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Government of India
Ministry of Rural Development
Department of Rural Development
Rural Connectivity (RC) Division

Room No.464,
Krishi Bhavan, New Delhi
Dated the 20th April, 2022

MINUTES

Subject: Minutes of the Meeting of Pre-Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State Government of West Bengal for the 2021-22 (Batch-I) -reg.

The undersigned is directed to forward herewith the Minutes of the meeting of the Pre-Empowered Committee held on **30th March 2022 at 3:00 PM** under the chairmanship of Additional Secretary (RD) and DG (NRIDA) to discuss the project proposals submitted by the State of West Bengal for the year 2021-22 under (PMGSY-III, Batch-I).

2. State is requested to furnish the compliance report to the Ministry/NRIDA at the earliest so that the Empowered Committee (EC) meeting may be conducted on time.

Encl. as above


(Devinder Kumar)
Director (RC)
Tel: 011-23070129

Distribution:

1. Shri M.V Rao, Additional Chief Secretary (P&RD Department) & CEO (WBSRDA), HC-7, Joint Administrative Building, Sector-III, Salt Lake, Kolkatta-700106 Email: acs.wbprd@gmail.com
2. Shri Dipanjan Bhattacharya, Additional Secretary (P&RD Department) & Joint Chief Executive Officer (WBSRDA), Government of West Bengal, Joint Administrative Building, Block HC-7, Sector-III, Salt Lake, Kolkatta-700106 Email: dipanjan2207@gmail.com

Copy for information to:-

PPS to Secretary (RD)/PPS to AS&FA/PPS to AS(RD)/All Directors, NRIDA, New Delhi

MINUTES OF THE PRE-EMPOWERED COMMITTEE MEETING HELD ON 30th March, 2022 AT 03.00 PM TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF WEST BENGAL UNDER PMGSY-III, BATCH-I OF 2021-22

A Meeting of the Pre-Empowered Committee was held through Video Conference on 30th March 2022 at 03.00 PM under the Chairmanship of Additional Secretary (RD) & DG, NRIDA to consider the project proposals submitted by the State of West Bengal under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of 2021-22. The following officials were present in the meeting: -

Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG, NRIDA
Sh. Devinder Kumar	Director (RC), MoRD
Sh. B.C. Pradhan	Consultant/ Director (Technical), NRIDA
Shri Pradeep Aggarwal	Director (Project-I), NRIDA
Dr. I.K. Pateriya	Director (P-II& III), NRIDA
Sh. Deepak Ashish Kaul	Director (F&A), NRIDA
Sh. P. Mohanasundaram	Joint Director (NRIDA)
State Govt. Representatives	
Sh. Dipanjan Bhattacharya,	Additional Secretary (P&RD Department) & Joint Chief Executive Officer (WBSRDA)
Sh. Amal Kanti Mandal,	Chief Engineer, WBSRDA
Sh. Vishwanath Acharya	State Quality Coordinator
Sh. S. Khan	Nodal Maintenance Officer
Sh. Arnab Biswas	Executive Engineer
Sh. A. Gupta	Assistant Engineer
Sh. Rajdeep Maity	GIS Nodal Officer
Sh. Gautam Roy	IT Nodal Officer
Dr. Santanu Ghosh	Superintending Engineer
Sh. Partha Basu	Financial Controller

2. Details of Proposal

Current proposals of the State Govt. under PMGSY-III, Batch-I of 2021-22 are as under:

As per OMMAS as on 28.03.2022				
	No of Roads	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Up-Gradation Roads	363	2251.69	1801.18	79.99
Total	363	2251.69	1801.18	79.99
*MoRDShare: Rs. 1,048.29 Crores State Share: Rs. 752.88 Crores				
Target: 6287.50 km Sanctioned till date: 0 Balance: 6287.50 km				

3. General Observation

All proposals are scrutinised on OMMAS by STAs. PTA has scrutinised 41 (11.20%) proposals on OMMAS.

In previous meeting held on 01 July 2021, it was informed by the state that they will submit proposals of 52 to 59 LSBs by the end of September 2021. But State has not proposed any LSBs in this Batch.

4. Carriageway width wise and average cost wise details of road

238 roads of 1327.40 km length are 3.75 m wide with an average cost of Rs 69.69 lakhs/km, 125 roads of 924.34 km length are 5.50 m width with an average cost of Rs. 94.79 lakhs/km.

5. Length wise proposal details

Out of 363 roads, 132 roads are 3 to 5 km in length with average cost Rs. 75.89 lakhs/km and 231 roads are 5 km and above with average cost Rs.81.23 lakh/km. Average candidate road length is 8.77 km and average proposed road length is 6.20 km.

State should justify the inclusion of roads of length less than 5 Km in proposal. They should also be verified on Geo Sadak whether they fulfil the objectives of PMGSY-III. State to confirm whether these roads which are less than 5 Km in length are part of candidate road. Roads less than 5 km in such large number may not be justified to be included in the proposal. Further classification of roads as per length interval 3-3.5 km, 3.5-4 km, 4-4.5 km, 4.5-5km should also be done for analytical purpose.

6. Surface wise details of roads

Out of the total proposed length of 2251.67 km length, 69.49 km is brick soling, 146.43 km is track, 250.29 is Moorum, 128.90 km is gravel, 123.61 km is WBM, 1236.36 km is BT and 296.59 km is CC. Out of total projected length of 2251.67 km, 718.72 km (40%) is without BT/CC. This is a serious issue and therefore, *Pre-EC directed to conduct detailed scrutiny of those roads where track/ gravel/Moorum/WBM surface is more than 15% of the length; whether these are part of core network and how these roads are eligible to be considered in PMGSY-III. These roads need to be examined critically by the State to ensure that these roads are meeting the objectives of PMGSY-III. NRIDA will examine these roads on satellite map/GIS and see if they are as per PMGSY-III guidelines. How these kutchra roads are part of TR/MRL in a developed state like West Bengal needs more elaboration.*

7. Distribution of roads based on Traffic Category

In 3.75 m carriageway width, 72 roads of 397.81 km are in T5 category with average cost Rs 59.90 lakhs/km, 113 roads of 632.18 km are in T6 category with average cost Rs 75.01 lakhs/km, 47 roads of 256.78 km are in T7 category with average cost Rs 70.56 lakhs/km and 6 roads of 40.58 km are in T9 category with average cost Rs 77.24 lakhs/km.

In 5.50 m carriageway width, 38 roads of 267.62 km are in T6 category with average cost of Rs. 86.71 lakhs/km, 36 roads of length 260.49 km are in T7 category with average cost Rs. 87.66 lakhs/km, 2 roads of length 12.15 km are in T8 category with average cost Rs 82.60 lakhs/km, 47 roads of length 352.79 km are in T9 category with average cost Rs 105.24 lakhs/km and 2 roads of length 31.30 km are in IRC 37 traffic category with average cost Rs 110.21 lakhs/km.

State should carry out the axle load survey and traffic survey (ATCC) for all T9 and IRC 37 category roads. In case of 5.5 m wide roads, the average cost of T9 category and IRC 37 roads is abnormally on the higher side. State should give detailed justification of component wise cost of roads. NRIDA should also examine the DPRs.

8. District wise details of current proposals

There is substantial higher cost of roads in many districts of the State. Average cost of roads in 3.75 m carriageway width category in few districts like Darjeeling, Jhargram, South-24 parganas etc. is higher as compared to other districts. Similarly, the average cost of roads in 5.50 m carriageway width category in few districts Cooch-Behar, Dakshin Dinajpur, Darjeeling, Howrah, Jhargram, Nadia, South -24-Parganas & Uttardinajpur etc is higher as compared to other districts. State was asked to examine high cost in these districts.

9. Details of roads with pavement cost per km

In 3.75 m carriageway width, 36 roads have pavement cost more than 55 lakhs/km and in 5.50 m carriageway width, 72 roads have pavement cost more than 70 lakh/km.

State is requested to examine the DPRs of all the above of high pavement cost roads in general and to furnish proper justification along with breakdown details for the same road wise. NRIDA should also examine the cost of pavement (layer wise) and find out where it is more and bring out the outliers. New technology solutions, such as Full Depth Reclamation (FDR) and/ or cement stabilization etc, should be adopted to bring down the cost, while improving performance.

10. Details of roads with non-pavement cost per km

In 3.75 m carriageway width, 100 nos. of roads have non pavement cost more than 20 lakhs/km. Also, in 5.50 m carriageway width 36 roads have non pavement cost more than 20 lakhs/km. *Detailed justification is required for such abnormally high non pavement cost.*

NRIDA should send teams to the state to examine DPRs, to do field inspections and suggest ways to bring down the cost (both pavement & non-pavement cost).

11. Details of roads with PCU/day

In case of 3.75 m carriageway width road, 8 roads have PCU more than 2000 and in case of 5.5 m width carriageway roads, 51 roads have PCU in the range of 5000-10000. Out of these 51 roads, *State needs to segregate the roads where PCU/day is more than 6000.*

In both cases of 3.75 m and 5.5 m wide roads, State should identify the roads where PCU/day is more than 2000 and 6000 respectively. *State should examine critically those roads for lane width requirement where PCU/day > 2000 for 3.75 m wide roads.*

In case of 5.5 m wide roads where PCU/day > 6000, extra width beyond 5.5 m may be required and as per PMGSY guidelines State has to bear cost for extra width of road beyond 5.5 m. State should clarify its stand for these roads where PCU/day is more than 6000.

Independent 3rd party traffic survey and axle load test survey reports need to be provided where the roads designed with projected traffic more than 1 MSA.

12. Distribution of roads based on widening to various carriageway widths

Pre-Empowered committee observed that the State has proposed widening of 163 roads from 3 to 3.75 m, 115 roads from 3.75 to 5.50 m and 5 roads from 3 to 5.5 m.

State should clearly indicate the kind of procedure to be followed while doing widening of roads so as to have proper compaction and also explain the methodology of compaction for widened portion, especially for roads of 3 m to be widened to 3.75m. It was also pointed out that the state should explore the use of Full Depth Reclamation (FDR)/ stabilization etc as it will probably be more economical than conventional method, especially for widening of roads and also result in better quality and compaction.

13. Trace map ranking

77% of roads (279 proposals) are falling under trace map ranking of 1 to 15, 22% roads (79 proposals) are falling under trace map ranking of 16 to 50 and 1% roads (5 proposals) are falling under trace map ranking 51 to 100. **All proposals greater than Trace Map rank 50 need to be justified by the State. NRIDA should also examine these roads on Geo-Sadak.**

14. Planning Audit (Proposals)

- All 363 Proposals are uploaded on GEOSADAK.
- 211 proposals were audited for their utility as TR/MRL under PMGSY-III by NRIDA Team at NRIDA.
- Planning Team from NRIDA was also deputed to WBSRDA from 09.08.2021 to 10.08.2021 and verified the proposals on a sample basis.
- State has removed 88 roads from the current batch having planning issues for further scrutiny.

15. High Priority roads skipped in CUCPL

It was observed that several high priority roads have been skipped citing different reasons. Committee however observed that these roads should not have been skipped until these are being constructed by the owner department or otherwise, they can be included under PMGSY-III. State needs to provide road-wise justification with necessary documents if they are being taken by other departments for upgradation.

16. Compliance of PRE-EC meeting dated 01.07.2021

- i. State should propose use of surface dressing for all the proposed roads upto T5 traffic category (400 km length). State should also consider to propose 100 km road length for surface dressing in T6 category.
- ii. State should provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of all Hon'ble MPs on final proposal before EC meeting.
- iii. State was advised to go through about the use of FDR and make sure that cost of roads proposed under FDR is not more than that of conventional roads. NRIDA shall provide a short list of high-cost roads which can be suitable for using FDR technologies. The state should examine the same on the basis of cost saving which can be achieved.
- iv. NRIDA may also check all other compliance of Pre-EC meeting dated 01.07.2021.

17. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs. 163.4267 crore which is 9.07% of construction cost and 6th year renewal cost of Rs. 332.4453 crore which is 18.54% of construction cost. State has been advised that 6th year's renewal cost should be accompanied by a post 5-year routine maintenance period and such cost should be part of the DPRs.

18. R&D Proposals

- i. State has proposed construction of roads of 1481.13 km road length using green technology.
- ii. State should propose use of surface dressing for all the proposed roads upto T5 traffic category (400 km length). State should also propose 100 km road length for surface dressing in T6 category.
- iii. The State was advised to propose more roads (at least 50% length) for construction using waste plastics.
- iv. All CC roads should be proposed using Cell Filled Concrete/ Panelled Cement Concrete/RCCP/other new technology. Overlay on old CC should not exceed 100-110 mm.
- v. Nanotechnology waterproofing alone is not encouraged. State should ensure, nanotechnology is also proposed in sub-base/base layer (stabilized).
- vi. State should explore new technology like Full Depth Reclamation (FDR) for roads proposed to be widened from 3 to 3.5/3.75m and also for high pavement cost roads for which a probable list will be provided by NRIDA, so as to attain economy and proper compaction.
- vii. The State Government was also advised to avoid mechanical distribution of R&D targets to the PIUs. It should be strict as per the requirement of the location. State was also advised to furnish break-up of specific IRC accredited technologies road-wise with justification. The State was further asked to ensure the following: -
 - (a) State must sign MoU with Technology Provider and NRIDA before physically starting the work for Performance Evaluation in all these cases.
 - (b) State needs to provide performance evaluation reports of earlier sanctioned works and the roads have been completed. No interim reports have been received so far.

19. Progress of PMGSY Works

Annual physical target of the State is 650 Km, out of which, only 490 Km has been completed. State needs to accelerate the pace of execution of works.

Out of the total works sanctioned under PMGSY-I & II, 10 roads (45.37 km length) and 2 LSBs remain still un-awarded as on date. According to state, these un-awarded roads and LSBs have been proposed for dropping. State was advised to complete all the balance works under PMGSY-I&II before the deadline of 30th September 2022.

20. e-Marg

Out of total 3614 packages pushed to e-MARG, 288 (8 %) packages are pending for locking, 391 (11%) packages are pending for manual entry expenditure (MEE). 2190 roads are eligible for routine inspection in February 2022, 611 roads (28%) are pending for routine inspection (RI). 2368 (73%) packages are pending for payment for >3 months. 745 (31%) packages are pending for payment for first payment for > 3 months. Payment of Rs. 104.23 core has been done using e-MARG in FY 2021-22. Total expenditure of Rs. 32.03 (31%) crore has been done on bills having liability of FY 2021-22. The state was asked to saturate 100% roads on eMARG before sanction of projects.

21. Maintenance of roads under DLP

During 2020-21, against the liability of Rs.121.52 crore, expenditure of Rs. 76.45 crore has been done which is 63% of liability. For the current financial year 2021-22, the maintenance liability is 122.32 crore and as on 30.03.2022, the expenditure is Rs. 90.83 crore. State has not updated/credited any amount in SRRDA's account in 2021-22. Therefore, State was asked to intimate/update the fund released to SRRDA under DLP during the above-mentioned periods.

22. Quality

- (a) Out of 355 ongoing packages, QC labs have not been established in 2 packages.
- (b) Number of active SQMs are 58. During 2021-22, 3310 SQM inspections are targeted and till date, 2241 inspections have been conducted despite the sufficient SQMs (70 in numbers). There are 17 works which have not been inspected even once and pending more than 12 months for inspection. The State needs to increase the pace of SQM inspections and meet the target.
- (c) 47 ATRs (26 ongoing works and 21 completed works) are pending at State Level. Out of 26 pending ATRs of ongoing works, 01 ATR is pending for more than 01 year and 03 ATRs are pending for more than 2 years. Similarly, out of 21 pending ATRs of completed works, 02 ATRs are pending for more than 01 year and 03 ATRs are pending for more than 2 years. **State should show substantial compliance for these pending ATRs before they come for sanction of projects.**
- (d) Unsatisfactory grading by NQM from March 2019 to February 2022 for completed works is 6.87%, for ongoing works it is 4.56% and for maintenance works it is 30.99% which is quite unsatisfactory. The State was advised to take immediate corrective action and show some improvement in the aforesaid indicators.
- (e) 02 complaints are pending at State level during the financial year 2021-22.
- (f) Some anomalies noticed in SQM inspections are as under: -
 - i. Volumetric analysis has been calculated in improper way which should have been done in a wooden box instead of rusted tin containers. Package no. WB11190, WB2160

- ii. Thickness of PMC layer have been checked in a wrong way, as it should have been calculated from the pit as after extracting out, the extracted cake gets eroded much. Package no. WB3761, WB14234, WB07299 WB16510, WB16504
- iii. For a completed road, shoulders are not maintained for few stretches of the road. SQM has not given his inputs for such discrepancy. Package no. WB09318
- iv. Information citizen board is in a rusted condition, and not according to the PMGSY guidelines as it is not matching norms. Package no. WB15326

State was advised to take immediate corrective action and show some improvement in the aforesaid issues and submit ATR before the EC meeting.

23. Financial Issues

- i. Interest verification reports for FY 2010-11 to 2016-17 and FY 2020-21 have not been submitted yet.
- ii. Interest recovery of Rs. 8.44 crore is still pending from bank.
- iii. Incorrect and incomplete submission of PMGSY financial reconciliation report has been observed.
- iv. State share budget has not been reflected in PFMS TSRY-07 report.
- v. Fund release from Treasury to SN Account has not been shown in PFMS SNA-06 report.
- vi. 34 works are pending for financial closure for more than 180 days as on 29-03-2022.

The State was asked to look into these financial issues and take appropriate action.

24. The State was asked to furnish the compliance report on the observations of the Pre-Empowered Committee urgently so that the proposal could be placed before the Empowered Committee at the earliest possible.

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