

Government of India
Ministry of Rural Development
Department of Rural Development

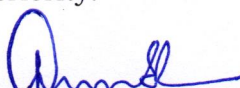
Krishi Bhavan, New Delhi

Dated the 7th June, 2022

Minutes

Sub: Minutes of Meeting of Empowered Committee to discuss the project proposals for Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) submitted by the State Government of Himachal Pradesh for the 2022-23 (Batch-I)-reg.

A copy of the Minutes of the Meeting of the Empowered Committee held on 2nd June, 2022 through Video Conferencing to consider the project proposals submitted by State of Himachal Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III), 2022-23 (Batch-I) is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of EC on priority.


(K.M. Singh)

Deputy Secretary (RC)

Tel. No. 011- 2307 0308

Distribution:

- (i) The Principal Secretary, Government of Himachal Pradesh, Nirman Bhawan, Shimla-171002, Himachal Pradesh.
- (ii) The Engineer-in Chief cum CEO, HPPWD/HPGSDA, PWD Bhawan, Nigam Vihar. Shimla-171002, Himachal Pradesh.
- (iii) The Chief Engineer HPRRDA. PWD Bhawan, Nigam Vihar. Shimla-171002, Himachal Pradesh.
- (iv) The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
- (v) The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- (vi) The Secretary General, Indian Road Congress, Kama Koti Marg, Ranjit Nagar, Sector-6, Rama Krishna Puram, New Delhi-110037
- (vii) The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- (viii) The Secretary, Department of Agriculture, Cooperation and Farmer's Welfare, Ministry of Agriculture and Farmers' Welfare, Krishi Bhavan, New Delhi, with the request to nominate an officer dealing with the Agricultural Produce and Live Stock Marketing (Promotion and Facilitation) Model Act, 2017 for the meeting.
- (ix) All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

Copy for information to:-

PS to Hon'ble MRD/PS to Hon'ble MoS (RD)/PS to Secretary (RD)/PS to AS (RD)/PPS to AS & FA

MINUTES OF THE EMPOWERED COMMITTEE MEETING HELD ON 02th JUNE 2022 AT 03.00 PM TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF HIMACHAL PRADESH UNDER PMGSY-III, BATCH-I OF 2022-23.

A Meeting of the Empowered Committee for PMGSY was held through Video Conference **on 2nd June, 2022 at 03.00 PM** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Himachal Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of 2022-23. The following officials were present in the meeting: -

Government of India representatives	
Shri Nagendra Nath Sinha	Secretary, Department of Rural Development
Ms. Leena Johri	Additional Secretary &FA, DoRD
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG, NRIDA
Shri B.C. Pradhan	Consultant/ Director (Technical), NRIDA
Shri Pradeep Aggarwal	Director (Project-I), NRIDA
Dr. I.K. Pateriya	Director (P-III), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Shri Devinder Kumar	Director (RC), MoRD
Shri. Mam Chand	Director (F), (IFD), MoRD
Shri Lalit Kumar	Deputy Secretary (RC)
Shri Ashish Shrivatsava	Joint Director (Tech), (NRIDA)
State Government representatives	
Shri Bharat Khera	Principal Secretary (HPPWD)
Shri Ajay Gupta	Engineer-in Chief cum CEO, HPPWD/HPGSDA, Shimla
Shri Deepak Sharma	Chief Engineer (PMGSY)
Shri L.K. Pandey	Executive Engineer (PMGSY)
Shri Sunil Bhardwaj	Financial Controller (PMGSY)
Shri Lalit Grover	Executive Engineer (QC &D)
Shri D.K. Nag	AE (PMGSY)
Shri Bhavesh Chaturvedi	Assistant Engineer (PMGSY)

2. Details of Proposal

The current proposals of the State Govt. under PMGSY-III, Batch-I of 2022-23 are as under:

As per Pre-EC					As per OMMAS as on 30.05.2022			
Item	No of Roads	Length (in km/m)	Cost (Rs in crore)	Avg. Cost/km (Lakh)	No of Roads	Length (in km/m)	Cost (Rs in crore)	Avg. Cost/km (Lakh)
Roads	45	440.183	552.06	125.41	45	440.183	472.45	107.33
Total	45 roads Nil LSBs	440.183 km roads +0.00 m LSBs	552.06		45 roads LSBs	440.183 km roads + 0.00 m LSBs	472.45	-

***MoRD Share: Rs. 425.20 crore**

State share: Rs 47.24 crore

I. The State of Himachal Pradesh has been allocated target length of 3,125 Km under PMGSY-III. The instant proposal of 45 roads of 440.183 Km is the first batch of proposals submitted by the State Government under PMGSY-III.

II. The average cost of the proposal was Rs. 125.41 lakh/km at the time of Pre-EC meeting, which has now been reduced to Rs. 107.33 lakh/Km.

III. Out of 45 roads, 44 roads of 434.48 Km are in 3.75 m carriageway width with average cost of Rs. 106.55 lakh/km and 1 road of 5.70 Km is in 5.50 m carriageway width with average cost of Rs. 166.95 lakh/Km.

IV. All proposals have been uploaded and scrutinized by the STA on OMMAS. As informed by the State Government, PTA scrutiny has also completed.

3. Length wise proposal details

All the road proposals are of more than 5 Km, with following details: -

S. No	Items	No of roads	Length in km	Pavement cost in crore	Cost/km	Total cost in crore	Average cost/km
1	5 km and above	45	440.183	254.76	57.88	472.45	107.33

The average candidate road length is 10.30 Km and the average proposed road length is 9.78 Km.

4. Traffic wise details of road

- i. In 3.75m carriageway width, 1 road of length 14.90 Km is in T4 traffic category with average pavement cost of Rs. 53.56 lakh/Km and total average cost of Rs99.65 lakh/Km.
- ii. In 3.75m carriageway width, 15 roads of length 160.565 Km are in T5 traffic category with average pavement cost of Rs.53.36 lakh/Km and average cost of Rs. 101.41 lakh/Km.
- iii. In 3.75m carriageway width, 19 roads of length 194.078 Km are in T6 traffic category with average pavement cost of Rs. 62.18 lakh/Km and average cost of Rs. 110.41 lakh/Km.
- iv. In 3.75 m carriageway width, 3 roads of length 23.675 Km are in T7 traffic category with average pavement cost of Rs. 58.60 lakh/Km and average cost of Rs. 104.19 lakh/Km.
- v. In 3.75 m carriageway width, 3 roads of length 21.78 Km are in T9 traffic category with average pavement cost of Rs. 51.67 lakh/Km and average cost of Rs. 109.94 lakh/Km.
- vi. In 3.75 m carriageway width, 3 roads of length 19.485 Km are in IRC 37 traffic category with average pavement cost of Rs.54.97 lakh/Km and average cost of Rs. 114.75 lakh/Km.

- vii. In 5.50 m carriageway width, 1 road of length 5.70 Km is in IRC 37 traffic category with average pavement cost of Rs.80.22 lakh/km and average cost of Rs. 166.95 lakh/km.

It was informed by the state that ATCC survey for T9/ IRC 37 category of roads has been completed and shared with NRIDA. NRIDA should examine the same.

5. Existing surface details

The approximate length of the existing surface of the roads proposed in the current batch, as intimated by the State representative during the meeting are as under:-

Brick soling	Track	Gravel/Moorum	WBM	BT	CC	Total
0.00	17.44	23.27	0	389.25	10.218	440.18

Out of 45 roads proposed in the current batch, in 39 road works more than 95% of the existing surface is BT, CC or WBM, in 2 road works 75-85% of the existing surface is BT, CC or WBM, in 1 road work 50-75% of the existing surface is BT, CC or WBM and in balance 3 road works, proportion of BT,CC or WBM surface is less than 25%. **The State was asked to furnish justification in respect of 4 road works which are having proportion of BT, CC or WBM less than 75%, as to how these 4 roads are meeting objectives of PMGSY-III.**

6. Planning

(i) Trace Map Cut – Quality of Roads

Min. Trace Map Rank	Numbers of Proposals	%
1 to 15	25	55.55%
16 to 50	13	28.88%
51 to 100	06	13.33%
> 100	01	2.22%
Total	45	

The Committee observed that the instant proposal is first batch of proposal by the State under PMGSY-III and, therefore, inclusion of low ranked proposals in such a large number is unusual. The State was asked to submit road-wise justification for 20 roads with Trace Map rank more than 15, as to how they meet PMGSY-III objectives.

(ii) Planning Audit (Proposals)

All 45 proposals have been uploaded on GEOSADAK. All proposals were audited for their utility as TR/MRL under PMGSY-III. In respect of following 04 proposals, the compliance report submitted by the State Government was not found satisfactory:-

- MRL01-Sandhasu to Kshashdar
- MRL05-Kalhel Chhtri Jungrar road
- T03-Khab to Tashigang
- T11-Patlikuhl Hallan II road

The State representative requested for sanction of these roads citing the unique topography of Himachal Pradesh and added that some of the roads are adjacent to China border and are strategically very important. The State was asked to submit detailed justification keeping in view the provisions of programme guidelines of PMGSY-III.

(iii) High Priority Roads skipped in CUCPL

49 roads of High Priority have been skipped due to the reasons such as under PMGSY DLP, under construction under other schemes, land issue, etc. The State was asked to provide road-wise justification with necessary documents.

iv) Proposals with good existing surfaces

3 roads with good existing surface have been proposed. The State Government in their justification intimated that these roads have been visited by the Chief Engineers alongwith other officers concerned of the State Government. The roads are having good surfaces only a few places and major portion of the road require upgradation. **1 road in Chamba district was verified by the NQM alongwith YCE deputed by NRIDA and it was observed that the major portion of the road is in good surface condition and existing carriageway width is 3 m. The State was asked to delete this road. As regards the remaining 2 roads, the State was asked to submit geotagged videos and photographs for further examination.**

7. Distribution of roads based on widening to various carriageway

- i. No change is proposed in carriageway width of 2 roads of C/W width 3.00 m.
- ii. 42 roads have been proposed for widening from 3.00 m to 3.75 m. Considering the prohibition of hill side cutting, limited availability of formation width in valley side, compaction of very less width of widening portion and environmental issues, the State was asked to analyze these proposals again and furnish justification. It was agreed by the state that they will analyze this thoroughly, and propose widening only in deserving cases. This will reduce both pavement and non-pavement cost of the proposal.
- iii. 1 road work has been proposed for widening from 3.75 m carriageway width to 5.50 m carriageway width.

8. Pavement cost/km wise details

The details of proposals are as under:-

Sl No	Pavement cost/km	No of roads	
		3.75 m	5.5 m
1	<50 Lakhs	15	-
2	50-55	10	-
3	55-60	6	-
4	60-65	4	-
5	65-70	2	-
6	70-75	2	-
7	75-80	-	-

8	80-85	3	-
9	85-90	-	-
10	90-95	-	-
11	95-100	2	-
Total		44	1

The State was asked to re-examine the proposals of pavement cost more than Rs. 55 lakh/Km and submit justification. The State was also asked to adopt green technology for reduction of pavement cost.

9. Non-Pavement cost/km wise details

The average Non-pavement cost details of the proposals are as under:-

Sl No	Non-Pavement cost/km	No of roads	
		3.75 m	5.5 m
1	<20 Lakhs	-	-
2	20-30	3	-
3	30-40	5	-
4	40-50	15	-
5	50-60	13	-
6	60-70	7	-
5	>70	1	-
Total		44	-

The State representative attributed higher non-pavement cost to construction of protection work, such as retaining wall, breast wall, etc. in valley side. *The Committee after detailed discussion in the matter decided to depute a team of experts for on the spot assessment, examination of DPRs and suggest ways for construction of work using proper design in view of the safety consideration and also to bring down the cost.* Non-pavement cost should be analyzed component wise. NRIDA to examine this component wise.

10. PCU value

The PCU of 38 roads proposed in the current batch are as under:-

Sl No	PCU/day	No. of roads	
		3.75 m	5.5 m
1	<500	10	-
2	500-1000	11	-
3	1000-1500	11	-
4	1500-2000	5	-
5	2000-2500	5	-
6	2500-3000	1	-
7	4000-4500	1	-
8	4500-5000	-	1
Total		44	1

- I. State was advised to consider only those roads for widening having PCU value more than 1,000 or 1,500 depending on the site conditions. It should be kept in mind that these PCU values are 10 year projections, not today's traffic.
- II. PCU value of 8 roads is more than 2,000. Of these, State has proposed widening of only 1 road to 5.50 m and remaining 7 roads to 3.75 m, which should ideally be 5.5 m. **The State representative assured that they will re-visit the proposal. The State was advised that in case it is not possible to widen the c/w width to 5.50m, these roads should be constructed with proper road safety measures.**

11. DPR observations

- (i) The cost of protection works are on the higher side. The State was advised to look into it.
- (ii) As per X-Section attached with the DPRs, the height of soil to be retained is less than height proposed.
- (iii) State has proposed hard rock cutting on hill side. This should be re-assessed as per the site condition.
- (iv) NRIDA will depute a team of experts for site visit and re-examination of DPRs of higher Non-pavement cost.

12. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs. 30.0415 crore which is 6.36% of construction cost and agreeable. Similarly, the 6th year renewal cost is Rs. 92.9403 crore which is 19.67% of construction cost and agreeable.

13. R & D Proposals

Technology	No of stretches/Roads	Length in Km	% of R&D roads with respect to total length
A. Mainstreaming Technology			
Cement Stabilization	8	3.74	
Cold Mix Technology	3	34.59	
Total(A)	11	38.33	8.71%
B. Other Main Streaming technologies			
Bio Engg	11	90.51	
Gabion Wall	37	55.21	
CC Block	36	47.75	
Total (B)	84	193.47	43.96%
G/Total (A+B)	95	231.80	52.67%
IRC Accredited New Technology			
Nano Technology for soil stablization	23	207.655	47.19%
Other Technologies	12	51.41	20%

The State was advised to go through New Technology Vision 2022 and explore feasibility of increasing proportion of cold-mix technology along with adoption of technologies as per the NTV 2022.

14. Progress of PMGSY work

The details of pending works under PMGSY-I & II are given below: -

ROADS

S.No	SCHEME	Length in Km							
		SANCTIONED		COMPLETED		BALANCE		UNAWARDED	
		No. of Roads	Length	No. of Roads	Length	No. of Roads	Length	No. of Roads	Length
1	PMGSY I	3,467	20,608.07	3,155	19,027.09	312	1,281.97	0	0.00
2	PMGSY II	112	1,251.16	45	848.29	69	400.59	0	0.00
Total:		3,579	21,859.23	3,198	19,875.38	381	1,682.56	0	0.00

LSBs

S.No	SCHEME	SANCTION (Nos.)	COMPLETED (Nos.)	Balance (Nos.)	Un-awarded (Nos.)
1	PMGSY I	103	77	26	-
2	PMGSY II	1	1	0	-
Total:		104	78	26	-

The State has a balance length of 1,682.56 Km under PMGSY-I and PMGSY-II. 26 bridges are also pending for completion. The sunset date for PMGSY-I and II is September, 2022. The State was, therefore, advised to accelerate the pace of execution to complete the balance projects of PMGSY-I & II by the stipulated time-line. It was clarified to State that the cost of spillover works shall have to be borne by the State Government.

15. Physical Target and achievement

During the year 2021-22, against physical target of 2,100 Km, 1,624 Km (77%) road length completed. During the current year, against the target of 1,946 Km, the State has so far completed 252 Km. The State was asked to expedite the execution rate.

16. Maintenance of roads under DLP

As per the available information, during 2021-22, against the liability of Rs.35.95 crore, expenditure of Rs. 19.98 crore has been done, which is very low. For the current financial year 2022-23, the maintenance liability is 59.09 crore and the expenditure is Rs. 2.28 crore. State has not credited any amount in SRRDA's account for DLP maintenance in 2021-22 and 2022-23.

The Committee also observed that the funds received and expenditure status on OMMAS does not seem to be updated by the State Government. The State Government was advised to verify and update details of funds released and expenditure incurred towards maintenance of roads under DLP.

17. e-MARG

Out of total 950 packages in DLP in e-MARG, 129 (14%) packages are pending for locking, 208 (22%) packages are pending for manual entry of expenditure (MEE). 304 roads were eligible for routine inspection till April, 2022, out of which 95 roads (31%) missed routine inspection in April, 2022. 362 packages are pending for payment for >3 months, out of these 143 (40%) packages are pending for first payment. Payment of Rs.2.08 crore has been done using e-MARG in FY 2022-23, out of which expenditure on bill having liability of 2022-23 is Rs. 0.36 crore. The state was asked to saturate 100% roads on e-MARG before sanction of projects.

18. Quality

- (a) Out of 403 ongoing packages, QC labs in 06 packages are yet to be established.
- (b) 4 works of more than 12 months have not been inspected by SQM even once.
- (c) During 2021-22, 2297 SQM inspections were targeted, against which 1538 inspections carried out. 25 NQM inspections and 53 SQM inspections have been carried out during the month of April, 2022.
- (d) 44 ATRs are pending at State Level. The State was asked for liquidation of these on priority. The Committee observed that the CE and E-in-C are not reviewing the matter and everything has left for SQC. The Chief Engineer and Principal Secretary of the Nodal Department were asked to review the matter at their level periodically for early liquidation of pending ATRs.
- (e) Unsatisfactory grading by NQM from May, 2019 to April, 2022 for completed works (133) is 7.52%, for ongoing works (454) it is 6.61% and for maintenance works (89) it is 22.47% which is quite unsatisfactory. The State was advised to take immediate corrective action and show some improvement in the aforesaid indicators.
- (f) **Anomalies of SQM inspections**
 - Casual way of checking the thickness of BT layer, as not by digging the pit, just scarifying the surface which is against the norms. Package no. - HP01144.
 - Laboratory is not fully equipped as major equipment like wooden boxes for volumetric analysis are missing. Package no. HP01163.
 - Protection work has not been extended till the wing walls which are highly prone to accident. SQM has not made any observation on it. Package no. HP0277.
 - Wrong way of checking the thickness of PMC layer, by checking the eroded piece in hand which is against the guidelines. Package no. HP08408.
 - For a 5 year old 2.30 km road, no pavement structural work has been done so far. There is need to serious justification for the same. Package no. HP11123.

State was advised to take immediate corrective action and submit compliance on the above observations in SQM inspections.

(g) It was noticed during the meeting that many SQMs empanelled by the State have not graded any work 'Unsatisfactory' out of the large number of projects inspected by them. The State was advised to review performance of such SQMs and issue necessary advisories.

19. Financial Issues

- (a) Interest recovery of Rs. 7.07 crore is pending from bank.
- (b) State share budget reflected in PFMS TSRY-07 report not in the ratio of 90:10.
- (c) 78 works are pending for financial closure for more than 180 days as on 30.05.2022.
- (d) The Admn. Fund released to the State is not reflected on SNA-06 report.
- (e) The State was advised to scrupulously follow all the instructions issued by the Ministry of Finance with regard to release of funds for CSS, including closing of MOD account, if any, for smooth release of funds.

20. Recommendations of Empowered Committee

Subject to the above observations and concurrent action/ compliance by the State Government as stipulated in the foregoing paras, and the report of the field visits by NRIDA, the Empowered Committee recommended the above proposal as at para 2 above.

Meeting ended with a Vote of Thanks to and from the chair.
