



No. P-17024/16/2012-RC
Government of India
Ministry of Rural Development
(Rural Connectivity Division)

Krishu Bhavan, New Delhi
Dated 28th March, 2013

Sub.: Minutes of Pre-Empowered Committee meeting held on 20th March, 2013 to discuss the project proposals of Manipur State under PMGSY-reg

The undersigned is directed to enclose herewith a copy of Minutes of Pre-Empowered Committee meeting held on 20th March, 2013 in the Chamber of Joint Secretary (RC) to discuss the project proposals of Manipur State under Pradhan Mantri Gram Sadak Yojana (PMGSY) for necessary action.

Encl.: as above

(R. R. Meena)
28/3/2013
Under Secretary to the Government of India
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Distribution:

- 14064 1. Additional Chief Secretary, Rural Development and Panchayati Raj Department,
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(Tech.), NRRDA.

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Minutes of the Pre-Empowered Committee Meeting held on 20th March, 2013 under PMGSY

STATE: Manipur

A Meeting of the Pre-Empowered Committee (EC) was held on 20th March, 2013 at 1200 hrs in the Chamber of Joint Secretary (RC), Department of Rural Development to discuss the proposals of the State of Manipur for providing connectivity to eligible habitations under Phase-IX of PMGSY. The following were present:-

Dr P K Anand	Joint Secretary (RC)
Smt. Manju Rajpal	Deputy Secretary (RC)
Sh. N C Solanki	Director (P-I), NRRDA
Sh. P K Katare	Director (P-III), NRRDA
Dr I K Pateria	Dir(Tech) NRRDA
Sh. Ashok Shah	Deputy Dir (F&A)
Sh. R. R. Meena	Under Secretary(RC)
State Govt Representatives	
Sh. Ameising Luikham	Additional Chief Secretary (RD&PR), Govt. of Manipur
Sh. N. Bapuchand Singh	Chief Engineer, MSRRDA
Sh. Th. Shyamsindar Singh	SQC, MSRRDA
Sh. Ninganung Langleng	SE-I, MSRRDA
Sh. Th. Ingoba Singh	IE, MSRRDA

2. Proposals

Details of project proposals discussed by the Committee under Phase-IX of PMGSY are as under:

(Phase-IX -2012-13)					
Sl. No.	Category	No. of road works	Length (in km)	Proposed cost (Rs. in crore)	Average cost (lakh/per km)
1	BADP	31	297.92	139.58	46.85
2	Bharat Nirman	15	106.42	50.44	47.40
3	Regular PMGSY including Bailey Bridges	76	608.48	297.51	48.89
4	Stage II	96	837.55	457.09	54.57
5	Upgradation	165	679.78	411.96	60.60
6	Special Packages	45	343.10	213.46	62.22

3. Progress

3.1 The Pre-Empowered Committee reviewed the progress of the implementation of PMGSY in the State of Manipur since the previous Empowered Committee Meeting held on 1st December, 2011 considered the institutional capacity of the State to efficiently execute the PMGSY works with the requisite attention to quality.

3.2 The Pre-Empowered Committee reviewed the pace of the implementation in the State. Out of 954 road works sanctioned up to March, 2010, 771 road works were completed as per OMMAS which is 81%. The State was advised to make financial closure of all completed works in a time bound manner and submit the completion plan for balance incomplete works immediately. It was also observed that the expenditure reported under various phases on OMMAS is more than the sanctioned amount and amount released by the Ministry. The State was informed that in case the expenditure incurred is more than the sanctioned amount, the excess amount should be borne by the State.

3.3 The State informed that 171 road works of Phase-I were dropped and only 12 road works of Phase-VI out of the sanctioned road works upto March, 2010 are pending. The State also mentioned that completion plan of the same has been provided and these pending road works would be completed accordingly. The State was advised to look into the matter and reduce the data gap on OMMAS.

4. Absorption Capacity

4.1 The financial report of the programme indicates that the expenditure incurred by the State for construction of road works under PMGSY for the last three years is less than 200 crore. Also, the State had an unspent balance of Rs. 28.30 crore on 1st April, 2012. The balance works in hand as on 31.1.2013 are to the tune of Rs. 430.50 crore. As per the capacity assessment analysis (based on ongoing works, number of SQMs, average expenditure and No. of PIUs) the State will be able to take up additional works of only Rs. 400 crore. The State is required to improve execution capacity by contracting capacity, 2nd tier quality control system and maintenance of created assets to get more sanctions. The State was advised to take immediate action to increase their absorption capacity considering the projects in hand and future projects.

4.2 The State informed that there are 14 PIUs already working in the State and they have engaged 11 new PIUs. Thus, total PIUs in the State are 25. It was observed that out of initial 14 PIUs 12 PIUs had staff having experience in construction of road, while out of 11 new PIUs 6 PIUs have to perform with officials who has no experience in construction of roads. The State was advised to provide details of PIUs' including strength of SRRDA.

4.3 The State was advised to organise training programmes for recently engaged PIUs for capacity augmentation. It was decided that NRRDA would organize 3 days training programme for the technical Staff engaged in implementation of the programme in the State. The State was advised that the SQMs engaged by the State should also be directed to attend the training programme which was agreed by the State.

5.1 1st tier Quality Control Mechanism (Field Laboratories):

It was reported that Field Laboratories have been established in all the districts as per provisions. SQC and Chief Engineer should inspect atleast 10% of laboratories every quarter.

5.2 2nd tier Quality Control Mechanism (SQMs):

5.2.1 As reported by the State, there are 14 SQMs in the State under PMGSY who are retired engineers. The number of SQM inspections during the period April, 2011 to December, 2012 was 329 against required number of 340. As per the SQM inspection reports for the period from April, 2011 to December, 2012 unsatisfactory works graded are 0% (at completed stage) and 2% (at ongoing stage). As each work should be inspected at all three different stages of construction, the State was advised to ensure adequate inspections of SQMs accordingly.

5.2.2 The State is required to upload 10 photographs for each inspection, including one photograph of field laboratory. During the period April, 2011 to December, 2012 out of 329 SQM inspections, the No. of photographs uploaded on OMMAS is 3,156 which are just adequate.

5.2 3rd Tier Quality Control Mechanism (NQMs):

During the period April, 2011 to December, 2012, total 26 NQM inspections have been carried out in the State out of which, 20% (at ongoing stage) and 17% (at completed stage) were graded unsatisfactory. As PMGSY roads are inputs into the poverty reduction strategy and their continued sus:enance is essential to achieve the intended objective, the State was advised to give adequate attention on quality of works under the programme. As regards submission of Action Taken Reports (ATR) of NQM inspections, out of 12 ATRs required to be submitted, only 4 ATRs have been uploaded on OMMAS. The State was advised to take immediate action to upload all the remaining ATRs on OMMAS at the earliest. The State agreed to upload all the ATRs submitted to NRRDA on OMMAS and send all pending ATRs at the earliest.

6. Maintenance:

6.1 It was reported that adequate funds required for maintenance of created road network have been credited by the State to SRRDA during the last two years and the current financial year. However, the expenditure on maintenance is very low. The details of maintenance funds required, released to SRRDA and utilized by them during the last two years and current year is given below:-

Sl. No.	Financial Year(s)	Maintenance Funds Required (as per contracts)	Actual release to SRRDA	Expenditure by SRRDA during the Financial Year	% Expenditure w.r.t fund required
1	2010-11	0.32	1.00	0.08	25%
2	2011-12	0.51	1.00	0.59	65%
3	2012-13 (Dec. 12)	2.07	5.00	0.66	32%
Total		3.30	7.00	1.33	40%

6.2 The NQM reports also reveals that the assets created under the programme are not maintained properly. As proper maintenance of road constructed under the programme is essential to ensure seamless flow of traffic to rural community and durability of the assets, the State was advised to develop Maintenance Management system for PMGSY roads.

7. DPR issues

The following issues were brought out by Director (Tech), NRRDA, based on scrutiny of sample DPRs:

- 7.1 Average cost / km is on higher side and for some of the new connectivity proposals in plain area is more than Rs. 125 lakh/km.
- 7.2 Quantities for earth work proposed are on higher side (the order of 25,000 to 50,000 cum / km). The rate of embankment materials is more than Rs 350/ cum.
- 7.3 The quality of DPRs is quite poor, even DPR template has not been followed while preparing the DPRs.
- 7.4 Roads have been proposed upto GSB level in many DPRs.
- 7.5 The cost of CD structures is very high and for quantities of steel proposed are on the higher side.
- 7.6 There is no design and traffic detail for the pavement works proposed under Stage II.
- 7.7 No road work in the current batch is proposed under R&D Technology.
- 7.8 Wearing coat of M30 may be replaced with bituminous wearing coat.
- 7.9 The provision of general cost of 5.60% L.S.T, inauguration charges etc on total project cost should be deleted.
- 7.10 The soil investigation report has not been attached in DPR.
- 7.11 15 m span minor bridges are proposed without any design details.

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7.12 Provision of additional CD /protective works done in stage II are on higher side. State is required to provide details of CD /protective works sanctioned and executed under stage I.

7.13 RCC slab Culverts have been provisioned in most of the cases. State may explore the construction with Hume pipes being more economical.

8. Financial Management/Accounting:

8.1 Deputy Director (NRRDA) brought out that there are some financial and accounts related issues i.e. unspent balance lying in saving bank account, excess payment of Income Tax and Sale Tax, bank guarantee accounted for in the regular account, NABARD fund not shown separately in the Balance Sheet, arrangement of machinery for contractor advance etc which has already been conveyed to the State. The State was advised to address to all these issues.

8.2 The State was also advised to appoint a dedicated Financial Controller for the programme.

8.3 The State should send the OMMAS generated accounts for year 2011-12. The State will carry out the reconciliation of accounts with bank and send the report to NRRDA.

9. Other issues:

9.1 The State was advised to send schedule for uploading the PCI value of roads for planning the maintenance and Up-gradation.

9.2 State was also informed that there is no case of missing bridges on road works sanctioned earlier.

10. The State briefed the Committee about their present proposals under different categories. Taking into account the execution/absorption capacity of the State, the committee was of the view that upgradation proposals may be deferred from the current batch of proposals. However, the State mentioned that the new connectivity in valley area of the State is almost completed and it would be difficult to shift the PIUs working there to other areas. Therefore, the upgradation proposals in respect of valley areas of the State may be considered. The State mentioned that proposals under Special Packages are the proposals of habitations which are not in the Core Network. As the matter of inclusion of Left out habitations in the Core Network has already been approved by the Competent Authority, the State was advised to take appropriate action to revise their Core Network accordingly. Therefore, the Committee was of the view to exclude these proposals from the current batch of proposals. As Bharat Nirman and special category areas (BADP) are on priority under the programme, the Committee is of the view to keep the proposals under these categories under the current batch of proposals.

11. Summary of the Discussion:

11.1 Taking into account, the fact that non-completion of State-II may result in the road deteriorating very fast and the State has balance targets under upgradation, the Pre-

Empowered Committee came to this conclusion that the State may categorise the Detailed Project Reports (DPRs) under the different categories within the limit detailed below and accordingly send separate list of proposed road works under the following categories alongwith revised cost estimates in respect of the proposals for placing before the Empowered Committee for its consideration

(Phase-IX -2012-13)		Length (in km)
Sl. No.	Category	
1.	BADP	150.00
2.	Bharat Nirman	106.42
3.	Stage II	837.55
4.	Upgradation (Valley only)	250.00
Total		1,343.97

11.2 NRRDA advised the State to categorise the DPRs accordingly and take back the remaining DPRs from NRRDA.

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

- 12.1 The construction cost of roads should be reviewed and reduce the cost appropriately.
 - 12.2 The State should send the revised list of roads as per the categories mentioned at para 11.1.
 - 12.3 Latest PCI survey data in respect of upgradation proposal should be uploaded on OMMAS.
 - 12.4 Completion plan for all left over works should be sent.
 - 12.5 Details of PIUs including strength of SRRDA should be provided.
 - 12.6 The balance sheet for the year 2011-12 should be prepared based on the output generated through OMMAS and should be reconciled with audited balance sheet.
 - 12.7 All DPRs should be entered on OMMAS after due vetting by STAs.
 - 12.8 Sample DPRs selected by NRRDA should be provided to NRRDA and all the DPRs be corrected on the basis of additional observations on the sample DPRs.
 - 12.9 Action should be taken to send ATRs on remaining 8 NQM reports and upload on OMMAS.
 - 12.10 Habitation data entry on OMMAS should be completed by 31st March 2013.
 - 12.11 Financial closure should be made for at least 80% of the completed works.
 - 12.12 Compliance in respect of DPR issues and financial issues detailed at para 7 and para 8 above respectively.
13. The State should send a compliance report to the Ministry/ NRRDA on all issues as indicated at para 12 above at the earliest for fixing up early date for EC meeting.
14. The meeting ended with vote of thanks to the Chair.