

**MINUTES OF THE REGIONAL REVIEW MEETING OF PMGSY HELD ON
10th & 11th August, 2017 at Bhubneswar, Odisha**

Participating States: Bihar, Jharkhand, Odisha and West Bengal

The Regional Review meeting of Pradhan Mantri Gram Sadak Yojana (PMGSY) for the States of **Bihar, Jharkhand, Odisha and West Bengal**, was held on 10th & 11th August, 2017 at Bhubneswar under the chairmanship of Shri Rajesh Bhushan, Joint Secretary (RC) & Director General, NRRDA, Ministry of Rural Development, Govt. of India.

At the onset, Shri Bishnupada Sethi, Principal Secretary, Rural Development Department, Government of Odisha, welcomed Shri Rajesh Bhushan, Joint Secretary (RC) & DG, NRRDA, MoRD, other Directors from NRRDA and State representatives & expressed gratitude on behalf of the State Government for having been given the opportunity to organize this Regional Review Meeting of PMGSY at Bhubneswar.

Joint Secretary (RC) & DG, NRRDA, also welcomed Principal Secretary, RD, Government of Odisha, Directors of MoRD/NRRDA, and all the officers participating from the four States.

On the first day, State-wise progress and item-wise review through a power point presentation was carried out by JS (RC) & DG, NRRDA and other concerned Directors of NRRDA.

On the second day, the specific inputs from SQMs, SQCs and NQMs were discussed. In addition, Dr. S. Shankar, Assistant Professor, Department of Civil Engineering, NIT, Warangal, Telangana made a detailed presentation on “Specification for Rural Roads (First Revision) and Revised Quality Assurance Handbook for Rural Roads (Vol-I)”, Shri Alok Pandey (Bridge Expert), made a detailed presentation on “Process of Bridge Construction” and Shri R. K Saxena, retired Superintending Engineer, MoRTH made a presentation on “Manual on Construction Equipment for Rural Roads”. Stabilig Road Solutions Pvt. Ltd. Haryana also made a detailed presentation on RBI Grade-81.

JS(RC) & DG, NRRDA in his opening remarks presented a bird’s eye-view of the progress of the participating States under PMGSY and the appropriate actions required to be taken by the respective States. He requested the States for constant and timely updation of data on OMMAS to reflect the actual physical progress at National level. **States must quickly utilize the available financial resources and submit the utilization certificates promptly to the Ministry, for facilitating further releases by the Ministry.** He informed that 40% out of total national target of length to be constructed during 2017-18, is to be constructed by four participating States. Any shortfall in achieving the target by these States will definitely affect the overall national achievement. Hence, these States must speed up the progress in terms of construction of road length and habitations connectivity. **JS(RC) & DG, NRRDA stressed that all the balance DPRs of unconnected habitations should be submitted to NRRDA within September, 2017 and all the works of PMGSY-I (new connectivity) be completed before end of financial year 2018-19.**

JS (RC) & DG, NRRDA presented the details of the sanction given during 2016-17 to the States of Bihar, Jharkhand, Odisha and West Bengal and 2017-18 (upto July, 2017). A total of 9,967.85 km road length was sanctioned to all these States out of which only 2,270 km road length has been awarded (23% of total sanctioned) even after 150 days, this is a serious concern. He requested to expedite the tendering process and to award the balance works without further delay. **States were advised to quickly start the physical work of already awarded PMGSY works and also encourage local contractors for prompt bidding. He informed that as per PMGSY Guidelines / Operations Manual entire exercise from date of publication of tender to award should be completed within 45 to 70 days.** Joint Secretary, WBSRDA assured that by end of September, 2017 all works will be awarded. **States were also advised to award 90% works sanctioned during 2016-17 within next 2 months, otherwise no further sanction will be given by MoRD to the States.**

JS (RC) & DG, NRRDA also advised within next 2 months all the States should ensure 50% works award, in respect of works sanctioned during 2017-18. He further suggested that Chief Engineers of States should discuss GST before preparing Schedule of Rates (SoRs).

JS (RC) & DG, NRRDA outlined the future task regarding balance habitations for which DPRs have to be submitted by the States. It was pointed out that this number as per OMMAS is – Bihar 738 nos., Jharkhand 2,384 nos., Odisha 436 nos. and West Bengal it is 112 including 123, 2,220, 341 & 83 habitations of population 100-249 in LWE areas respectively. **The actual number may even be less in some States. States were advised to quickly submit the balance DPRs of 903 habitations, out of this, almost 68% (615 habitations) pertains to Bihar State.** Chief Engineer, Jharkhand informed that proposal of 54 works of 250+ (44 roads and 9 LSBs) covering length 136.13 km will be submitted shortly.

All the States were informed about the average number of habitations to be connected every month in 2017-18, so as to achieve the annual target of Habitation Connectivity. Accordingly, Bihar has to connect 317 habitations per month, Jharkhand 154 habitations each per month, Odisha 233 habitations and West Bengal 83 habitations per month. **The States were requested to achieve 100% physical target by March 2018.** Length of road works to be constructed during 2017-18 is- Bihar 7,000 km, Jharkhand 5,000 km, Odisha 7,000 km and West Bengal 3,500 km. **States are required to sub-allocate these targets PIU-wise and month-wise and prepare plan of action along with review meetings with PIUs, to achieve the targets in terms of length and habitations within the stipulated time-frame, while adhering to prescribed quality parameters. The States must upload on OMMAS the partial length completed on ground and the connected habitations against partial length completed.**

(Action: All States)

Jharkhand and Odisha were reminded for releasing their balance programme fund's State share of 2016-17 immediately of Rs. 5.62 crore and Rs. 2.88 crore respectively and to upload the same on OMMAS otherwise, lack of full State Share being credited would make it very difficult for the Ministry to release further fund to the State. Chief Engineers of Jharkhand and Odisha assured by end of August, 2017 balance State share will be credited in SRRDA account. Regarding State share for 2017-18, only Bihar has received Rs. 495 crore as State share. JS (RC) & DG, NRRDA stressed that such non release of the State share not only adversely impacts the pace of construction of PMGSY roads in

the States but also delays the release of the Government of India share to the states. All States to ensure that budgetary provision is made for matching States share of 2017-18.

(Action: All States)

Regarding target length of new technology to be constructed 2017-18 (Bihar, 1097 km, Jharkhand 451 km, Odisha 1,575 km and West Bengal 659 km). JS (RC) & DG, NRRDA informed that during the period of 2000-01 to 2013-14, only 800 km road length constructed using new technologies under R&D. In 2014-15 & 2015-16, almost 2,000 km and during 2016-17, about 4,000 km road length has been constructed by using new technologies. This year, out of annual target length of 57,000 km, 10,000 km is the target by using new technologies. Out of this 10,000 km 3,782 km has to be constructed by these 4 States only. Therefore, States were requested to increase the pace of R&D road work and to direct all the PIUs to make regular entries of R&D stretches on OMMAS, in case of roads converted from convention method to new technologies. The progress module should also be updated regularly even for partial completion of the R&D stretch of such roads, as the same is being monitored at the level of PMO. Use of waste plastic wet process (if adopted by the States) can be uploaded under the Category "Others" of R&D progress module, on OMMAS. States were also advised to use waste plastic and cold mix during maintenance which can also be uploaded as achievement of R&D length on OMMAS.

(All States)

The importance of maintenance was highlighted by JS (RC) & DG, NRRDA. He informed that PMGSY over the last 16 years has created a substantial rural infrastructure asset with massive investments. Till 9th August, 2017 about 1,24,988 km roads have been constructed by these 4 States, out of which, 59,869 km road length (48%) is due for post 5-year maintenance as on 01.04.2017 for which the maintenance monitoring along with adequate funds should be the States' top priority. States should prepare a systematic plan/ strategy for post 5 year maintenance of PMGSY roads (even if they are transferred to other departments). Regular and timely maintenance of this vast road network is of very critical importance to sustain the benefits of the investments made and to achieve the real purpose of poverty alleviation through PMGSY roads.

JS (RC) & DG, NRRDA briefed about Use of "Aarambh" mobile application and web system using GIS based mapping for making road inventories, road condition surveys, and producing cost estimates and other relevant data for preparation and monitoring of annual road maintenance plans. In 16 States, NRRDA and ILO will organize training of Master Trainers for which the Schedule of training programme has already been circulated to all 16 States. The cost of trainings for Master Trainers as well as follow up trainings for engineers and contractors would be borne by NRRDA. 40% funds to be released in advance and balance after submission of expenditure and activity report. States would prepare a calendar of follow-up training programmes, within the State, for engineers and contractors and submit it to NRRDA within a week from completion of mater Trainers Training. Subsequently, the Master Trainers will train other officials at SRRDA including contractors. States were advised to submit the list of Master Trainers after completing the training programmes to NRRDA. To encourage simplified maintenance regimes for PMGSY roads, NRRDA, ILO and World Bank are piloting Performance Based Maintenance

Contract (PBMC) & Community Based Maintenance Contract (CBMC) for maintenance of rural roads.

JS (RC) also briefed about maintenance funds credited and utilized by the participating States during the last two years and current year. During 2015-16 and 2016-17, Rs. 201.95 crore (31%) has been utilized against the credited fund of Rs. 645.12 cr. by Bihar, Rs. 101.41 crore (89%) by Odisha and Rs. 41.51 crore (40%) by West Bengal. Jharkhand was advised to speed up the maintenance expenditure and required fund should be kept in maintenance account of SRRDA. During the current year 2017-18 (upto July, 2017) only Odisha has released amount for maintenance. States of Bihar, Jharkhand and West Bengal were advised to credit the requisite fund in maintenance account. **States were also advised to follow the system “e-Marg” of Madhya Pradesh and community contracting through Women Self Help Groups of Uttarakhand**, for maintaining the rural roads. States should review regularly & to send some people from SRRDA to Madhya Pradesh and Uttarakhand for following the system. **States were also requested to upload maintenance expenditure on OMMAS regularly. A provision has also been made on OMMAS to make the entries for periodic and routine maintenance.**

(Action: All States)

In case of grievances on “Meri Sadak App”, the numbers of pending final replies are 8 in case of Bihar and 2 interim replies in case of Jharkhand. States were advised to liquidate these grievances in time bound manner without compromising on quality aspects.

(Action: Bihar & Jharkhand)

JS (RC) & DG, NRRDA briefed about implementation of Geographic Information System (GIS) under PMGSY. **States were requested to have dedicated GIS personnel to complete this task on priority and follow the guidelines during creation of GIS data. Correctness in data is equally important for the creation of GIS data.** States should incorporate the suggestions given by the C-DAC during QC of their data. Chief Engineer, West Bengal informed that selection of consultant for GIS will be finalized within 2nd week of August and assured that within three months, pilot block will be submitted to C-DAC.

(Action: All States/C-DAC)

JS (RC) & DG, NRRDA briefed about the proposed PMGSY III (Concept) especially for the States where PMGSY-I & II works are nearly in completion stage. Under this project, 40% of the approved upgradation road length target under PMGSY-I is proposed to be taken (40,462 km), the upgradation targets i.e. 50,000 km under PMGSY-II were 20-25% of the target length of upgradation under PMGSY-I (about 2,24,906 km of rural roads), provision of new connectivity to habitations having population of 250-499 (2011 census), mandatory use of sustainable and climate resilient road construction technologies and use of simplified post 5-year maintenance regimes (PBMC, CBMC), Road Safety to be given utmost importance during preparation of DPRs and mandatory use of satellite imagery / “Space Technology” in planning, execution & management.

JS(RC) & DG, NRRDA also introduced Smt. Shanthi Priya S, Director (F&A), NRRDA and Shri Arvind Singh, Assistant Secretary, MoRD to all officials of the State Governments.

After the meeting, review of "Road Connectivity Project for Left Wing Extremism (LWE) Affected Areas" was also discussed with the participating States. JS (RC) & DG, NRRDA informed that RCPLWEA as a separate vertical in PMGSY for 35 worst affected LWE districts and 9 adjoining districts critical from security and communication point of view identified by Ministry of Home Affairs, Govt. of India in close consultation with the State Governments and the security agencies. The nodal department for its implementation has to be decided by the respective States and the implementation of the road/bridge works will be as per PMGSY Guidelines. Out of the participating 4 States, Bihar, Jharkhand and Odisha have been included in Road Connectivity Project for LWE Affected Areas. Chief Engineer of Jharkhand informed that RCD and RD will be the Nodal Department for RCPLWEA, in Bihar RCD, Odisha, PWD and Chhattisgarh, PWD will be the Nodal Department for RCPLWEA. RCPLWEA is a time bound programme, which would conclude in the year 2020. Representative of Odisha informed that in some cases name of road is different with respect to list of roads provided by MHA. Director (Technical) informed that format already circulated to all the States. ITNO should support counterpart of RCPLWEA for uploading the list of road and bridge works on OMMAS. In case of variation in road length, States required to take geo-tagged photographs in kml format of 1st Point, Mid Point and End Point. Representative of Chhattisgarh informed that out of total 48 DPRs, 28 DPRs submitted to NIT Raipur for scrutiny and within one week scrutiny will be done.

(Action: Bihar, Chhattisgarh, Jharkhand and Odisha)

Director (Projects-I) reviewed in respect of the following issues:

Bihar has completed 13,505 roads/bridges out of 17,657 sanctioned and 43,954 km length has been constructed out of 54,074 km sanctioned under PMGSY I and RRP-I & II. The State has to still complete 4,152 roads/bridges. Nearly 8,416 km of the sanctioned length is pending for completion. **The State has to still complete 1,240 road works for 2-4 years and 750 road works pending for more than 4 years. State was requested to give priority to complete the old pending road works and to submit the plan of action month-wise/ road-wise, phase-wise as well as stage-wise of all in-complete road works to MoRD/NRRDA and a review at SRRDA level (Chief Engineer) should be held on a monthly basis to ensure the work completion as per Plan.** Chief Engineer, Bihar assured that by end of November, 2017 all pending road works will be completed. State was also advised to submit the consolidated proposal of road works to be proposed for de-sanction at the earliest (64 works to be proposed for dropping). State has sufficient funds but pace of expenditure is very low, State was advised to increase the pace of expenditure.

(Action: Bihar)

Jharkhand has completed 4,220 roads/bridges out of 6,477 sanctioned and 16,108 km length constructed out of 23,006 km sanctioned under normal PMGSY as well as World Bank RRP-I & II. The State has to still complete 2,257 roads/bridges. The State has to still complete 150 roads/bridges pending for more than 2-4 years and more than 4 years 800 works. Nearly 6,481 km of the sanctioned length is still pending for completion. State was requested to give priority to complete the old pending road works and submit plan of

action. Chief Engineer informed that 112 road works already awarded, 63 works are rescinded and re-tendered, 7 works transferred to RCD, 1 work transferred to HSCL out of more than 4 years old works. 7 road works of RRP-I will be completed by Feb. 2018. Out of remaining 303 road works of RRP-II, except 5 road works all works will be completed by end of December, 2017.

(Action: Jharkhand)

Odisha has completed 11,099 roads/bridges out of 14,881 sanctioned and 41,424 km length constructed out of 56,827 km sanctioned under normal PMGSY and ADB. **The State has to still complete 3,782 roads/bridges.** Nearly 13,504 km of the sanctioned length is still pending for completion. **The State has to still complete 23 road works for 2-4 years and 490 road works pending for more than 4 years.** Chief Engineer assured that by end of March, 2018, 640 road and bridge works will be completed. 21 roads and 1 bridge work to be proposed for dropping under normal PMGSY. Out of remaining 742 road works of ADB, 10 works are to be proposed for dropping. State was advised to submit plan of action PIU-wise and road-wise for works sanctioned prior 2013-14. **State was also advised to submit utilization certificate of 60% expenditure quickly so that 2nd installment for 2017-18, may be released from the MoRD.**

(Action: Odisha)

West Bengal has completed 4,562 roads/bridges out of 5,951 sanctioned and 23,506 km length constructed out of 30,648 km sanctioned under normal PMGSY and ADB. **The State has to still complete 1,389 roads/bridges.** Nearly 6,904 km of the sanctioned length is still pending for completion. **The State has to still complete 138 road works for 2-4 years and 189 road works pending for more than 4 years under PMGSY as well as ADB.** State was advised to submit plan of action, road-wise and PIU-wise. Priority should be given to complete the pending road works under Loan No. 2881-IND. Chief Engineer assured that 50% of pending road works will be completed by end of November, 2017. Pending road works of Tranche-3 will be completed by end of March, 2018.

(Action: West Bengal)

Under LWE, out of total identified 35 districts, 24 districts are covered in three participating States. Bihar has completed 3,015 works (10,268 km road length) out of 4,159 sanctioned (12,477 km road length). Jharkhand has completed 3,113 works covering 12,715 km length out of 4,482 works sanctioned (17,638 km) and in Odisha it is 577 roads (2,548 km road length) out of 1,195 roads (5,140 km length). States were requested to submit the plan of action month-wise, road-wise and stage-wise of incomplete road works. States were advised to give priority for works which are left for mapping on OMMAS.

(Action: Bihar, Jharkhand and Odisha)

Director (Projects-I) reviewed the maintenance status for the last 5 years and current year:

Under Maintenance, Bihar has spent 100% in 2012-13, 85% in 2013-14, 43% in 2014-15, 55% in 2015-16 and 61% in 2016-17. Bihar has poor maintenance performance during 2013-14 & 2015-16. 60% fund spent on maintenance during 2017-18 (upto July, 17) against the required amount of Rs. 184.09 crore. State was advised to make efforts to achieve full physical progress & 100% expenditure by end of the current year. State was also advised to coordinate with NEAs for uploading the maintenance expenditure on OMMAS.

Jharkhand has poor maintenance performance during 2012-13 & 2016-17. During the current year, against the required amount of Rs. 46.54 crore, only 2.60 crore (6%) has been spent on maintenance. Chief Engineer informed that sufficient funds are available with State. State needs to expedite the maintenance expenditure.

Odisha has poor maintenance performance during 2013-14 to 2015-16. 100% fund has been spent by SRRDA during 2016-17. During the current year, only 25% fund spent out of Rs. 74.16 Crore required for maintenance upto July, 2017. State has sufficient funds for maintenance of rural roads. State needs to expedite the maintenance expenditure.

West Bengal has spent 75% in 2012-13, 33% in 2013-14, 64% in 2014-15, 50% in 2015-16 and 34% in 2016-17. West Bengal has poor maintenance performance during 2012-13 to 2016-17. Only 8% fund spent on maintenance during this current year 2017-18 against the required amount of Rs. 82.64 crore. State should make efforts to achieve full physical progress & 100% expenditure by end of the current year.

Director (Technical) informed that necessary provision for data collection of 5 years maintenance, periodic renewal after 5 years, post 5 years routine maintenance and as well as second periodic renewal coat on PMGSY roads is being made on OMMAS in which the data should be regularly updated by all the SRRDAs. During 2016-17, 14 States have been given performance based financial incentives by MoRD. The data relevant to the performance incentives and its relevant expenditure on roads will also be captured on OMMAS. States were also advised to increase the pace of expenditure.

Director (Projects-I) requested all the States to review the maintenance works/bills quarterly or monthly basis, so that payment to contractors are released timely. States were also requested to upload the expenditure on Maintenance Module of OMMAS regularly.

(Action: All States)

Director (Technical) reviewed the following for all the States

Director (Technical) advised all the States to upload exact length of technology, cost, photographs and performance evaluation reports done by STA/PTA for R&D works on OMMAS and suggested that the change of technology needs to be reflected on OMMAS also. Those road works where cement stabilization and RBI-81 technology used first

evaluate them. If concerned STA is not available then the performance evaluation of already completed road works may be carried out through STA of neighbouring States. He further informed that States have changed the technology like cold mix to waste plastic or some other technology and for this they need to provide the details of such roads and upload them on OMMAS.

States may enter into MoU with STAs/ Technology providers or any other recognized government agency for performance monitoring of such roads, at local level and the expenditure on this may be met from administrative expenditure fund. The State and STAs may decide mutually the fees for performance monitoring at the time of entering into bilateral MoU. Performance Evaluation should be carried out only by STA, Govt. Institutions etc. Chief Engineer, RWD, Odisha informed that Performance Evaluation will be carried out through NIT, Rourkela and IIT, Bhubneswar of roads constructed through cement stabilization.

(Action: All SRRDAs)

Regarding reconciliations of unconnected habitations on OMMAS, Bihar still to map habitations on 49 sanctioned roads on OMMAS. State mapped less than 250 population habitations on OMMAS for 279 roads which are not eligible as per PMGSY Guidelines. State was advised to submit details of exact balance numbers of habitations and also upload on OMMAS. Chief Engineer, Jharkhand informed that only 164 habitations are left for sanctioned, out of which 116 habitations connected through other State Schemes and remaining 48 habitations to be submitted for sanction. Chief Engineer, Odisha informed that DPRs of 24 habitations are held-up for want of forest clearance, 9 habitations reported not feasible, DPRs of 319 habitations will be prepared. State was advised to map State connected habitations on OMMAS. Chief Engineer, West Bengal informed that proposal of balance unconnected habitations (29 habitations of 250+ & 83 habitations of 100-249 category) will be submitted in due course of time.

(Action: All SRRDAs)

Status of date wise clearances

Director (Technical) advised to correct one to one details of sanctions given prior 2012-13 to the States from the Ministry time to time with respect to year of sanction, Phases/ Batches, Value in Crores, No. of Roads, No. of Bridges, length etc. on OMMAS and submit the certified copy to NRRDA, for which States have agreed. He further advised the States to reconcile the year of sanction for all road works, as it appears that year of sanction reported on OMMAS is not in accordance with the year of clearance letter issued by the Ministry.

Director (Projects-III & CQC) reviewed the quality issues of the States as below:

Regarding 1st tier of Quality Control- CQC stated that from the NQM reports, it has emerged that mandatory requirement of establishing the Geo-referenced field lab details by the contractor, for each package, is not being monitored closely at the SRRDA level and

perhaps not even at PIU level, resulting in large number of Unsatisfactory / Satisfactory Requiring Improvement, grading on this item. CQC requested that SRRDA should closely monitor the mandatory requirement of establishment of field laboratory for ongoing packages. Further, the details of field laboratory entered by the concerned PIU have to be validated by the SQC in OMMAS. The SQC shall validate these lab entries through verification got done by the SQMs during their field visits. SRRDA level regular review would help in ensuring that the details are uploaded for all ongoing works within the stipulated time frame on OMMAS. It was further clarified that it would be the personal responsibility of the concerned PIU and the SQC to ensure that the field lab details entered in OMMAS correspond to actual QC lab established in the field before making any payment to contractor. Director (P-III) also highlighted the issue that the uploading of lab photographs by PIUs is not being done in a proper way. From the uploaded lab photographs, it appears that the field lab is not properly functional. Just a few equipments are placed in a store or in some working area and labeled as “lab photographs”. Instances were also noticed wherein same geo-referenced lab photograph was mapped against different packages. The SQCs were advised to carefully scrutinize the lab details / photos uploaded by the PIUs, while validating through their OMMAS login.

The following packages do not have the geo-referenced field lab details updated in OMMAS:

State(s)	Period involved	Packages involved in awarded works	Packages where field lab not established (in %)
Bihar	2000-18	2271	1073 (47.2%) last RRM it was 69.8%
Jharkhand	2000-17	1418	168 (11.8%) last RRM it was 41.5%
Odisha	2000-18	1804	200 (11.0%) last RRM it was 11.9%
West Bengal	2000-18	446	123(27.5%) last RRM it was 62.4%

Chief Engineer, Bihar assured that by end of October, 2017 field labs would be established in remaining packages. Chief Engineers, Jharkhand and West Bengal assured that by end of September, 2017 field labs would be established in remaining 168 & 123 packages respectively. Chief Engineer, Odisha assured that by end of August, 2017, all remaining field labs will be established.

(Action: CQC / SQC)

Regarding 2nd Tier of Quality Control - As regards to the number of ongoing projects, not inspected by SQMs even once and payments of more than Rs. 1 Lakh have been made to the contractors in case of 80 works of Bihar, 102 works of Jharkhand, 67 works of Odisha and 74 works in West Bengal. CQC emphasized that the States should firm up the timelines for SQM inspection for such works and closely monitor the compliance of the same and liquidate the pending inspections. SQC will ensure that these works are allocated for inspection by the SQMs, on a priority basis and works where payments have been done more than Rs. 50 Lakh should be inspected on priority. SQC Bihar assured that all such works would be inspected by end of August, 2017. SQC, Jharkhand and Odisha assured that all such works would be inspected by end of September 2017. Chief Engineer West Bengal

assured that out of 74 works not inspected even once, 30 will be inspected by end of August and balance 44 works will be inspected by end of September 2017.

As against the annual target of SQM inspections communicated to States, Bihar has a balance target of 4392 SQM inspection against the total annual target is 6773 inspections. Jharkhand has balance target of 2045 SQM inspections against the total annual target of 3069 SQM inspections. The State of Odisha has the balance target of 1681 SQM inspections against total annual target of 3067 SQM inspections and the State of West Bengal, the balance target is 154 SQM inspections against the annual target of 1003 inspections. CQC advised all the SQCs to review the status of SQM availability/ deployment in order to ensure that requisite numbers of SQM inspection are achieved. Further, the names of inactive SQMs may be deactivated in OMMAS so that, the actual available strength of SQMs is reported in OMMAS.

Director (Projects-III) also brought out that some of the SQMs had a tendency to inspect large no. of projects (>4 in a day) which could be indicative of casual inspections. During the period April, 2016 – July, 2017, there were 450 occasions (days) wherein the SQMs of Bihar had conducted four or more inspections in a day and most of these inspections were pertaining to completed or ongoing works projects. Similarly, for the State of Jharkhand, Odisha and West Bengal, this figure was 23 days, 52 days and 27 days respectively. The States were advised to rationalize the allocation of works assigned to SQMs for inspection. CQC further advised all the SQCs to review the inspection report of those SQMs who have inspected road works more than 4 in a day, besides carrying out periodic performance evaluation of SQMs as per the prescribed guidelines.

CQC further informed that as per the provision of Operational Manual requiring a minimum of three SQM inspections for each work at the defined stages, the annual target of SQM inspections for each State was fixed on a uniform criteria taking into consideration the recently completed works, ongoing works and newly sanctioned projects up to March, 2017. Field experiences of SQM and NQMs have demonstrated that proper inspection involving quality control testing of more than 3 works in a day is normally not possible if the road length is 3km or so. CQC suggested that the State should enhance their SQM capacity and empanel more SQM to achieve the target if so required but in no case, the SQM inspections should be superficial.

(Action: CQC/SQC)

Regarding 3rd Tier of Quality Control - CQC brought out the large number of ATRs are still pending with Bihar, totalling 486 (i.e. 91 ATRs for completed works and 395 for ongoing works), out of this, 41 ATRs are pending more than 5 years old and 73 ATRs is more than 3 years old, which requires immediate liquidation. In case of Jharkhand, total 167 ATRs are pending (i.e. 11 ATRs for completed works and 156 for ongoing works), out of which 21 ATRs are more than 5 years old and 44 ATRs are more than 3 years old, which requires immediate liquidation. In case of Odisha, total 189 ATRs pending (i.e. 15 ATRs for completed works and 174 for ongoing works). Out of this, 1 ATR is pending for more than 5 years and 27 ATRs are more than 3 years old, which requires immediate liquidation. Similarly, for West Bengal, total 51 ATRs (i.e. 8 ATRs for completed works and 43 for ongoing works) are pending, out of which, 3 ATRs are pending more than 5 years and 17 ATRs is more than 3

years old, which requires immediate liquidation. The States were advised to liquidate all ATRs of more than 6 months' period immediately. States were also advised to have a special review meeting with PIUs for pending ATRs. Further, CQC requested to all CEs to give their personal attention and ensure that ATRs pending for more than five years should be submitted to NRRDA, otherwise NRRDA will have no option but to notify these works as having defects of non-rectifiable nature and further action in this regard would be taken as per the provisions for such cases. He opined that the ATRs which are serious in nature must be verified at the level of Chief Engineer before sending to NRRDA.

The issue of Contractors whose works are not proposed for NQM inspections was also discussed. For the State of Bihar it emerged that there were 1,537 contractors involved in the on-going works, out of which there were 425 (27.6%) contractors who's none of the PMGSY works was inspected by NQMs in the State even once. In Jharkhand, there were 155 such contractors (32.2%) out of the total 481 contractors presently involved. In Odisha, there were 519 (43.8%) such contractors out of the total 1,183 contractors presently involved in PMGSY projects. In case of West Bengal, 207 (50.6%) contractors out of the total 409 contractors presently involved in PMGSY, were such that there single work was not inspected by NQM in the State. State Quality Coordinators (SQC)s were advised to ensure that these works are allocated for inspection to the NQMs, on a priority basis. The list of contractors is also available on OMMAS.

The percentage of unsatisfactory projects reported by NQMs are as under:-

as on 08.08.2017

Name of the States		Bihar	Jharkhand	Odisha	West Bengal
Status of work					
Completed Work	Total inspection	495	125	389	174
	Unsatisfactory	83	15	34	30
	% of U	16.77%	12%	8.74%	17.24%
Ongoing Work	Total Inspection	2885	1358	2329	1294
	Unsatisfactory	563	264	339	195
	% of U	19.51%	19.44%	14.56%	15.07%

Director (Projects-III & CQC) advised the States to periodically review the Quality Monitoring System in the States. The main reasons for unsatisfactory grading was due to inadequate compaction of sub-grade, non-conforming grading of aggregates of sub-base and base course, use of use of unsuitable soil/ filer from plasticity angle. In-adequate super elevation, less roadway width, poor workmanship of CD works. States were asked to evaluate the PIU-wise performance and penalize the defaulting officials for poor quality monitoring and contract management. States were asked to look into the matter seriously and come up with appropriate action plan. States were also advised to ensure the timely payments to the contractors.

(Action: All SRRDAs)

Maintenance works:

The NQMs during their inspection have reported about 37.57% of completed projects in the State of Bihar were not maintained properly. The figure in the State of Jharkhand is 35.44%, in Odisha it is 16.78% and in West Bengal 29.27% reported by the NQMs for the inspections conducted during April 2016 to July 2017. CQC pointed out that the poor maintenance of rural roads in the States is a cause of serious concern. States were advised to put in place a comprehensive maintenance management and monitoring plan for PMGSY roads. The Secretary (Rural Development), Govt. of India has also shared his concern in this regard with Chief Secretaries of all States. The States need to closely monitor the availability of maintenance funds vis-a-vis., their actual expenditure to ensure that the road network is maintained to the desired service levels.

States were also requested to upload maintenance expenditure on OMMAS regularly. It was also pointed out that in certain States, though the maintenance funds were being largely utilised, however, the corresponding quality of road maintenance was not getting reflected in NQMs report as most of the reports have rated the maintenance quality as 'Unsatisfactory'. It was also suggested that payment to contractors under maintenance works of roads to be linked to the report of NQMs/SQMs. No payment to contractor for projects under maintenance (defect liability period) be released till adverse observation of NQM/ SQM on proper maintenance is pending. This will be applicable only for payments of maintenance under DLP.

(Action: All SRRDA)

CQC also presented details of complaints received in NRRDA during 2016-17 & 2017-18 for the participating States. There is no complaint case pending in Jharkhand and West Bengal upto 8th August, 2017. In Bihar, 5 complaints and in Odisha it is 1 complaint pending for ATR against NQM inspection. States of Bihar and Odisha were requested to liquidate these pending ATRs immediately.

(Action: Bihar and Odisha)

Finance & Accounts Issues

Director (F&A), NRRDA briefed about common issues found in Balance Sheet of 2015-16 as well as R&P Module on OMMAS.

Bihar, Jharkhand and West Bengal were requested to submit the Balance Sheet of 2016-17 only Odisha has submitted. Chief Engineer, West Bengal assured that by 20th August, 2017 Balance Sheet will be submitted to NRRDA, Chief Engineers, Jharkhand and Bihar have agreed to submit the same by end of September, 2017.

State-wise following common issues were discussed during the review meeting:

Bihar

1. Cash in Chest with PIUs under Admin. Fund Rs. 0.11 crore and Programme Fund it is Rs. 2.92 crore.

2. Imprest with Staff under Administrative Fund.
3. Statutory taxes of labour cess in Programme Fund

State was advised to liquidate all these issues in current Balance Sheet.

State was also asked to speed up the process of financially close the physically completed works (1,450 nos.).

Jharkhand

1. Agency fees paid to CPSU in excess of received from MoRD- State was advised to solve this issue within one week's time.
2. Cash in Chest
3. Non adjustment of DPR Advance – State was advised to adjust the same at the earliest.
4. Regarding updation of entries on Maintenance Module on OMMAS – State was advised to speed up the progress of uploading the maintenance expenditure, if required this should be done through outsourcing.

State was also asked to speed up the process of financially close the physically completed works (765 nos.).

Odisha

1. TDS on accrued Interest outstanding Rs. 15.82 Crore (total Rs. 27.31 crore) – **State informed that claim has already been submitted to IT department for refund.**

State was also asked to speed up the process of financially close the physically completed works (1,025 nos.).

West Bengal

1. State was advised that pending 371 final bills as on 8.8.2017 may be disposed off at the earliest.

Regarding age-wise Pendency of Grievances received on CPGRAMS portal, total 18 cases are pending with Bihar (9 pending 61 to 90 days and 9 pending 91 to 180 days) and 1 case is pending with Jharkhand which is pending between 91 to 180 days. States were requested to liquidate these pending cases at the earliest and submit the action taken report to NRRDA also.

Regarding Training programmes, Director (Projects-I) informed about Module-wise Training Programmes conducted during the year 2017-18 (Upto 4th August, 2017). 478 officials out of nominated 636 have been trained in different modules. All the States were asked to nominate more number of trainees and to see that all the nominated officers would attend without fail. In any circumstances, if nominated officers are not in a position to attend the training, State can replace other officer for participation. States can also organized course-wise training programmes for field engineers as well as contractor

engineers at State Headquarters or State Training Institutes, for this, faculty may be provided by NRRDA on the request of States. States were also informed about Training programmes to be conducted through IAHE, Noida and NIRD, Hyderabad for officers involved in PMGSY for 2017-18. Training Calendar (2017-18) is also available on PMGSY website.

Regarding GIS, Chief Engineer, Bihar informed that GIS work is in progress stage and utilization certificate of Rs. 54.25 lakh will be submitted by end of August, 2017. Chief Engineer, Jharkhand informed that within a week's time, UC of Rs. 40.22 lakh would be submitted. Chief Engineer, RWD, Odisha informed that UC of Rs. 13.39 lakh will be submitted by end of August, 2017.

Regarding Training on "Environmental and Social Safeguards Management Framework" during 2016-17, Chief Engineer, Bihar informed that all training programmes are in progress and will be completed by end of October, 2017. Chief Engineer, Jharkhand informed that by end of September, 2017 all training programmes would be completed. States were advised to submit the plan of action for remaining training programmes.

Regarding Training on "Rural Roads Maintenance" for Engineers and Contractors has already been completed by Odisha and West Bengal. Chief Engineers, Bihar and Jharkhand informed that by end of this month, all training programmes would be completed.

Regarding Laboratory, Survey sanctioned under World Bank Loan RRP-II Project, States were advised to submit utilization certificate. States were also advised to procure, if required, additional equipments as per illustrated list circulated earlier to the States from the savings, after approval of NRRDA. Chief Engineer, Bihar informed that UC of balance Rs. 105.25 lakh would be submitted after procurement of additional equipments, the supply will be completed by end of Sept. 2017.

Regarding IT Equipments sanctioned under World Bank RRP-II (2016-17), Chief Engineer, Bihar informed that UC of Rs. 61.48 lakh will be submitted by 15th Sept. 2017.

Day 2 (11th August, 2017)

Director (Projects-III & CQC) briefed about Revised Quality Assurance Hand Book for Rural Roads (Vol I & II), Manual on Construction Equipment for Rural Roads and Rural Roads Safety Manual released by Hon'ble Minister of Rural Development, Government of India on 19th December, 2016. States were advised to provide all these manuals to PIUs also. Soft copies are also available in website pmsgsy.nic.in.

The Director (Projects-III & CQC), NRRDA informed that in some cases, the SQMs have conducted field inspections as high as 5-6 ongoing/completed projects in a day, which obviously cannot be done as per the guidelines prescribed for SQMs under 2nd tier of Quality Monitoring which requires the SQMs to carry all the requisite tests prescribed for grading of works. Such superficial inspections were unacceptable. More than three inspections with requisite quality control tests are difficult to carry out by SQMs in a day. States were advised to maintain rational allocation of works to be done for SQMs. Monthly review should be done by SQC for reviewing the inspection report of the SQMs

who have inspected road works more than 3 in a day. At the level of SQC, monthly interaction meeting with all the SQMs shall be organised. PTAs/STAs should also be invited in these interaction meetings. States must have an independent evaluation mechanism for periodic evaluation of SQMs performance, as prescribed by NRRDA. Evaluation Committee meeting shall be organised at every six months. All the SQCs were requested to share the discrepancies observed in SQMs reports to ENC/CE/Pr. Secretary/Additional CS of their respective State also.

Detailed discussions of demonstration the issue of multiple inspections in a day done by SQMs was carried out. CQC showed the examples of such case in participating States. CQC advised that more than three inspections were not possible in a day. CQC also highlighted the instances wherein one SQM of Bihar has inspected 18 works in a day. Similarly in Jharkhand, four SQMs have inspected 9 works in a day and 34 SQMs are such that they normally inspect more than 6 works in a day. In State Odisha, one SQM have inspected 10 works in a day. Instances were highlighted wherein SQMs had inspected more than 6-8 works in a day.

Regarding delay in uploading Inspection details of SQMs on OMMAS, it is seen that more than 15 days taken to upload inspection details by the SQMs in 315 cases of Bihar, 389 days in Jharkhand, 189 cases in Odisha and 19 cases in case of West Bengal, CQC informed that 3 to 7 days is more than sufficient time for uploading the reports. States were advised if there is a need of SQM orientation programme, proposal can be submitted to NRRDA, so that same can be arranged at IAHE/NIRD in batches.

CQC, NRRDA advised all the SQC to regularly examine the SQMs' report and if any such deficiency found it may be brought to the notice of concerned SQM. This may also be considered as non performance of SQM.

During the meeting, a comparative statement of quality inspections made by NQM and SQM was also discussed. It was pointed out that there is a significant gap between SQM and NQM inspections as far as "U" categories are concerned. States were advised to review the SQM system and the reports of SQMs and NQMs may be analyzed critically to identify the problems. Most of the cases, it is seen that PIU not available during the NQM meeting, States were advised to ensure that PIUs is present at least during the rap-up meeting with NQM post field visit.

CQC also presented the various photographs taken from the SQM inspection for those works which have been graded "Satisfactory" but as per photographs it appears that SQM has inspected the works in very causal manner. The following general points were highlighted.

1. SQM uploaded the photograph of sign board and citizen information board which is not as per specifications.
2. Measuring super elevation and camber without spirit level.
3. Road Furniture and Markings not as per the standards.
4. Same geo-referenced lab photo uploaded multiple times by PIUs for different packages and for different contracts.
5. Maintenance Boards as per NRRDA advisory are not positioned in some of packages.

6. Generally SQM graded work satisfactory but as per photograph the test pit for inspection are not in specified size. As per photographs it appears that SQM graded work satisfactory without gradation of material and detail inspection.
7. As per photograph the quality of material used in WBM is not conforming to specification but SQM graded work satisfactory.
8. Inspection carried out at night by the SQMs.
9. Road graded satisfactory without mandatory test conducted.

CQC briefed about average inspection per SQM per month for the period April 2016 to July 2017 in Bihar was 8.6, in Jharkhand it was 5.7, in Odisha it was 7.3 and in West Bengal it was 5.6. States were advised to increase the average inspection of SQM per month. In Bihar, out of 82 SQMs, 10 SQMs are such who conducted about 4% (357 nos.) of total inspections and did not find any work as “unsatisfactory”. In Jharkhand out of 41 SQMs, 20 SQMs are such who conducted about 44% inspections (1257 nos.) and did not find any work as “unsatisfactory”. In Odisha, 15 out of 62 SQMs conducted about 5% (291 nos.) inspections and did not find a single unsatisfactory work. In case of West Bengal, 10 out of 39 SQMs conducted about 11% (304 nos.) of inspections did not find any work as “unsatisfactory”.

CQC informed that maintenance board is being made mandatory for all the roads that have been started /completed and the cost towards provision of these boards should either be included in the DPR or shall be borne out from the savings of same phase/ administrative expenses fund of PMGSY provided by MoRD to the State Governments. It has been observed during the site visits that the prescribed Maintenance Boards are not put in place in majority of roads constructed under PMGSY in the recent past. It has also been reported that in many cases these boards have either been damaged or have rusted. In such cases, SRRDAs/ PIUs must ensure that the Maintenance Board are properly re-painted and re-installed. This should also be ensured that complete information is available on these information/Maintenance Boards. In this regards, an advisory has also been circulated to all the States and also available on pmgsy website.

Director (Technical) briefed about common DPR issues observed during the scrutiny at NRRDA level. These are –

- Proposed length is more than the Core Network length. States should verify length of these roads with Geo-tagged photographs.
- Roads with less than prescribed population/length and Ineligible roads proposed under PMGSY. If Cluster, State should provide Geo tagged photographs to NRRDA for verification of cluster.
- Revised IRC:SP-72:2015 is not followed for pavement designs in some of the cases.
- The Average Provision for CC pavement is very high i.e more than 20% especially in Odisha, Bihar and Jharkhand.
- Measures for achieving economy in construction as suggested in recent report have not been adopted.
- Transect walk report, Transect walk photographs and Grama sabha approval are not enclosed in DPRs.
- In many DPRs, the road length is terminated beyond the Habitation end point in case of link roads.

- Roads with AADT less than 100, carriage way width need to be provided as 3 m.
- Photographs are not provided at 100m interval. It is mandatory to provide clear coloured photographs at every 100m interval of road along with the photographs of salient features like existing/new proposed CD and protection works locations for justification as per DPR Template.
- A4 size L/S and C/S drawings enclosed with the DPRs are not legible. The drawings should be in A3 sheet with proper scale and legible.
- Traffic counts provided in the DPRs are not realistic. ESAL calculated wrongly and same has been used for design purpose.
- Proper test results for soil and GSB materials are not appended with DPRs and there is no correlation between soil parameters.
- 6.00 m top width only permitted for link roads as per the recommendation of Expert Committee report. However, State has proposed 7.50 m top width.
- Gravel shoulders provided in the DPRs.
- The credit for existing crust has not been incorporated in many of the DPRs.
- Flexible pavements not designed as per IRC SP:72-2015 for low volume roads.
- Proposed OGPC instead of Surface dressing for below T5 category traffic where the CBR is more than 5.
- Non inclusion of new technologies in DPRs.
- Stabilization techniques which do not need aggregates should be adopted for achieving economy in construction.
- The hydraulic calculations of CD works were not attached with the DPRs.
- Large number of CD works proposed with closer intervals without hydraulic details.
- Many of the existing culverts are proposed for replacement without any proper justifications.
- Slab culvert has been proposed invariably at all places which increase the cost of construction.
- Length of Slab culverts and box culverts portion etc needs to be deducted in the pavement portion to avoid duplication of quantities.
- Large number/length of protective works proposed than the required length/height without L/S and C/S.
- Wearing coat is not required for small CD structures. BT can be provided over CD works as per clause 7.4 of IRC SP-20-2002.
- Lumpsum provisions such as contingencies, inauguration charges, tree plantation, turfing, QC charges etc proposed in the DPRs.
- Locally available materials, Marginal materials and soil stabilization techniques are not proposed to bringing down the cost of construction.
- Length of bridges proposed more than the linear water way requirement without hydraulic particulars.
- The Joint Inspection report of bridge site by STA and SE which is mandatory as per guidelines. However, no / very few bridge site has been inspected by STA.

Director (Technical) advised all the States to prepare the DPRs with due care and as per recommended specifications and proper geometric designs. It was further advised that the observations provided by the NRRDA during the scrutiny of DPRs should also be complied in new DPRs of subsequent batch before sending the DPRs to NRRDA. States should get appropriate number of samples tested for stabilization of base and sub base courses for determining the dose of stabilizer for required strength, before award of work, from STA laboratories/State Government approved laboratories having such facility.

State must sign MoU with Technology Provider and NRRDA before physically starting the work of Performance Evaluation in all these cases, as this has not been done in earlier sanctioned works and the roads have been completed.

Shri R. K. Saxena Former Superintending Engineer (Mechanical), MORTH made a detailed pictorial presentation on "CONSTRUCTION EQUIPMENTS for Rural Roads". He briefed about basis of selection of different types of Equipments for effective utilization in construction of roads. States were advised to encourage contractors for use of these equipments.

Dr. S. Shankar, Department of Civil Engineering, Transportation Division, National Institute of Technology, Warangal briefed about first revision of Quality Assurance Handbook for Rural Roads (Vol. I) and Specifications for Rural Roads. He informed about Chapter-wise changes made in the Handbook (December 2016) and need for the Revision of Specifications.

Shri Alok Pandey, a Bridge Expert and Consultant made a detailed presentation on "Bridge Design & Construction". He briefed about prime activities of Bridge Construction, importance of Bearings and important measures to be taken for construction of Bridge.

On the issue of pre-DPR meeting raised by STA, Patna, Director (Technical) suggested that there should be a pre-DPR-meeting, at the level of CEO / Chief Engineer with PIUs / STAs/ PTA to plan the calendar of preparation and submission of DPRs for scrutiny to STA at the beginning of each financial year and also subsequently, based on requirements. STA takes their own time for scrutiny of DPRs systematically. STA, Patna also informed that sometimes, DPRs being brought by consultants and not by PIUs without any prior information. Changes suggested by STAs are only partially incorporated and PIUs are not informed about the changes suggested by STAs. Single test report on stabilization is being incorporated for all districts (Giridih, Bokaro, Chatra and Hazaribagh).

STA, Burla informed that the PIUs are not intimating the STA with sufficient time for the preparation of DPRs of roads with New technology. They are preparing the DPRs with New Technology themselves and then submitting the DPRs to the STA for scrutiny without involving the STA from the beginning due to which the STA is facing a lot of difficulties. The PIUs are not giving more importance on the geometric design of roads during preparation of DPRs as per the NRRDA norms due to which the STA is taking a lot of time in revising the DPRs. In many cases the traffic survey data are suspicious. In many cases hydraulic design of CD works are not supplied which takes more time in scrutiny after the fresh hydraulic design of CD.

Dr. Rajendra Kumar Srivastava, NQM briefed about observations of road works inspected, he informed that PIUs specially from state government are avoiding to attend the inspection and left the things on sub ordinates and contractors. In preparatory works are poor and not set permanent type bench mark and k.m. and 200 m stones. Preparation of sub-grade and partially setting of camber and super elevation set at this stage. Culverts are usually not constructed with earth work. Normally rigid pavements are not constructed before B.T. works. The works pro-long beyond the time of completion create problem of

time over run. Surface of the roads are normally are not in good condition. Patches and pot holes are found in the travelling surface. Road furniture are mostly not maintained 200 m stones and signage are missing. He further suggested that it should be mandatory to provide camber and super elevation at the sub grade stage. G.S.B. work should be allowed only after inspection of SQM/PIUs. Permanent pillars such as K.M. and 200 m. stone may be put at the sub grade stage. Up to 3.0 m span culverts only Hume pipe should be sanctioned to save cost and time. For rigid pavements the grade of concrete may be reduce M-30 to M-20 with reinforcement as M-30 concrete is not possible to execute without modern equipments. The separation layer below P.Q.C. can be removed to get the advantage of composite effect. Pile foundation in minor bridges may be avoided. Maintenance roads beyond 5 years guarantee period provision for renewal coat is to be sanctioned in 6th year as per situation.

Stabilig Road Solutions Pvt. Ltd. Haryana made a detailed presentation on RBI Grade-81. He explained the effectiveness, stabilization implementation process and benefits of RBI Grade-81.

Certain queries were raised by officials of SRRDAs as well as SQC which were clarified by the concerned representatives.

While closing the Regional Review Meeting (RRM), the following main action points for time bound compliance, for all States, were reiterated:

- (i) Bihar, Jharkhand, Odisha and West Bengal should prioritize completion of tendering process and award of sanctioned works in 2016-17 & 2017-18 (except Jharkhand) and also encourage local contractors for prompt bidding.**
- (ii) States should submit all the balance DPRs of unconnected habitations within September, 2017 and complete that all the works of PMGSY-I (New Connectivity) by March, 2019.**
- (iii) States should submit the consolidated proposal of road works for dropping and held-up for want of forest clearance, if any to MoRD/NRRDA within one month.**
- (iv) States must quickly utilize the available financial resources and submit the utilization certificates promptly to the Ministry, for facilitating further releases.**
- (v) States should award 90% works sanctioned during 2016-17 within next 2 months and 50% works award, in respect of works sanctioned during 2017-18, otherwise no further sanction will be given by MoRD.**
- (vi) States should workout taking account of GST at the time of revision of Schedule of Rate (SoR).**
- (vii) States should achieve 100% physical target by March, 2018 both in terms of length and habitations.**
- (viii) PIUs should ensure constant and regular uploading of details of connected habitations against partially completed road length on OMMAS. This should be reviewed periodically at the level of SRRDA.**

- (ix) Jharkhand and Odisha should credit their balance programme fund's State share of 2016-17 and to upload the same on OMMAS.
- (x) All States to ensure that budgetary provision of matching State share is made for 2017-18.
- (xi) All R&D stretches or R&D road length must be shown in R&D Module of OMMAS. Use of waste plastic wet process (if adopted by the States) can be uploaded under the Category "Others" of R&D progress module, on OMMAS.
- (xii) States should use waste plastic and cold mix technology for maintenance of rural roads constructed under PMGSY, this can also be uploaded as achievement of R&D length on OMMAS.
- (xiii) States should prepare systematic plan/ strategy for post 5 year maintenance of PMGSY road works, using e-Marg Model of Madhya Pradesh and Community Contracting through Women Self Help Groups Model of Uttarakhand.
- (xiv) States should ensure that the roads constructed under the PMGSY are maintained properly. Adequate funds for this purpose must be provided in the budget of the State. A provision has already been made on OMMAS to make the entries for periodic and routine maintenance.
- (xv) States should submit list of Master Trainers trained on "Aarambh" Mobile App and web system to NRRDA. States would prepare a calendar of follow-up training programmes, within the State, for engineers and contractors and submit it to NRRDA.
- (xvi) States to focus on completing, particularly those roads which are pending completion for 2-4 & more than 4 years. The States to submit month-wise plan of action for the ongoing works.
- (xvii) States should review the maintenance works/ bills quarterly or monthly basis and also upload the expenditure on Maintenance Module of OMMAS regularly.
- (xviii) SQC should carefully scrutinize the lab details/ photos uploaded by PIU, while validating through their OMMAS login (to prevent uploading of wrong photos and uploading of same photo against multiple roads).
- (xix) Proper monitoring of ATRs by SQMs and SQC on the observations of the NQMs to be carried out before submission to NRRDA.
- (xx) State Quality Coordinators (SQC) will give special focus to liquidation of pending ATRs which are more than 5 years and 3 years old, which would go a long way in improving the "Satisfactory" grading of PMGSY roads in their States.
- (xxi) States were suggested that payment to contractors under maintenance works of roads to be linked to the report of NQMs/SQMs. No payment against maintenance in DLP will be released to contractor till finalized/ regrading the ATR by SRRDA.
- (xxii) SQCs should hold regular review meetings with PIUs and contractors.

- (xxiii) All CEs and SQCs would analyze those instances where SQMs have conducted 4 or more inspections in one day.
- (xxiv) SQCs will ensure those road works of those contractors who have not been inspected by NQMs even once are allocated for inspection to the NQMs, on a priority basis.
- (xxv) All States should ensure that SQMs inspect significantly higher no. of roads which are under 5 year maintenance period. Unsatisfactory grading on maintenance to the tune of 37.57% in respect of Bihar is high, which needs to be reviewed by CE/SQC & PIUs.
- (xxvi) The States should also ensure that all PMGSY roads have Maintenance Boards of prescribed specification apart from other Citizen Information Boards and Signages.
- (xxvii) Jharkhand should update Maintenance Fund and need to complete the entries on R&P module of OMMAS within the agreed timeline.
- (xxviii) West Bengal agreed to submit the Balance Sheet of 2016-17 by 20th August, 2017. Jharkhand and Bihar agreed to submit the Balance Sheet by end of September, 2017.
- (xxix) Bihar and Jharkhand should liquidate pendency of Grievances received on CPGRAMS portal and submit the action taken report to NRRDA.
- (xxx) States agreed to concentrate on the financial closure of all physically completed road works (Bihar -1,450 nos.), (Jharkhand- 765 Nos.), (Odisha – 1,025 Nos.) and West Bengal it is 371 nos. within the agreed timeline.

The meeting ended with thanks to the Chair.
