type as per RTO (9)	Claimed hours of de-silting by vehicle other than JCB (10)	Excess amount claimed fraudulently by Contractor [(10) / (5) x (6)]
135	SRI GURU TIPPERUDRASWAMY	SKDRP	MULTIPLE CONTRACTORS	811.70	₹ 6,08,775.00	KA641551	KA16S5315	SPELNDOR MOTORCYCLE	408.9	₹ 3,06,675.00
						KA16N2205 KA16S5315	KA16N2205	TOYOTA INNOVA		
136	GOPALPURAKERE	SKDRP	MULTIPLE CONTRACTORS	1188.50	₹ 8,31,950.00	KA522405,KA520242, KA522408	KA522405	THREE WHEELER	700.2	₹ 4,90,140.00
137	BOPPANADU	SKDRP	SUNIL YADAV NAGARAJU	681.29	₹ 4,72,248.50	KA40M 8005, KA04M 8515, KA06T1024	KA40M8005	MOTOR CAR	6.06	₹ 1,77,222.29
			K VENKATESH				KA06T1024	AGRICULTURAL TRAILER	249.61	
									Total	**₹ 3,22,30,759.43**

Appendix-28
(Referred to in Paragraph 3.12 B)
Images taken during the JPV of Chikalakki Lift Irrigation Scheme

Image 1: Excavated Jack well (as per old design) and left unutilized due to shift in location of the Jack well

Image 2: Excavated Intake well (as per old and left unutilised due to shift in location of the Jack well.

Location A: Excavated Jack well site as per old design

Location B: Construction of Jack well as per new design

Image 3: Change in site of Jack well from location A (left unutilized) to Location B. And work in progress of Jack well (as per new design).

Appendix-29

Glossary of Abbreviations

1. **AEE** – Assistant Executive Engineer
2. **BC** – Bituminous Concrete
3. **BM** – Bituminous Macadam
4. **BOQ** – Bill of Quantities
5. **CA plots** – Civic Amenities Plots
6. **CBR** – California Bearing Ratio
7. **CE** – Chief Engineer
8. **CEO & EM** – Chief Executive Officer and Executive Member
9. **CETP** – Common Effluent Treatment Plant
10. **CGWA** – Central Ground Water Authority
11. **CTSB** – Cement Treated Sub Base
12. **CVPD** – Commercial Vehicle Per Day
13. **DBM** – Dense Bituminous Macadam
14. **DEO** – District Executive Officer
15. **DLC** – Dry Lean Concrete
16. **DOs** – Development Offices
17. **DPR** – Detailed Project Report
18. **EC** – Environmental Clearance
19. **EE** – Executive Engineer
20. **EIA** – Environment Impact Assessment (EIA) Notification, 2006
21. **ESCOM** – Electricity Supply Company
22. **ETP** – Effluent Treatment Plant
23. **GLSR** – Ground Level Storage Reservoirs
24. **GoK** – Government of Karnataka
25. **GSB** – Granular Sub-Base
26. **GST** – Goods & Service Tax
27. **HDM-4** – Highway Development and Management
28. **HSD** – High Speed Diesel

29. **IAs** – Industrial Areas
30. **IRC** – Indian Roads Congress
31. **IRI** – International Roughness Index
32. **JCB** – Joseph Cyril Bamford Excavators Ltd.
33. **JPV** – Joint Physical Verification
34. **K&C** – Koramangala & Chellaghatta
35. **KIAD Act** – Karnataka Industrial Areas Development Act, 1966
36. **KIADB** – Karnataka Industrial Area Development Board
37. **KPTCL** – Karnataka Power Transmission Corporation Limited
38. **KSHIP** – Karnataka State Highways Improvement Project
39. **KSPCB** – Karnataka State Pollution Control Board
40. **KTCDA** – Karnataka Tank Conservation & Development Authority
41. **KTPP Act** – Karnataka Transparency in Public Procurement (KTPP) Act, 1999
42. **KPWD** – Karnataka Public Works Department
43. **KPWD D Code** – Karnataka Public Works Departmental Code
44. **LDF** – Lane Distribution Factor
45. **LIS** – Lift Irrigation System
46. **LLP** – Limited Liability Partnership
47. **MB** – Measurement Book
48. **MID** – Minor Irrigation Department
49. **MI** – Minor Irrigation
50. **MLD** – Million Liters per Day
51. **MoEF** – Ministry of Environment and Forests
52. **MoEFCC** – Ministry of Environment and Forests and Climate Change
53. **MoRTH** – Ministry of Road Transport and Highways
54. **PMC** – Project Management Consultant
55. **PQC** – Pavement Quality Concrete
56. **PRAMC** – Planning and Road Assets Management Center
57. **RA** – Running Account
58. **RAP** – Reclaimed Asphalt Pavement
59. **RWH** – Rain Water Harvesting
60. **SDBC** – Semi Dense Bituminous Concrete

61. **SEIAA** – State Environment Impact Assessment Agency
62. **SHDP** – State Highways Development Project
63. **SIR Act** – Special Investment Region Act, 2022
64. **SKDRDP** – Shri Kshethra Dharmasthala Rural Development Project
65. **SoR** – Schedule of Rates
66. **STP** – Sewerage Treatment Plant
67. **SUCs** – Single Unit Complexes
68. **SWM** – Solid Waste Management
69. **ToR** – Terms of Reference
70. **TUG** – Tank Users Groups
71. **WMM** – Wet Mix Macadam
72. **WTP** – Water Treatment Plant

Appendix-30

Definitions of important terms used

1. **Bituminous Concrete (BC)**
   A surface layer composed of bitumen and graded aggregates. It provides a smooth, strong, and skid-resistant wearing surface for roads.

2. **Bituminous Macadam (BM)**
   A binder course made of crushed aggregates mixed with bitumen, laid in layers and compacted.

3. **Bill of Quantities (BOQ)**
   A document listing the item wise quantities and rates as part of Agreement.

4. **California Bearing Ratio (CBR)**
   A test used to measure the strength of subgrade soil and base materials. CBR value helps determine the pavement thickness required for a given traffic load.

5. **Cement Treated Sub Base (CTSB)**
   A layer in pavement construction made by mixing aggregates with a small percentage of cement and water.

6. **Commercial Vehicle Per Day (CVPD)**
   A measure of the average number of commercial vehicles passing a given point on a road per day. It is used for traffic analysis and pavement design.

7. **Dense Bituminous Macadam (DBM)**
   A dense, high-strength bituminous mix used as a binder course in flexible pavements.

8. **Dry Lean Concrete (DLC)**
   A low-cement concrete mix with lean proportions of cement, sand, and aggregates. It is used as a sub-base layer for rigid pavements.

9. **Granular Sub-Base (GSB)**
   A foundation layer made of coarse-grained material like crushed stone or gravel, placed below the base course for load distribution and drainage.

10. **Highway Development and Management (HDM-4)**
    A software system used for analyzing, evaluating, and optimizing highway maintenance, construction, and investment decisions.

11. **Indian Roads Congress (IRC)**
    The apex body of highway engineers in India that formulates and publishes standards, guidelines, and specifications for road design, construction, and maintenance.

12. **International Roughness Index (IRI)**
    A numerical measure of road surface smoothness, representing how rough or uneven a pavement is. It is used globally for assessing ride quality.

13. **Lane Distribution Factor (LDF)**
    A factor used in pavement design to distribute the total traffic load among the available lanes based on expected traffic volume and lane usage.

14. **Pavement Quality Concrete (PQC)**
    A high-quality concrete mix designed for rigid pavements, providing strength, durability, and a smooth riding surface.

15. **Planning and Road Assets Management Centre (PRAMC)**
    An organization or unit responsible for the planning, monitoring, and management of road infrastructure assets to ensure efficient maintenance and operation.

16. **Reclaimed Asphalt Pavement (RAP)**
    Recycled asphalt material obtained from existing pavements through milling or crushing. It is reused in new pavement construction to promote sustainability.

17. **Semi Dense Bituminous Concrete (SDBC)**
    A bituminous mix with medium air voids, used as a surface course with moderate traffic.

18. **Schedule of Rates (SoR)**
    A standardized document issued by Karnataka Public Works Department listing the rates of various items of work.

19. **Sewerage Treatment Plant (STP)**
    A facility designed to treat wastewater and sewage to remove contaminants, making the effluent safe for discharge or reuse.

20. **Wet Mix Macadam (WMM)**
    A base course constructed with graded aggregates and water.

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