

No.P-17024/1(1)/2013-RC
Government of India
Ministry of Rural Development

Krishi Bhavan, New Delhi,
Dated the 18th November, 2013

Subject:- Minutes of the Meeting of the Pre-Empowered Committee held on 14th November 2013 under the chairmanship of Joint Secretary, Department of Rural Development to discuss the proposals under PMGSY-II of Andhra Pradesh.

The undersigned is directed to enclose herewith a copy of the Minutes of the Meeting of the Pre-Empowered Committee held on 14th November 2013 under the chairmanship of Joint Secretary, Department of Rural Development to discuss the proposals under PMGSY-II of Andhra Pradesh.

2. It is requested that the compliance report on all observations of the Committee along with Brief of the proposal may please be sent to the Ministry/NRRDA at the earliest to consider for fixing an early date for Empowered Committee Meeting.


(P. Manoj Kumar)
Director (RC) 18/11/13

1. The Principal Secretary, Panchayati Raj & Rural Development Department
Government of Andhra Pradesh
2. Engineer in Chief, Andhra Pradesh Rural Road Development Agency
(APSRRDA), Government of Andhra Pradesh, Andhra Pradesh

Copy to:-

PS to MRD/PPS to Secretary (RD)/PPS to AS&FA/ PS to JS (RC)/Director
(F&A)/Director (P-I)/Director (Tech.)/Director (P-III), NRRDA.

**MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE FOR
PMGSY HELD ON 14th NOVEMBER, 2013**

STATE: ANDHRA PRADESH

A Meeting of the Pre-Empowered Committee (EC) was held on 14th November, 2013 at 02.30 pm under the chairmanship of Joint Secretary, Department of Rural Development to discuss the proposals under PMGSY-II of Andhra Pradesh. List of participants is given below:

Shri. Rajesh Bhushan	Joint Secretary (RC), MoRD
Shri P.Manoj Kumar	Director (RC), MoRD
Dr. I.K. Pateriya	Director (Tech), NRRDA
Shri. Solanki	Director (P-I), NRRDA
Shri. Sunil Kukreja	Joint Director (F&A), NRRDA
State Govt. Representatives	
Shri CVS Ramamurthy	Engineer-in-Chief, GoAP
Shri K. Thirupathi	Financial Controller, EEO /ENC.PR Hyderabad
Shri CV Shivaprasad	CE & SQC
Md. Nishat Hussain	Dy. EE & ITNO, GoAP

I. PMGSY-I

i. The Pre-Empowered Committee reviewed the progress on the implementation of the PMGSY in the State. The Committee also reviewed the institutional capacity and execution/absorption capacity of the State to efficiently execute the PMGSY works with the requisite attention to quality. Further, the Committee also considered physical and financial achievements under PMGSY, public disclosure norms in terms of the physical and financial and accounting data entered by the State on OMMAS and the diligence in maintenance of the high quality assets created under the programme for the long term reduction of poverty.

ii. **Habitation Data on OMMAS**
The Committee observed that there are serious discrepancies in the habitation details on OMMAS which needs to be reconciled on a priority basis. This is required as this data will be the basis for PMGSY-II and data migration from PMGSY-I to PMGSY-II can be done only after the full and final reconciliation of habitation data. The State representative agreed that this action will be completed within 15 days.

iii. **Physical Progress**
While reviewing the current proposals, the Committee also reviewed the pace of implementation of road works under PMGSY in the State. The State has reported to have completed 6458 works out of 7297 sanctioned. Out of total of 839 pending works, the State representative informed that 30 works are proposed for dropping. The Committee observed that out of 809 works actually pending, 31 works are more than 4 years old. The Committee advised the State to send the monthly works completion plan in respect all works sanctioned before March 2011 is also to expedite the processing and dispatch of the proposal for dropping of road works, with adequate justification. The status of phase-wise/year-wise completion of road works as reported by the State is given below.

Year of sanction	Sanctioned works	Completed works	Pending works	Remarks
2000-01	1479	1479	0	
2001-02	1569	1569	0	
2003-04	585	584	1	1 proposed for dropping
2004-05	597	597	0	
2005-06	318	314	4	2 proposed for dropping, 2 under progress
2006-07	388	373	15	6 proposed for dropping and 7 under progress
2007-08	829	825	4	4 under progress
2008-09	431	398	33	11 proposed for dropping 22 are in progress
2010-11	485	319	166	10 proposed for dropping, 156 works are in progress.
2012-13	454	-	454	424 works awarded. Remaining works are in the process of award.
2013-14	162	-	162	144 works awarded.
Total	7297	6458	839	30 proposed for dropping

iv. Maintenance:

The details of maintenance funds required, released to SRRDA and utilized by them during the last three years and current year are given below.

(Rs. in Crores)				
Financial Year	Maintenance Funds (as per contracts)	Actual release to SRRDA	Expenditure by SRRDA during the financial year	% of expenditure w.r.t maintenance fund required
2010-11	20.77	39.23	2.55	12%
2011-12	30.00	0.00	4.60	15%
2012-13	27.91	48.68	12.96	46%
2013-14 (upto Sept. 13)	31.41	0.00	3.35	11%
Total	110.09	87.91	23.46	

The Committee cautioned the State that if the State does not spend adequate amount on maintenance, the roads constructed under PMGSY will not yield desired result as a rural poverty reduction intervention, thereby the people will be deprived of their entitlement. The Committee advised the State to ensure adequate amount in the account of SRRDA under maintenance funds. It was underlined that the provision of maintenance funds should be in accordance with the PMGSY Operation Manual (OM). The State representative

Informed that it has sufficient amount available in the maintenance account and it will take all effort to spent adequate amount as per the requirement.

v. Quality Monitoring Mechanism

It was observed that the number of inspections carried out by SQMs during the last two quarters of the current financial year is less than adequate. The State representative informed that the low inspection during the last two quarters is due to State-wide strike. It has further informed that it has engaged additional 19 independent SQMs, who are retired engineers from the State/Government of India as per the direction of Empowered Committee. The Committee advised the State that it has to engage adequate number of SQMs so that it can switch over from the present system of departmental quality monitoring to independent system of monitoring mechanism.

Out of 408 SQM inspections during the period April 2012 to September 2013, 11 works (3%) were graded as 'Unsatisfactory' in case of completed works. In the case of on-going works, out of 311 SQM inspections were carried out during the same period, 11 works were graded as 'Unsatisfactory' (4%). The NQM reports show that number of 'Unsatisfactory' works for the same period is 4% in case of completed works and 9% in case of on-going works.

As regards submission of Action Taken Reports (ATR) of NQM inspections, out of 39 ATRs required, 16 ATRs have been uploaded. The State was advised to take immediate action to upload all the pending 23 ATRs on OMMAS.

vi. Execution/Absorption Capacity

The execution capacity of the State for the year 2013-14 based on the index of expenditure, maintenance and quality inspections is given below:

Execution Capacity of the State

#	Basis	No. of PIU		Work Load per PIU (Rs. in Crore)	Total (Rs. in Crores)	
1	PIU	Normal Area	27	50	1,350	
		LWE Area	17	75	1,275	
		Total	44		2,625	
#	Basis	No. of SQM		Capacity of a SQM to inspect work worth (Rs. in Crore)	Cost of Work (Rs. in crore)	
2	SQM	52		147	7,644	
Average construction cost per km Rs.0.49 Crore						
#	Basis	Category	Year(s)			Maximum Expenditure+10% per year (Rs. in Crore)
			2010-11	2011-12	2012-13	
3	Expenditure (Rs. in Crore)	PMGSY Normal	451	162	115	631
		IAP	23	130	120	
		Total	474	292	235	

Work load required according to expenditure of Rs.631 Core is = Rs.631*3=Rs.1.893 Crore.

Lowest of the above three parameters = Rs. 1,893 Crore

1. According to expenditure – Rs.631 Crore - Rs. 631 Cr. *1= Rs.631 Crore
2. According to Maintenance – Rs.631 Crore – Rs.631 Cr.*0.30 = Rs.189 Crore
3. According to Quality - Rs.631 Crore = Rs. 631 Cr. *0.91 = Rs.574 Cr.

Capacity according to index is sum of these three = Rs.1,394 Cr.

Balance works in Hand (30.09.2013) = Rs. 1375 Cr. (-) Savings Rs.14 Cr.(-)
Rs.0.00 Cr (to be dropped) = Rs.1,361 Crores.

Net Capacity :Rs.33 Crore

vii. **Financial/Accounting issues**

The following issues/points were pointed out:

- a) Audited Financial Statement for the 2011-12 is not matching with OMMAS.
- b) Audited Financial Statement for the 2012-13 of Programme Fund and Admn. Funds has not been sent by the State though it was due by the end of September 2013. The State informed that the same will be sent in the end of November. The Committee advised the State to complete OMMAS based balance sheet for the year 2012-13 also immediately.
- c) Out of 6462 completed works, 262 works are yet to be financially closed (4%).

2. **Current Proposal (PMGSY-II)**

A detailed presentation was made by NRRDA on the current proposals. Details of proposal discussed by the Committee for the State of Andhra Pradesh under PMGSY-II are as under:

Item	Upgradation	LSB	Total
Value in Rs. Crores	1141.68	37.99	1179.67
No. of Road works	246 roads	17 bridges	246 roads 17 bridges
Length in Km	1988.86 km	-	1988.86 km
Average Cost in Lakhs/Km	57.40	-	57.40
MoRD Share (Rs. In Crore)	981.58	30.22	1011.80
State Share (Rs. In Crore)	60.10	7.77	167.87

- i. While the entitlement of State under PMGSY-II for the current five year plan is 2285 kms length of road, it has proposed only 1988.86 kms length. The State representative informed that the proposed road works are spread across in 19 districts and the balance length as per the entitlement will be sent at a later period.
- ii. It was observed that most of the roads are proposed with 3.75 m carriageway width. The Committee reminded the State that PMGSY-II aims at consolidation of rural roads and it facilitates shifting of ODRs/and major link roads to higher order roads like MDRs. The Committee opined that since PMGSY-II allows upgradation of roads upto 5.5.m carriageway width, the State should consider some of the roads with 5.5 m CW width in order to meet the objective of PMGSY-II. The State representative clarified that considering the traffic intensity and the traffic projection assessed by the State, 5.5. m carriageway width may not be required for these roads. However, the Committee advised the State to conduct a third party

- evaluation on traffic survey in respect of selected 10 to 15% of the proposed roads in order to assess the traffic projection, thereby the State can take a decision on the carriageway width of these roads. The State agreed to conduct the third party survey on traffic projections immediately
- iii. It was observed that about 10 roads in the current proposal are of less than 5 km in length. Under PMGSY-II 'Through Roads' and 'Major Link Roads' are only eligible to be taken up for upgradation. Though there is no separate provision in the guidelines about the minimum length of the road to be taken up under PMGSY, it is expected that these categories would have minimum 5 km length. However, the State representative clarified that the roads proposed are connecting to nearby habitations and are eligible under PMGSY-II as per the utility value.
- iv. **DPR Issues**
 - Following documents have not been submitted by the State:
 - o Updated DRRP District wise, both data and maps.
 - o The candidate road list
 - o The mandatory certificates
 - o The format-B and C, signed by STA
 - o The check list.

The following observations have been made by NRRDA based on 9 DPRs submitted by the State.

- The Road Geometrics design is incomplete. In case calculated super elevation is greater than permissible value i.e. 7%, then 7% super elevation is provided, but further the calculation is to be done and to be checked for the frictional effect. Further, depending upon the calculated value of 'F', the design speed is to be fixed. In this case for curve-I, there is no need to restrict the design speed.
- The provision of pavement layer is not as per IRC72:2007 as mentioned in DPR.
- The existing pavement details needs to given in the cross section also. Moreover, the existing portion does not have GSB layers; therefore provision of GSB is technically required for proper drainage.
- The pavement design has been done with IRC 37 2001 but certain design parameters considered are as per IRC SP 72.
- The Provision of CD works appears to be on higher side. For example in the portion 2.180 Km to 3.60 Km 8 Nos CD works provisioned.
- The provision of 10.00m long HPC should be reduced by 7.50m for 6.0m formation.
- The provision of 150mm thick wearing coat M30 should be reduced to 75mm thick.
- The concrete pavement has been designed with a CBR of 3% whereas the CBR ranges from 6 to 9%. The design of Cement Concrete pavement needs to be done with appropriate CBR value and reduction in panel size to make it to economical.
- The Cement Concrete pavement is provided with 85mm GSB, and 50mm WBM. The provision of sub base should be as per IRC SP 62.
- No test results of soil enclosed. It is not clear how the pavements have been designed. The State should send soil reports.
- No Hydraulic design for CD works seen.
- DPR does not include Rate analysis, Detailed Quantity calculations, Longitudinal and cross section of the road.
- The provision of 200mm /150mm thick GSB material for the shoulder should be replaced by earthen shoulder.

- The cost of providing guard stones appears to be on higher side and needs to be reduced.
 - The estimates have been prepared based on old SoR. The State should prepare current SoR and get it vetted at the level of NRRDA.
3. The State will complete following activities, as agreed by it to consider for fixing an early date for Empowered Committee Meeting.
- i. The State should prepare Schedule of Rates (SoR) and get it vetted at the level of NRRDA. The estimates of the proposals should be corrected accordingly and also based on the observations of NRRDA as listed at Para No. 2 (iv) and all eligible DPRs should be entered on OMMAS after duly vetted by STAs.
 - ii. The details of habitation data should be corrected on OMMAS and it should match with the habitation master data.
 - iii. 9 DPRs under R&D sanctioned in the year 2012-13 should be brought to NRRDA after due approval by STA for vetting.
 - iv. Work Completion Plan in respect of pending works sanctioned prior to March 2011 should be sent.
 - v. The Audited Balance Sheet for the year 2012-13 should be sent to NRRDA/Ministry.
 - vi. Monthly Action Plan should be sent in respect of pending 23 ATRs.
 - vii. The State should furnish revised DRRP, priority list of roads, utility value calculation, authenticated by the STA concerned to NRRDA.
 - viii. Adequate maintenance amount should be provisioned in the current proposals as per guidelines.
 - ix. The State should spend atleast 40% of the requirement on maintenance upto the end of November 2013.
 - x. The State should propose atleast 15% of the proposed length under New Technologies.
 - xi. The State should conduct a third party evaluation on traffic survey in respect of selected 10 to 15% of the proposed roads in order to assess the traffic projection and accordingly, carriage way width of the proposed road should be amended.
4. The State should send a compliance report to the Ministry/ NRRDA on all issues as indicated at para 3 above and EC Brief as per SOP while seeking date for EC meeting.
5. The meeting ended with a Vote of thanks to the Chair.

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