

P-17024/23/2020-RC (373324)  
Government of India  
Ministry of Rural Development  
Department of Rural Development  
Rural Connectivity (RC) Division

Krishi Bhawan, New Delhi-110001

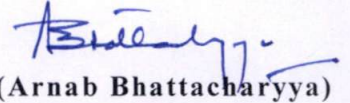
Dated the 18th November, 2020

**OFFICE MEMORANDUM**

**Subject: Minutes of the meeting of Pre-Empowered Committee held to consider the proposal of State of Sikkim for left out bridges under PMGSY-I and PMGSY-II Batch I of 2020-21—regarding.**

The undersigned is directed to forward herewith a copy of the Minutes of the meeting of the Pre-Empowered Committee held through VC on 06.11.2020 to consider the proposal of State of Sikkim for left out bridges under PMGSY-I and PMGSY-II Batch I of 2020-21 and to request that compliance on the actionable points may be furnished to this Ministry at the earliest.

**End: As above**

  
(Arnab Bhattacharyya)

Under Secretary to the Government of India

**Distribution:**

1. Secretary (RWD), Govt. of Sikkim.
2. Chief Engineer PMGSY, Sikkim
3. All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

**Copy for information to:-**

PPS to Secretary (RD), PPS to AS (RD), PPS to JS (RC)



**Minutes of the meeting of the Pre-Empowered Committee held through VC on 06.11.2020 to consider the proposal of State of Sikkim for left out bridges under PMGSY-I and PMGSY-II, Batch I of 2020-21**

A meeting of the Pre-Empowered Committee was held through VC on 6.11.2020 to discuss the proposal of State of Sikkim for left out bridges on roads sanctioned after 2011 under PMGSY-I and PMGSY-II Batch I of 2020-21. The following officials were present during the meeting:-

S.No	Name and Designation	Name of the Ministry/Office
1.	Dr. Ashish Kumar Goel, Joint Secretary (RC)	Ministry of Rural Development Krishi Bhawan, New Delhi
2.	Shri K.M. Singh, Deputy Secretary	Ministry of Rural Development Krishi Bhawan, New Delhi
3.	Shri B.C. Pradhan, Director (Consultant), Technical	NRIDA, New Delhi
4.	Shri Deepak Ashish Kaul, Director (F&A)	NRIDA, New Delhi
5.	Shri S.R. Rao, Principal Secretary	Rural Development Department Govt. of Sikkim
6.	Shri Kewal Sharma, Principal Chief Engineer	SSRRDA, Rural Development Department Govt. of Sikkim
7.	Shri Devi Prasad Gurung, Chief Engineer	SSRRDA, Rural Development Department, Govt. of Sikkim
8.	Shri Gautam Yadav, Additional Chief Engineer	SSRRDA, Rural Development Department, Govt. of Sikkim
9.	Shri Rabi Narayan Sharma, Additional Chief Engineer	SSRRDA, Rural Development Department, Govt. of Sikkim
10.	Pema Donka, SQC	SSRRDA, Rural Development Department, Govt. of Sikkim

**2. Details of current proposal:**

As per State's proposal dated 18.09.2020					As per OMMAS dated 02.11.2020			
Item	No of LSBs	Length (in m)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	No of LSBs	Length (in m)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Left out LSBs on roads sanctioned under PMGSY-I	32	895.00	100.27	10.39	30	860.00	94.50	10.99
<b>Total</b>	<b>32</b>	<b>895.00</b>	<b>100.27</b>	<b>10.39</b>	<b>30</b>	<b>860.00</b>	<b>94.50</b>	<b>10.99</b>

\*MoRD Share: Rs. 76.54 Crores

State Share : Rs. 17.96 Crores

**Note:** Estimates in aforementioned table furnished by the State are for RCC Bridges only which are costly and time taking in comparison to Bailey Bridges. State has been advised to go for Bailey Bridge or Steel Bridge wherever possible and furnish at the earliest revised estimates and DPR for 32 bridges after taking into account life of the bridge as 30 to 50 years. RCC bridge should be taken only in exceptional cases, as all these bridges need to be completed by March 2022. The State should engage bridge experts/consultants immediately and send 4-6 DPRs in the next week so that NRIDA can examine them and provide feedback.



**Note: Ministry had conveyed, in principle, approval for submission of DPRs for 21 LSBs, however the state has submitted DPRs of 32 LSBs. During the discussions it was informed that these 32 LSBs are spread over 21 roads hence by mistake instead of LSBs, the number of roads have been mentioned.**

### **3. DPR and other issues**

- (i) The approved PTA for the State did not scrutinise any of the DPR on OMMAS. At least 10% of the DPR on OMMAS needs to be scrutinized by PTA.
- (ii) Response Reduction factor "R" has been considered as 2.5 in seismic case, it should be 3.0 for ductile detailing as per IRC: 6-2017 (Table 20). This needs relook.
- (iii) Old codes have been referred, e.g., IRC 78: 2000, IRC:5-1998 and IRC-6:2014, latest IRC codes need to be used.
- (iv) It has been mentioned that RCC deck slab shall be laid over standard steel bridge structure, but the design (ISMC, RSJ etc.) of standard steel bridge structure is not given. Source of standard steel bridge adopted is not given in the DPR.
- (v) Design of base slab, abutment and returns are given but the design of composite deck slab as well as steel super structure is not given. Detailing of both is required. Details such as girder, cross girders, connections, welding details, stud size and spacing c/c etc. for slab interaction should be shown clearly. Bearing design is also required.
- (vi) Drawings have not been authenticated by any of the departmental officers.
  - (vii) As the bridges are located in seismic zone IV, it is essential that provision of seismic arresters/reaction blocks should be made.
  - (viii) Provision for Acceptance Load Test on bridge as per IRC code before opening to traffic shall be made in DPR. It is advised to relook the design completely and DPR should be supported by design & drawings complete in all respect with good readability as well as complete detailing.
  - (ix) State has to furnish certificates about preparation of DPRs of proposed LSBs after taking into consideration HFL (Highest Flood Levels), availability of land for approach road to bridges and forest clearance issues, if any.
  - (x) After reconsideration of design of bridges from RCC to bailey/steel, the relevant observations made above will be applicable appropriately.
  - (xi) Axle load and PCU count should be mentioned for each bridge. RCC should be undertaken only in exceptional cases and full justification for the same should be given.

#### **(B) PMGSY Implementation Status:**

State has completed 84% of allocated length of 4794 km under PMGSY-I. Balance length of 702 km (16%) is yet to be completed. All PMGSY-I works have been awarded by the State. Under PMGSY-II State was allocated 121 km and no work has been awarded till date. This is a serious situation. During 2020-21, State was allocated a target of 646 km of road works and actual achievement till date is only 15 km (6%). State has been urged to gear up man and machinery to complete the allocated target within the current financial year.

#### **(C) Maintenance and Quality issues:**

- (i) Committee has observed that from 16-17 to 20-21 State's liability towards Maintenance Fund is Rs.25.11 crore against which SSRRDA has reportedly received Rs.39.44 crore and actual expenditure towards DLP is Rs. 39.17 crore. There seem to be mismatches in figures provided by the States i.e. liability amount and received amount as well as actual expenditure. State has been urged to furnish actual correct figures in this regard before EC meeting, as amount received and expenditure during 20-21 is zero.
- (ii) State does not have adequate number of SQMs in their panel, total number of which is at present, only 4 SQM. Another 11 SQMs are required in the State. State may engage retired Executive Engineers as SQM as per revised guidelines as well as opt for hiring of Consultants as SQM like Gujarat. There are no SQM inspections for more than 12 months in 44 works and in 2 works more than Rs.10 lakh has been released without SQM inspection.



(iii) As per NQM reports from April 2017 to October 2020, percentage of unsatisfactory grading on ongoing works is 11.20% and on maintenance works it is 25%. It should be within 4% for construction work and less than 15% for maintenance work. State should take immediate action to maintain prescribed quality during construction of roads.

(iv) SQM Inspections issues –

- (a) For GSB, wrong gradation has been carried out as 45 mm, 63 mm and 90 mm sieves have been used for gradation which are against the MORD Specifications.
- (b) Calculating the camber and super elevation totally against the norms by holding spirit level at hand!
- (c) Laboratories are not fully equipped, major equipment missing, but labs graded satisfactory.
- (d) Only one pit has been dug for gradation and thickness by most of the SQMs.

**(D) Finance and Accounts Issues:**

(i) EMARG On-boarding: Only 55.32% packages have been locked and manual entry payment has been made in 8.52% packages. No payment has been made through e-Marg though 62% contractors have been registered under e-Marg. Committee has again urged the State to go for 100% payment to contractors through e-Marg only as soon as possible.

(ii) State did not furnish Audited Balance Sheet of Maintenance Fund for FY 18-19 and 19-20. State is yet to recover short credit of interest of Rs. 0.31 lakh from Bank for the period 16-17 to 19-20. State is also yet to release proportionate State share of Rs.8.68 crore into SSRRDA Account.

**(E) Governance/Supervision Issues:**

It is observed that State of Sikkim has very limited number of qualified officials to undertake completion of proposed 32 LSBs plus pending 45 LSBs by March 2022. Since Ministry will not provide any fund for completion of LSBs after March 2022, State has been advised to look into the issue seriously and furnish their action plan about hiring of qualified bridge experts for supervision of construction of proposed LSBs. Since there is lack of trained officials in PIUs in the field of construction of LSBs, NRIDA has been directed to conduct training programme for members of PIUs in SSRRDA immediately. The State should also consider hiring of bridge consultants (individuals or firms) for planning, design and execution of bridge projects.

It should be well understood that bridges being proposed would need to be completed by March 2022, as the timeline of PMGSY-I & II shall expire then. GoI shall not be able to fund any works after March 2022. Thus, the state will have to bear any balance funding for works remaining incomplete beyond March 2022. Any sanction will be issued with this pre-condition only. At the time of EC, a clear letter regarding the same should be submitted by the State.

**4. Decision taken:**

**Subject to the observations of Pre-Empowered Committee and concurrent action/compliance by the State of Sikkim as stipulated in the foregoing paras, the Committee recommended that the above proposal may be placed before EC after substantial compliance is received from the state.**

**The meeting ended with vote of thanks to the Chair.**