

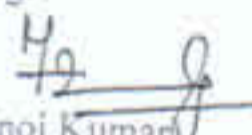
No.P-17024/12/2013-RC
Government of India
Ministry of Rural Development

Krishi Bhavan, New Delhi,
Dated the 5th November, 2013

Subject:- Minutes of the Meeting of the Pre-Empowered Committee held on 31st October, 2013 under the chairmanship of Joint Secretary, Department of Rural Development to discuss the proposals in respect of left out habitations in Plain and DDP Areas and Missing Bridges under Pradhan Mantri Gram Sadak Yojana-I (PMGSY-I) and the proposals of PMGSY-II of Karnataka.

The undersigned is directed to enclose herewith a copy of the Minutes of the Meeting of the Pre-Empowered Committee held on 31st October, 2013 under the Chairmanship of Joint Secretary (RC), MoRD to discuss the proposals in respect of left out habitations in Plain and DDP Areas and Missing Bridges under Pradhan Mantri Gram Sadak Yojana-I (PMGSY-I) and the proposals of PMGSY-II of Karnataka.

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)

1. The Principal Secretary, Panchayati Raj & Rural Development Department
Government of Karnataka
2. Chief Operating Officer, Karnataka Rural Road Development Agency (TRRDA),
PWD, Government of Karnataka, Karnataka

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 31st OCTOBER, 2013**

STATE: KARNATAKA

A Meeting of the Pre-Empowered Committee (EC) was held on 31st October, 2013 at 11.00 AM under the chairmanship of Joint Secretary, Department of Rural Development to discuss the proposals in respect of left out habitations in Plain and DDP Areas and Missing Bridges under Pradhan Mantri Gram Sadak Yojana-I (PMGSY-I) and the proposals of PMGSY-II of Karnataka. 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
Shri.N.J. Thomas	Consultant (Finance), MoRD
State Govt. Representatives	
Shri Mahesh Hiremath	COO,KRRDA, Bangalore
Shri Nagaraj Sheregar	FC KRRDA, Bangalore
Shri Ramakrishna HR	SE, KRRDA, Bangalore
Shri D.M. Vishwanath	EE, KRRDA, Bangalore.

1. 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 activity will be completed within 10 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 3211 works out of 3250 sanctioned. Out of total of 39 pending works 8 works are more than 3 years old. The State representative informed that these 8 works are scheduled for completion by December 2013. The need to adhere to this time line was reiterated by JS (RC), MoRD. The State has also furnished work completion plan in

respect of all pending works. The status of phase-wise/year-wise completion of road works as reported by the State is given below.

Year	Phase	No. of road works sanctioned	Completed road works	Pending works
2000-01	I	406	406	-
2001-02	II	887	887	-
2003-04	III	349	349	-
2004-05	IV	88	88	-
2005-06	V	177	177	-
2006-07	VI	240	240	-
2007-08	VII	308	306	2
2008-09	VIII	731	725	6
2010-11	IX	24	24	-
2012-13	X	40	9	31
Total		3250	3211	39

The State informed that all works sanctioned on 29th June 2012 were awarded and 9 works have already been completed. Balance 31 works are scheduled to be completed by March 2014.

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.

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	21.09	21.09	16.61	79%
2011-12	25.00	25.00	17.58	70%
2012-13	28.23	0.000	26.30	93%
2013-14 (upto Sept. 13)	35.74	0.00	11.49	32%
Total	110.06	46.09	71.98	

The State representative informed that it has got the approval from the Finance Department for release of an amount of Rs.35.74 crore during the year 2013-14 towards maintenance funds, out of which an amount of Rs.17.85 crore has already been credited to SRRDA. It was further informed that an amount of Rs. 38 crore is expected to be approved shortly. 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).

v. Quality Monitoring Mechanism

It was observed that the number of inspections carried out by SQMs during the last two years was adequate. In case of completed works, out of 106 SQM inspections during the period April 2012 to September 2013, no work was graded as 'Unsatisfactory'. In the case of on-going works, out of 74 SQM inspections were carried out during the same period, 2 works were graded as 'Unsatisfactory' (3%). The NQM reports show that number of 'Unsatisfactory' works for the same period is 0% in case of completed works and 10% in case of on-going works.

As regards submission of Action Taken Reports (ATR) of NQM inspections, out of 13 ATRs required, no ATR has been uploaded. The State was advised to take immediate action to upload all the pending 13 ATRs on OMMAS.

vi. Current Proposal

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

PMGSY-I

Item	Missing bridge	Left out Habitation (Normal Area)	Left out Habitation (DDP)	Total
Value in Rs. Crores	51.34	20.66	26.19	98.19
No. of Bridge/Road works	71	12	16	28 Roads 71 bridges
Length (in KM)	1848 m	42.41	48.38	1848 m bridges 90.79 km road
Average Cost in Lacs/m	2.76	48.72	54.13	-
Habitation Benefited	-	Not furnished by State	16 of 250 +	

vii. DPR Issues

Following observations on the current proposals were pointed out:

- a) In case of RBI-81 stabilized layers being proposed as base, the width should be 3.75m. No granular sub base is provided below the stabilized layer with RBI-81.
- b) Granular Sub base should be provided only in 4.05 m width for 3.75 m wide carriageway.
- c) Test reports of CBR & soil not enclosed.
- d) Large number of Sign boards have been proposed, which should be relooked as per the circular of NRRDA.

viii. 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	29	50	1,450

#	Basis	No. of SQM(s)	Capacity of a SQM to inspect work worth (Rs. in Crore)	Cost of Work (Rs. in crore)	
2	SQM	26	114	2,964	
Average construction cost per km Rs.0.38 Crore					
#	Basis	Year(s)			Maximum Expenditure+10% per year (Rs. in Crore)
		2010-11	2011-12	2012-13	
3	Expenditure (Rs. in Crore)	635	257	128	845

Work load required according to expenditure of Rs.845 Core is = $Rs.845 \times 3 = Rs.2,535$ Core.

Lowest of the above three parameters = Rs.1,450 Crore

1. According to expenditure – Rs.485 Crore - $Rs. 483 Cr. \times 1 = Rs.483$ Crore
2. According to Maintenance – Rs.483 Crore - $Rs.483 Cr. \times 0.82 = Rs.396$ Crore
3. According to Quality - Rs.484 Crore = $Rs. 484 Cr. \times 1 = Rs.484$ Cr. (Capacity according to index is sum of these three = Rs.1,363 Cr.

Balance works in Hand (30.09.2013) = Rs. 26 Cr. (-) Savings Rs.0.00 Cr.(-) Rs.0.00 Cr (to be dropped) = Rs.26 Crores.

Net capacity is = Rs. 1363 Cr. – Rs.26 Cr.= Rs.1337 Cr.

ix. Financial/Accounting issues

The following issues/points were pointed out:

- a) Audited Financial Statement for the year 2011-12 is now uploaded on OMMAS, which is also matching with OMMAS.
- b) Audited Financial Statement for the 2012-13 of Programme Fund has been received. The State informed that the same is matching with OMMAS entries.
- c) An advance amount aggregating to Rs.2.30 crore is shown outstanding as on 31.3.2012. The State should reconcile the same.
- d) Number of works pending for financial completion is 56, which is just 2%. The State further assured that it will ensure 100% financial completion of these works within one months time.

2. PMGSY-II

i. Current Proposal

Item	Upgradation	Total
Value in Rs. Crores	1249.79	1249.79
No. of Road works	373	373
Length in Km	2542.95	2542.95
Average Cost in Lakhs/Km	49.15	49.15
MoRD Share	Not furnished by the State	
State Share		

- a) The entitlement of State under PMGSY for the current five year plan is 2245 kms length of road, whereas it has proposed 2542.95 kms length. The Committee

advised the State to revisit the proposal so as to limit the size of the proposal within the target set by the Ministry based on the utility value, as prescribed in the Programme Guidelines for PMGSY-I. The State Representative agreed that it will revise the proposal accordingly.

- b) It was observed that 92 roads in the current proposal are of less than 5 km 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 these roads are small stretches connecting to National Highway and other higher order roads and are eligible as per the utility value.
- c) The State further informed that all 373 roads are proposed with 3.75 m carriageway width. 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. 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.

ii. DPR Issues

Following observations on the current proposals were pointed out:

- a) Revised and updated DRRP with 2011 census and maps has not been provided by the State for all the districts.
- b) District wise Priority List for all the districts has not been provided.
- c) Details of independent traffic census by a third party upto a level of MDRs has not been provided by the State.
- d) L-Sectional and X-Sectional drawings are not available in any of the DPRs, which would make it difficult to verify the provisions of culverts, protection works and quantities of earth work.
- e) All the roads have been proposed for 3.75 m wide carriageway width. Infact a few roads acting as through routes may require upgradation to 5.5 m width depending on traffic survey.
- f) Many roads have been proposed for very small length of length than 5 km. These links may not qualify as Through routes or Major Rural Links are only eligible to be taken up under PMGSY-II as per the programme guidelines.
- g) CBR report is 3-5%, however, test results of CBR and other properties of soil for drawing a correlation among properties of soil are not available in the DPR.
- h) Existing crust has not been accounted for in the pavement design.
- i) In ESAL calculations "tractors without trailers" have also been accounted for as Commercial Vehicles per day, leading to higher ESAL. As per IRC SP 72 tractors without trailers need not be counted as CVPD.
- j) GSB has been proposed on full embankment width. As per IRC SP:20, this should be provided only below carriage with offsets of 15 cm on each side.
- k) Thickness of 20 mm OGPC need not be accounted for in crust design.
- l) Maintenance cost needs to be worked on based on the provision of Operations Manual and including a renewal coat after 5 years of maintenance period.
- m) A very large number of sign boards and guard stones have been proposed.

- n) In most of the cases all the existing culverts have been proposed for re-construction as slab culverts which cannot be agreed upon. The existing pipe culverts should be maintained or in case the pipes have been damaged it can be replaced.
 - o) Section of the drain proposed in the built up area with cement concrete is also not available and from the estimate it appears that it is an RCC drain which should be corrected to Cement Concrete Drain.
 - p) Conventional section may be only 500 m. Remaining length may be proposed with any other material as per New Technology Guidelines in case of proposals under R&D.
 - q) Existing damaged BT roads will have minimum two layers of WBM with some sub-base. Credit for the existing crust has not been given.
 - r) In the STA approved checklist Proforma-C, STA has signed without completely filling up the data, as desired. Even the T or MRL numbers are not available in the DPR for the said road. It appears that STAs have not done enough justice with the DPR.
 - s) A Provision of WBM has been made over RBI base. It is not clear why WBM base is required when the proposal is under R&D.
 - t) In case of R&D proposals a comparison statement with cost of different items with traditional items should be provided to indicate enough justification for any particular technology.
3. **The State will complete following activities, as agreed by it to consider for fixing an early date for Empowered Committee Meeting.**
- i. The proposals should be corrected based on the observations of NRRDA as listed at **Para No. 1 (vii) & 2 (ii) above** and all DPRs should be entered on OMMAS after duly vetted by STAs.
 - ii. Under PMGSY-II, the State will reduce the size of the proposal upto the entitlement of 2245 km length.
 - iii. The details of habitation data should be corrected on OMMAS and it should match with the habitation master data.
 - iv. Immediate action should be taken to upload pending 13 ATRs;
 - v. The progress of the works as reported on OMMAS should have one to one correspondence with the clearance letter issued by the Ministry.
 - vi. The State should furnish revised DRRP, priority list of roads, utility value calculation, authenticated by the STA concerned to the NRRDA.
 - vii. R&P module should be amended in consultation with CDAC in order to facilitate the State to report the expenditure incurred on tender premium (State share).
 - viii. Adequate maintenance amount should be provisioned in the current proposals as per guidelines.
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.
