

No.P-17024/7/2013-RC -I
Government of India
Ministry of Rural Development
(RC Division)

Krishi Bhavan, New Delhi,
Dated the 15th November, 2013

Subject: Minutes of the Meeting of the Pre-Empowered Committee held on 29th October, 2013 at 9:30 AM under the Chairmanship of Joint Secretary (RC) to discuss the project proposals under Pradhan Mantri Gram Sadak Yojana-II (PMGSY-II) in respect of Gujarat State.

The undersigned is directed to enclose herewith a copy of the Minutes of the Meeting of the Pre-Empowered Committee held on 29th October, 2013 at 9:30 AM under the Chairmanship of Joint Secretary (RC) to discuss the project proposals under PMGSY-II in respect of Gujarat State for necessary action.


(P. K. Singh)


Under Secretary to the Government of India

Distribution:-

1. Sh. S.S. Rathore, Principal Secretary, R&B Department, Government of Gujarat, Block No.14/2, New Sachivalya, Gandhinagar-382810, Gujarat.
2. Shri S.B. Vasava, Chief Engineer (Panchayat) & Additional Secretary, R&B Department, 14/3, Sardar Bhavan Sachivalaya, Sector-10, Gandhinagar-382810.

Copy to:-

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


(P. K. Singh)

Under Secretary to the Government of India

**MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE FOR
PMGSY-II HELD ON 29th October, 2013**

STATE: GUJARAT

A Meeting of Pre- Empowered Committee was held on 29th October, 2013 at 9.30am under the chairmanship of Joint Secretary (RC), MoRD to discuss project proposal of Gujarat for upgradation of rural roads under Pradhan Mantri Gram Sadak Yojana-II (PMGSY-II) and missing as well as left out bridges under PMGSY. List of participants is given below:

Sh. Rajesh Bhushan	Joint Secretary (RC), MoRD in Chair
Smt. Manju Rajpal	Deputy Secretary, MoRD
Sh. Manoj Kumar	Director (RC), MoRD
Shri N. J. Thomas	Consultant (Fin), MoRD
Shri I. K. Pateriya	Dir (Tech), NRRDA
Shri N.C. Solanki	Dir (P-I), NRRDA
Shri Sunil Kukreja	Jt. Dir (F&A), NRRDA
State Govt. Representatives	
Shri S. S. Rathore	Principal Secretary(R&B), Govt. of Gujarat
Sh. S. B. Vasava,	Chief Executive Officer, GSRRDA
Shri N. K. Prajapati	IT Nodal Officer and AE(C), GSRRDA
Shri T. J. Upadhyay	Assistant Engineer, GSRRDA

2. Details of proposals discussed by the Pre- Empowered Committee for the State of Gujarat for PMGSY-II and missing/left out bridges under PMGSY are as under:

Proposals under PMGSY-II

Item	Upgradation (PMGSY-II)		Total
	Normal	Tribal	
Value in Rs. Crores	579.28	265.75	845.03
No. of Road works	89	39	128
Length in km	985.00	389.74	1374.73
Average Cost in Lakh / km	58.81	68.19	61.47
MoRD Share	434.46 75%	239.17 90 %	673.63
State Share	144.82 25%	26.58 10%	171.40

Proposals under PMGSY-I

Item	Missing bridge	Left out bridge	Total
Value in Rs. Crores	60.84	13.76	74.60
No. of Bridge works	38	9	47
Length in m	2165.0	382.26	2545.26
Average Cost in Lakh / m	2.81	3.60	2.93

Average cost for current proposal of upgradation of normal and tribal areas under PMGSY-II is Rs. 58.81 lakh/ km and Rs. 68.19 lakh/ km respectively. It was discussed that these proposals are with existing carriageway width of 3.75 meter to be upgraded upto 5.5 meter. Therefore, average cost being higher than average cost per km/lakh in last clearance of year 2013-14 is justifiable, subject to revision of DPRs after compliance of technical observations of NRRDA.

3. The Pre-Empowered Committee reviewed the progress of the implementation of PMGSY in the State of Gujarat since the last Empowered Committee Meeting held on 1st August, 2013 and clearance thereon issued on 14th August, 2013, which considered all aspects of implementation of PMGSY works in the State.

4. The discussion was initiated around eligibility, entitlement of State and key provisions of PMGSY-II guidelines.

4.1 Smt. Rajpal, DS (RC) mentioned that the State has entitlement of 1,205 km under PMGSY-II whereas the State has brought proposals of 1,374.73 km under PMGSY-II which is beyond the entitlement. It was directed in the meeting held on 5th June, 2013 to discuss the guidelines and review the preparedness of States under PMGSY-II that:

"in first phase the proposals from the States may include 50% of the target length or road length upto 1,000 km, whichever is lower, under PMGSY-II for year 2013-14, as allocation of funds for PMGSY-II can not exceed 15-20% in year 2013-14."

It was emerged during discussions that 7 States are likely to get clearances under PMGSY-II during the 3rd or 4th quarter of this year; therefore expenditure on PMGSY-II would not go beyond Rs. 1,000 crore, which is 20% of indicative allocation for PMGSY II for year 2013-14. The Committee opined that States would require complying with all mandatory provisions of the approved guideline of PMGSY-II. Sh. Thomas, Consultant (IFD) also supported the proposal of allowing the State in one time subject to fulfillment of all requisite conditionalities of PMGSY-II guidelines while executing the cleared projects. The State representatives agreed to reduce the proposal upto to their

entitlement under PMGSY and assured for compliance of conditionalities prescribed under guidelines of PMGSY-II.

4.2 Sh. Pateriya, Director (Technical), NRRDA pointed out that less than 5% of proposed roads have been proposed with less than 5 km road length whereas during the discussions with States in this regard by the Ministry, agreed minimum length was 5 km. The State representative mentioned that roads having length less than 5 km are eligible as per utility value calculation and overall percentage of these road works being less than 5 % in the present proposal, they should be acceptable. There is no specific provision under PMGSY II guidelines which mentions about minimum road length, though the agreed upon minimum length of 5 km has its own merit beyond arguments. The Committee agreed to recommend such proposed roads having less than 5 km road-length subject to carriageway width of 3.75 meter. In cases State is able to justify the carriageway width of 5.5 meter on the basis of traffic calculations, the cost difference of 3.75 meter carriageway width from 5.5 meter carriageway width would have to be borne by the State governments.

4.3 It was discussed that State need to revisit DPRs regarding eligible funding of proposed roads as funding under PMGSY-II is on sharing basis. The State would confirm the category of roads to get the eligible central share of 90% in the case of special areas and 75% in the case of normal areas in accordance with the para 4.1 and 19.1 of the PMGSY-II guidelines.

4.4 The State was advised to certify that proposed missing bridges are located on any of earlier sanctioned road works under PMGSY along with joint inspection report of SE and STA in this regard as the stand alone bridge proposals are not permissible under guidelines.

4.5 The Committee further reviewed the progress of implementation of PMGSY in the State. It was observed that there are minor variations in habitation data mapped on OMMAS and reported to NRRDA, which State agreed to remove within 2 weeks period. It was mentioned that variation of habitations would be accepted only on the ground of dropping of roads in absence of forest clearance, as State is entitled to get fresh approval after receiving such approvals from competent authority.

4.5.1. Physical Progress:

The Pre-Empowered Committee reviewed the pace of the implementation in the State. As per OMMAS, out of 4,408 sanctioned road works a total no. of 3,293 road works was completed. A total no. of 1,115 works were incomplete including 1 work which was sanctioned prior to March, 2011 and Principal Secretary of State informed that this work is under progress. The Committee appreciated timely completion of road works sanctioned under earlier phases and expected the similar pace for balance works of recent phases.

4.5.2. DPR issues:

Director (Technical), NRRDA informed the Committee that following observations have been communicated to GSRRDA for revising the DPRs:

- Provision of pavement layers need to be corrected as they were found not in accordance with IRC-SP-72:2007. In case pavement designs are prepared in accordance with IRC-37:2001, than 3 days traffic data considered for design should be replaced with minimum 7 day traffic data.
- As the PCU being 4875 (less than 5000) is not in accordance with the provision of IRC 73: 1980 therefore in such cases road width of 5.5 meter is not justified. Further, the design of rigid pavement needs to be done again as no provision of joints have been considered in case of taking L=5.5 & B=5.5m.
- The design period for pavement has been taken as 12 years which should be 10 years and credit of existing pavement should be considered.
- State needs to factor in provision of Renewal cost after 5 yrs.
- Growth rate for forecasting traffic data is considered as 7.5% whereas it should be 6% as per IRC: SP 72.
- Cost of shifting of utilities should be borne by the State.
- The provision of concrete cradle in HPC should be replaced by GSB.
- In certain cases the condition of the road appears to be good as per the photographs and such roads are perhaps not required for upgradation.
- The provision of 100mm thick M30 grade concrete below CC Pavement should be replaced by 150 mm GSB material as per IRC SP-62.
- The provision of PCC M20 in sub structure should be replaced by stone masonry.
- The maintenance cost proposed as 3.84% for 5 year maintenance is on lower side and needs to be corrected as per Operations Manual including renewal coat.
- The traffic sheet does not indicate lean or harvest seasons and the thickness as designed and provided are not as per the requirements.
- Provision of 11% quantities of bituminous macadam for profile corrections and undulations are not based on any details and needs to be deleted or specific justifications are required to be incorporated in DPRs.
- Concept of CVPD has been wrongly used.
- Drain Section is not as per Rural Roads Manual IRC SP 20.
- Score of start point connected on Higher Order Road needs to be reconsidered.
- It is not mentioned Benkelman Beam Deflection Analysis test has been done by whom and where. Test results are required but not available.
- DRRP of all Districts with maps considering 2011 population and indicating the Trough/Major Rural Link number not provided by the State.
- Utility value calculations for prioritization are not yet furnished by the State.
- Draft certification by the State regarding compliance of conditionalities is not furnished by the state.
- Fresh PCI data for DRRP not furnished by the state.

- Separate road list for proposals under Rd needs to be furnished by the State.
- DPRs for R&D needs to be submitted to NRRDA for scrutiny.
- Sample DPRs for missing bridges needs to be submitted for scrutiny at NRRDA.

4.5.3. Quality Issues:

Out of 815 SQM inspections during the period April 2012 to September 2013, unsatisfactory quality was reported for 1 % at ongoing stage and 1% at completed stage. The reports of NQMs during April 2012 to September 2013 show that the quality of the roads at completed stage is satisfactory while 3% works are reported unsatisfactory at ongoing stage.

As regards submission of ATR on NQM inspections, out of 8 ATRs required to be sent, the State has sent only 2 reports. The State is required to send 6 more ATRs prior to Empowered Committee Meeting for current proposals.

4.5.4. Maintenance:

The details of maintenance funds required, released to SRRDA and utilized by them during the last two years and current year is given below:

(Rs in crore)

Year(s)	Required Maintenance Fund (As per Contract)	Amount Credited to SRRDA	Expenditure incurred	% expenditure on Fund Required
2010-11	7.08	10.30	1.63	23%
2011-12	7.71	11.24	7.34	95%
2012-13	8.61	22.62	18.96	100%
2013-14 (Sept. 2013)	11.82	6.00	3.45	29%
Total:	35.22	50.16	31.38	

The State was advised to increase the proposed maintenance cost of 3.84% (excluding the renewal cost due in 6th year of construction) by 9% in the current proposal, which was agreed by the State.

4.5.5. Absorption Capacity:

As per the capacity assessment study (index on expenditure, ongoing works, number of SQMs, average expenditure and no. of PIUs) the State have adequate execution capacity to take up additional works as against absorption capacity of Rs. 787 cr. Against which the State has works in hand of worth Rs. 1,135.16 cr. Director P-I Sh. Solanki pointed out that the additional clearance would over burdened the existing PIUs.

The State representative assured that SRRDA will increase the number of PIUs, if required, to execute sanctioned works within allowed time-frame. It was felt that physical and financial progress of previous phases has been exemplary in the State; therefore, reliance can be placed on state's assurance regarding timely execution.

4.5.6. Financial/ Accounting Issues:

- Unspent Balance as on 31.03.2013 under Programme Fund was Rs. 10.65 Crore and under Administrative Fund was Rs. 3.04 Crore.
- State has utilized interest amount of Rs. 20.90 crore, which Committee advised to adjust from recent release of Rs. 360 crore under Programme Fund.
- It was pointed out that concurrence of Rs. 10 crore has been accorded for administrative fund by IFD and State is required to register the relevant Bank account on CPSMS to facilitate timely release.
- As per OMMAS, 236 (7.17% of total no. of 3,295 completed works) works are still to be financial closed. It was advised to bring the balance at zero level for works completed against the sanctions prior to March, 2011.

5. The State will complete following activities to fix up an early date for Empowered Committee Meeting:

5.1. The State will reduce the upgradation proposal under PMGSY-II upto entitlement of 1,205 km under PMGSY and comply with all conditionalities prescribed under guidelines of PMGSY-II.

5.2. The DPRs should be corrected as per the observations of the Committee and NRRDA and uploaded on OMMAS after due vetting by STAs.

5.3. Action should be taken to send pending ATRs on 6 NQM reports and uploaded on OMMAS.

5.4. The Core Network data in respect of the current proposal should be amended/corrected in consultation with NRRDA, if required.

5.5. Provision of minimum 9% should be made for maintenance under the current proposal.

5.6. Financial closure of remaining 236 road works completed on OMMAS prior to EC Meeting.

5.7. Mandatory certificates like land clearance certificates and certificate regarding compliance of PMGSY-II guidelines provisions should be provided.

5.8. In such road works where proposed road length is less than 5 km but State is able to justify the carriageway width of 5.5 meter on the basis of traffic calculations, the cost difference of 3.75 meter carriageway width from 5.5 meter carriageway width would be borne by the State governments.

5.9. State need to revisit DPRs regarding eligible funding of proposed roads as funding under PMGSY-II is on sharing basis. The State would confirm the category of roads to get the eligible central share of 50% in the case of special areas and 75% in the case of normal areas in accordance with the para 4.1 and 19.1 of the PMGSY-II guidelines

5.10 The State would certify that proposed missing bridges are located on any of earlier sanctioned road works under PMGSY along with joint inspection report of SE and STA in this regard.

5.11 The State should send a compliance report on all issues as indicated at para 4 above along with Brief (10 copies) for the Meeting to the Ministry/ NRRDA while seeking date for EC meeting.

6. The meeting ended with Vote of Thanks to the Chair.