

**File No. P-17024/13/2020-RC (370883)**  
**Government of India**  
**Ministry of Rural Development**  
**Department of Rural Development**

KrishiBhavan, New Delhi  
Dated the 9<sup>th</sup> February, 2021.

**Minutes**

**Sub:- Minutes of Meeting of Pre-Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State Government of Kerala for the 2020-21(Batch-II) -reg.**

A copy of the Minutes of the Meeting of the Pre- Empowered Committee held on 2<sup>nd</sup> February, 2021 through VC to consider the project proposals for Batch-II of 2020-21 under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) is forwarded herewith for information and necessary action.



(Lalit Kumar)

Deputy Secretary to the Government of India

Tele. No. 011- 23382406

Email:- [lalit.kr@nic.in](mailto:lalit.kr@nic.in)

**Distribution:**

1. The Principal Secretary, Local Self Government Department, Government of Kerala, Secretariat, Thiruvananthapuram -695001.
2. The Chief Engineer, 5th Floor, Swaraj Bhavan, Nanthancode, Kowdiar P O Thiruvananthapuram 695003, Kerala.

Copy for information to:-

Sr. PPS to Secretary (RD)/PSO to AS&FA (RD)/PPS to AS (RD)/PPS to JS(RC)/All Directors, NRIDA, NewDelhi.

**MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 2<sup>nd</sup> February, 2021 AT 11.00 AM TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF KERALA UNDER PMGSY III (BATCH II), 2020-21**

A Meeting of the Pre-Empowered Committee (Pre-EC) was held through Video Conference on **2<sup>nd</sup> February, 2021 at 11.00AM** under the Chairmanship of Joint Secretary (RC) & DG, NRIDA, to consider the proposal of the State of Kerala under PMGSY III (Batch II) of 2020-21. Following officials were present in the meeting.

Dr Ashish Kumar Goel	Joint Secretary (RC) & DG, NRIDA
Shri. B C Pradhan	Consultant (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Shri I.K.Pateriya	Director (P.II &P.III), NRIDA
Shri Pradeep Agrawal	Director (P.I), NRIDA
Shri Lalit Kumar	Deputy Secretary (RC), MoRD
Shri Harsh Nisar	Data Scientist, NRIDA
<b>State Govt. Representatives</b>	
Shri V.R. Vinod	Member Secretary, KSRRDA
Shri Ajithkumar G.S	Chief Engineer (i/c), KSRRDA
Shri P.K. Sanilkumar	Empowered Officer, KSRRDA
Shri Anilkumar J	SQC, KSRRDA
Shri Geetha Krishnan K.I,	AEE, KSRRDA
Shri Dileep P.	Financial Controller, KSRRDA
Shri Praveen K.L	ITNO, KSRRDA

**2. Current Proposal by the State:**

A detailed presentation on the proposal of PMGSY III, (Batch II) of 2020-21 submitted by the State of Kerala was made by NRIDA before the Pre-Empowered Committee. The details of the proposal are as under:-

Item	As per State proposal dated 27.01.2021				As per OMMAS dated 31.01.2021			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	79	389.94	-	-	82	408.44	281.29	68.87
<b>Total</b>	79	389.94	-	-	82	408.44	281.29*	68.87

**\*MoRD Share : Rs. 167.71 Crore**

**State share : Rs 111.58**

**Crore**

The State of Kerala has been allocated target length of 1,425 Km under PMGSY-III, out of which State was sanctioned 20 road works of 104.56 km under Batch-I, 2020-21. The current proposal is for 82 roads of 408.44 Km. All the roads have been scrutinized by STA on OMMAS. The proposals have

also been scrutinized by the PTA. The State has wrongly uploaded 160.18 Km under RQI, which needs correction.

The State Government has informed that proposal for around 60 km road length is presently under scrutiny by the STA and the same will be included in the current proposal before EC meeting.

### **Carriageway width wise and Average cost wise details of road**

All 82 roads of 408.44 km in the current batch are of 3.75 m carriageway width with an average cost of Rs. 68.87 lakhs/km.

### **Length wise proposal details**

<b>Sl No</b>	<b>Items</b>	<b>No. of roads</b>	<b>Length in km</b>	<b>Cost in crores</b>	<b>Average cost/Km</b>
1	3 to 5 km	43	161.84	109.30	67.54
2	5 km and above	39	246.60	171.99	69.74
	<b>Total</b>	<b>82</b>	<b>408.44</b>	<b>281.29</b>	<b>68.87</b>

The State representative intimated that in the State of Kerala execution of longer roads is done by the State PWD and that most of the roads proposed in the current batch are part of the large MRL. The State has not yet submitted GIS alignment plan of these roads. Once the same is provided by the State, the status of these roads could be checked through satellite imagery to verify, inter-alia, that eligible and important roads of high utility value have been taken in the instant proposal. The state should submit the proposals on GEOSADAK. The roads, especially of shorter length and those of non-BT surface as of now should be justified by the state as to how they are MRL/ TR. This should also be verified by NRIDA.

### **Existing surface details**

<b>Brick soling</b>	<b>Gravel</b>	<b>Track</b>	<b>BT</b>	<b>CC</b>	<b>Total</b>
0.02	35.03	13.23	352.22	7.94	408.44

The State has proposed 35.03 Km, which has as of now gravel surface. The State/NRIDA should examine the eligibility of these roads under PMGSY-III considering their CUCPL rank, Trace Map cut, PCU value. It should also be explored if the district where these road works are proposed is saturated and if the proposed length could be transferred to deficient district.

4 proposals are primarily earthen in nature. State may please justify how these form significant missing links for Through Routes/Major Rural Links.

### Distribution of roads based on Traffic category

S. No	Traffic details	3.75 m carriageway width			
		No of roads	Length in Km	Cost Rs. in crores	Average cost/Km
1	T4	76	382.05	260.43	68.17
2	T5	6	26.40	20.86	79.02
	<b>Total</b>	<b>82</b>	<b>408.45</b>	<b>281.29</b>	<b>68.87</b>

The State has proposed 76 roads in T4 traffic category and 6 roads in T5 category. The State should certify that no road of higher utility value are left in higher traffic category.

### 3. Planning

#### (i) Trace Map Cut – Quality of Roads

Trace Map Rank	Numbers of Proposals	%
1 to 15	57	66.28
16 to 50	18	20.93
51 to 100	9	10.46
> 100	2	2.32
<b>Total</b>	<b>86</b>	

With regard to 11 roads of Trace Map rank > 50, it was intimated that these roads have not been audited on satellite imagery because details have not been uploaded on GEOSADAK. The same may now be completed on priority. The State Government should also furnish detailed road wise justification as how they qualify as TR/MRL under PMGSY-III.

#### ii) Target Allocation Within State

Allocation of PMGSY-III Target per District is based on 3 factors:

- Proportion of length based on DRRP Length of District
- Proportion of length based on no of Blocks in a District
- Average length per District as per state allocation.

#### iii) GeoSADAK

97 proposals have been said to be drawn on GEOSADAK by PIUs but only 10 of these have been finalized by SRRDA and submitted to NRIDA. Proposal level checks cannot be completed till all proposals are finalized by SRRDA on GEOSADAK. State representative assured that the same would be completed by 3<sup>rd</sup> February 2021.

#### iv) **Proposal Level Checks [Data Based]**

- a. **6** proposals (KR03118, KR09114, KR03110, KR0249, KR03112 and KR3108) have more than 10% variation in eligible length and proposed length. State Government should give justification for the same.
- b. Some roads viz. MRL07-Rubber Park Alinchuvadu Tankcity Meprathupady Mankuzhy in Ernakulam District, MRL13-Pavumba Kurungattu Devi Temple Anupama auditorium road in Kollam district and T01-Choolur Muriyamthodu Beach Road in Thrissur district were found to be of good existing surfaces. SRRDA may scrutinize at their level if requirement is justified and submit ATR with geo-tagged pictures, wherever applicable.

#### **4. DPR observations**

- i. State should provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of Hon'ble MPs on final proposal.
- ii. State should certify that the roads proposed in current batch are not PMGSY roads which are under design life.
- iii. Average cost/km of Kannur and Kozhikode district is high when compared to previous batch. State should furnish justification for the same.
- iv. State needs to ensure that the road safety audit has been conducted on all the proposed roads. Since, as per guidelines all the proposed roads are part of candidate roads which are more than 5 Km in length, hence RSA needs to be conducted for all the roads. Sample RSA reports needs to be provided and the details should be uploaded on OMMAS under RSA module.
- v. State should ensure overlay thickness over existing BT layer proposed as per Clause 2.2.3 of IRC:SP:72:2015 (KR0874).
- vi. Transect walk Summary/ Minutes and copy of Gramma Sabha approval have not been attached to the DPRs
- vii. Certified test results for GSB material indicating LL, PI, MDD, OMC, and CBR have not been found attached to the DPRs.
- viii. Format F-9A and F-9B must be signed and certified by PIU officials and attached with the DPRs.
- ix. Photographs showing existing crust details needs to be attached with the DPRs.
- x. Typical cross section of pavement indicating existing crust and proposed layers with thickness & width should be attached to the DPRs.
- xi. A detailed drainage plan needs to be provided along with the design. The cost is on the higher side in Kozhikode, Malappuram, Palakkad and Thrissur districts.
- xii. Locations of road safety measures & road furniture should be provided in road plan with proper justifications.

- xiii. State should upload utility shifting charges on OMMAS under the head of higher specification cost.

## 5. Maintenance

Committee agreed to the State's proposal of Rs. 25.12 crore (8.92% of the construction cost) for 5 years routine maintenance cost. However, State has to increase 6<sup>th</sup> year renewal cost to 18-20% against the present proposal of Rs. 46.72 crore which is only 16.61 % of the construction cost. 5 years routine maintenance cost after 6<sup>th</sup> year's renewal needs to be included in the DPR.

## 6. R & D Proposals

State has proposed 44 roads of 147.88 km using various new technologies as indicated below:

Technology	No of Roads/Stretches	Length in Km
Cold Mix Technology	2	6.18
Cement Stabilization	2	4.10
Lime Stabilization	2	3.42
Waste Plastic	31	116.01
Coir Technology	2	2.83
Geotextile	3	0.61
Nano technology for water proofing	2	14.73
<b>Total</b>	<b>44</b>	<b>147.88</b>

S.No.	Description	Minimum length to be proposed in Km	Length proposed in Km	Percentage of R&D roads with respect of total length
1	Main streaming of Technology - 10%	40.84	129.71	31.76%
2.	Technology with IRC Accreditation - 5%	20.42	18.17	4.45%

State was asked to propose more length using Coir technology, Geo textile, Cement Stabilization and lime stabilization. State was also asked to increase length under technology with IRC accreditation as the same is less than the prescribed limit.

State has entered certain length under other technology/ none, which needs to be corrected on OMMAS.

## 7. Status of Marketing Reforms

No APMC Act is in place in the State of Kerala.

## 8. Governance issues at SRRDA

The post of Chief Engineer is vacant in the SRRDA. State Government to furnish inputs on following points pertaining to Governance issues at SRRDA:-

(i) Governance related issues like staff strength at SRRDA and PIU level- Whether sufficient staff is available at SRRDA & PIUs. What are the vacancies at SRRDA/ PIUs and how and when they would be filled? Availability of staff should be commensurate with works in hand or anticipated. The execution and management capacity in terms of staff and infrastructure should be explained and justified. If there are any deficiencies then measures to accelerate them should also be spelt out.

(ii) Strength of technical wing involved in preparation and scrutiny of DPRs proposals- whether sufficient manpower and expertise exists?

(iii) Mechanism of SQM inspections and availability of expert staff at SRRDA to vet their reports- Whether strength of SQMs is adequate for carrying out required number of inspections as per guidelines, keeping in mind works in progress and new sanctions over the coming years. Separate SQMs should be empanelled for inspection of bridge works.

(iv) System of contracting- How many days SRRDA is taking in award of sanctioned works and what measures is it taking to reduce the time taken for various process in terms of Ministry's advisory dated 22<sup>nd</sup> December, 2020, from the date of sanction to actual publishing of NIT, evaluation, award, agreement, and actual start on ground. The state must commit to specific timelines in EC for these processes.

## 9. Progress of PMGSY works

State has completed 3,180.63 km against the sanction of 3,308.37 km under PMGSY I. Under PMGSY II, State has completed 497.85 km against the sanction of 582.88 km. Under PMGSY-III, 10 road works covering length 59.94 Km are unawarded. Details of progress of the state as per OMMAS are as under:-

Roads (in Km)

S.No	SCHEME	SANCTIONED		COMPLETED		BALANCE ROAD LENGTH (Km)	UNAWARDED BALANCE LENGTH (Km)/Roads
		Nos.	LENGTH (Km)	Nos.	LENGTH (Km)		
1	PMGSY I	1,374	3,308.37	1,337	3,180.63	100.35	-
2	PMGSY II	149	582.88	122	497.85	80.45	13.00 (3 Nos.)
3	PMGSY-III	20	104.56	0	0.00	104.56	59.94 (10 Nos.)
	Total:	1,543	3,995.81	1,459	3,678.48	285.36	72.94 (13 Nos.)

**Bridges (No.)**

S.No	SCHEME	SANCTION (Nos.)	COMPLETED (Nos.)	Balance (Nos.)	Unaward (Nos.)
1	PMGSY I	01	01	-	-
2	PMGSY II	02	-	02	-
3	PMGSY-III	-	-	-	-
	<b>Total:</b>	<b>03</b>	<b>01</b>	<b>02</b>	<b>-</b>

**10. Physical Progress 2020-21 (as on 30.1.2021)**

Only 43 Km (15%) road length has been constructed against targeted length of 290 Km. State need to pace of 4.05 km/day to achieve the target.

**11. eMARG: Onboarding**

80% packages have been locked, 89% contractors have been registered, 42% packages where payment started, Rs. 10.23 Cr. Payment done through eMARG till date. The progress on e-Marg should be saturated.

**12. Maintenance Abstract**

State has incurred Rs. 53.82 crore against the fund received of Rs. 65.48 crore (82% expenditure w.r.t fund received) on routine maintenance during 2019-20 and Rs. 11.25 crore against the requirement of Rs.18.82 crore (59.78%) as on 31.01.2021.

**13. Renewal Length status (km)**

Year	Due for Renewal (Cumulative)	Renewal Done during the year	Expenditure during the year (Rs. Crore)	
			Center share	State share
2016-17	1297.54	0.00	0.00	0.00
2017-18	1493.63	0.00	0.00	0.003
2018-19	1660.01	19.26	0.00	0.65
2019-20	1848.26	13.86	0.00	3.20
2020-21 (30.1.2021)	2114.42	0.00	0.00	0.52
<b>Total</b>		<b>33.12</b>	<b>0.00</b>	<b>4.373</b>

This is very poor situation. State must focus towards this issue.

**14. Quality Control - 1<sup>st</sup> & 2<sup>nd</sup> tier**

Out of 69 ongoing packages in progress, quality control lab details have not been uploaded in r/o 09 packages. 5 works of more than 12 months old have not been inspected even once. Against the target of 515 SQM inspections during the current financial year, only 92 inspections have been carried out so far. The pace of SQM inspections should be increased.



## **15. Quality Issues**

i) Unsatisfactory % based on NQM inspections ( April' 2018-January'2021) -

- Completed Works - 18.42% - 38 Completed works inspected
- Ongoing Works - 13.61% - 147 Ongoing works inspected
- Maintenance works - 18.63% - 204 Maintenance Works Inspected

ii) Pending ATRs of NQM observations at State level-

- Completed Works - 5
- Ongoing Works - 8

iii) Anomalies of SQM Inspections during 2020-21-

- Inadequate pit size and incorrect method of checking the thickness of Bituminous Layers has been followed by SQMs in many roads.
- Few of the inspections have been conducted during night time, against the norms.
- For some completed and ongoing works no pit test has been conducted to check the overall structural strength of the layers, but the works graded as Satisfactory.

The State was advised to take immediate corrective action and show some improvement in the aforesaid indicators. A clear action plan to improve quality of works and inspections need to be put in place before the EC meeting.

## **16. Finance Issues:**

- i. Pending share Rs. 145.00 crore (Central: Rs. 87.00 crore & State: Rs. 58.00 crore) from State treasury.
- ii. Non Submission of Audited Balance Sheets for F.Y 2019-20

The State should take immediate action for early credit of pending Central and State share and submission of audited balance sheet.

**17.** Pre- Empowered Committee suggested the state to send the compliance on all the observations mentioned in the foregoing paras so that EC meeting for sanctioning of the proposal could be conducted at an early date.

The meeting ended with vote of thanks to and from the Chair.

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