

ಕರ್ನಾಟಕ ಸರ್ಕಾರ
ಗ್ರಾಮೀಣಾಭಿವೃದ್ಧಿ ಮತ್ತು ಪಂಚಾಯತ್ ರಾಜ್ ಇಲಾಖೆ

ಸಂಖ್ಯೆ: ಗ್ರಾಅಪ/196/ಯೋಜನಾ/2020

ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ಸಚಿವಾಲಯ
ಬಹುಮಹಡಿ ಕಟ್ಟಡ.
ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 07.09.2020

ಅನಧಿಕೃತ ಟಿಪ್ಪಣಿ

ವಿಷಯ: ಗ್ರಾಮೀಣಾಭಿವೃದ್ಧಿ ಮತ್ತು ಪಂಚಾಯತ್ ರಾಜ್ ಇಲಾಖೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಕರ್ನಾಟಕ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರದಿಂದ ಕೈಗೊಂಡಿರುವ ಅಧ್ಯಯನಗಳ ಶಿಫಾರಸ್ಸುಗಳಿಗೆ ಇಲಾಖೆಯಿಂದ ಕೈಗೊಂಡಿರುವ ಕ್ರಮದ ಕುರಿತು.

ಉಲ್ಲೇಖ: ತಮ್ಮ ಶಾಖೆಯ ಪತ್ರ ಸಂಖ್ಯೆ: ಯೋಇ 24 ಜಿಯೋವಿ 2020 ದಿನಾಂಕ: 13.08.2020

ಮೇಲ್ಕಂಡ ವಿಷಯ ಹಾಗೂ ಉಲ್ಲೇಖದ ಪತ್ರದಲ್ಲಿ ಕೋರಲಾದಂತೆ, ಈ ಕೆಳಕಂಡ ಮೌಲ್ಯಮಾಪನ ವರದಿ ಶಿಫಾರಸ್ಸುಗಳಿಗೆ ತೆಗೆದುಕೊಂಡಿರುವ ಕ್ರಮವನ್ನು ಇದರೊಂದಿಗೆ ಲಗತ್ತಿಸಿ ಕಳುಹಿಸಲಾಗಿದೆ.

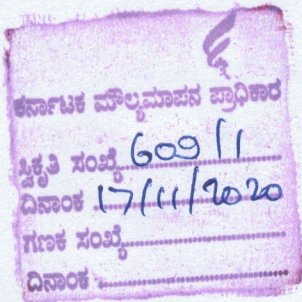
2017-18

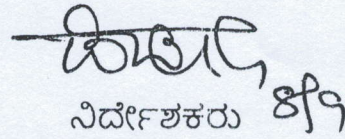
1. 2010-11 ರಿಂದ 2014-15 ರವರೆಗಿನ ಅವಧಿಯಲ್ಲಿ ರಾಜ್ಯದಲ್ಲಿ ನಿರ್ಮಿಸಲಾದ "ಕುಟುಂಬದ ವೈಯಕ್ತಿಕ ಶೌಚಾಲಯ"ಗಳ ಬಳಕೆಯ ಮೌಲ್ಯಮಾಪನ

2018-19

2. ಕರ್ನಾಟಕದಲ್ಲಿ 2012-13 ರಿಂದ 2014-15 ರವರೆಗೆ ಪಂಚಾಯತ್ ರಾಜ್ ಎಂಜಿನಿಯರಿಂಗ್ ಇಲಾಖೆಯ ನಬಾರ್ಡ್ ಅಡಿಯಲ್ಲಿ ಕೈಗೊಂಡ ರಸ್ತೆಗಳ ಸುಧಾರಣೆಯಿಂದ ಗ್ರಾಮೀಣ ಜನರ ಮೇಲೆ ಉಂಟಾದ ಸಾಮಾಜಿಕ-ಆರ್ಥಿಕ ಪ್ರಭಾವದ ಮೌಲ್ಯಮಾಪನ

✓
NABARD
Roads




ನಿರ್ದೇಶಕರು

ಯೋಜನಾ ಉಸ್ತುವಾರಿ ಮತ್ತು ಮಾಹಿತಿ ವಿಭಾಗ
ಗ್ರಾಮೀಣಾಭಿವೃದ್ಧಿ ಮತ್ತು ಪಂಚಾಯತ್ ರಾಜ್ ಇಲಾಖೆ,
Email Id: directorpmi2012@gmail.com

ಇವರಿಗೆ:

ನಿರ್ದೇಶಕರು,
ಜಿಲ್ಲಾ ಯೋಜನಾ ವಿಭಾಗ,
ಕಾರ್ಯಕ್ರಮ ಸಂಯೋಜನೆ ಮತ್ತು ಸಾಂಖ್ಯಿಕ ಇಲಾಖೆ.

07/09/2020

Compliance Report for Recommendations made by Karnataka Evaluation Authority

Sub:- ಕರ್ನಾಟಕದಲ್ಲಿ 2012-13 ರಿಂದ 2014-15 ರವರೆಗೆ ಪಂಚಾಯತ್ ರಾಜ್ ಎಂಜಿನಿಯರಿಂಗ್ ಇಲಾಖೆಯು ನಬಾರ್ಡ್ ಅಡಿಯಲ್ಲಿ ಕೈಗೊಂಡ ರಸ್ತೆಗಳ ಸುಧಾರಣೆಯಿಂದ ಗ್ರಾಮೀಣ ಜನರ ಮೇಲೆ ಉಂಟಾದ ಸಾಮಾಜಿಕ-ಆರ್ಥಿಕ ಪ್ರಭಾವದ ಮೌಲ್ಯಮಾಪನ (2018-19)

Sl. No	Subject	Compliance report
1	<p>Short Term Recommendations.</p> <p>Panchayat Raj Engineering Department (PRED) needs to have Shelves of Projects kept ready to be taken up for unconnected villages in advance. As currently such shelves of projects are not kept ready, it is recommended that PRED may consider to identify such roads on priority through conducting detailed survey at District Office levels.</p>	<p>Panchayat Raj Engineering Department (PRED) takes up works like improvement of rural roads based on the budget provision made in each year and allocation made in the respective constituencies as approved by the government. In this Process priority will be given for un-connected village.</p> <p>PRED works are implemented through tender process in which qualified contractors having sufficient machineries are selected and the work will be awarded.</p>
2	<p>PRED may consider increasing capacity of implementing machinery as well as contracting industry. This will result in avoiding time and cost over runs of these projects. This will help them in timely completion of the works without any time overrun and cost overrun.</p>	<p>Linking of unconnected habitations is the top most priority of PRED. Maintenance policy of rural road was formulated during 2017-18 to enable the sustenance of rural roads. Based on the availability of funds released by the government rural roads are being maintained on priority.</p>
3	<p>PRED to concentrate more on providing road links to unconnected habitations to ensure enhanced rural road network and also maintenance of such roads enabling them to be sustained in long run. For this purpose, PRED to Assess backlog for maintenance, linkage to initial construction, maintenance management system, contract maintenance etc, for sustenance of rural roads.</p>	<p>As per Government order NO:RDP:16:RRD : 16: Part-10 dated 15.2.2017 instructions have been issued to make provision of 1% of the estimated cost in each estimate of improvement to rural road towards roadside tree plantation.</p>
4	<p>Currently, under NABARD assisted roads there is no provision for road side tree plantations. PRED is required to establish environment specifiers by creating plantations, planting road side trees as noise barriers and vibration absorbers to maintain environment in the rural areas.</p>	

5	<p>During survey it was observed that the rural roads implemented under PMGSY scheme have specifications for works which are little different from NABARD roads. The lane width of roads under PMGSY is little more when compared to NABARD roads and also under PMGSY scheme, the contractor has to undertake maintenance of roads (for a minimum period of five years) by way of filling the pot holes, berm cutting on both sides of the road, weed cutting soil removal from the side drains for smooth flow of storm water, etc. Such practices keep roads absolutely in good condition which will help for long sustenance of them. Hence it is suggested that PRED may adopt the specification prescribed for construction of rural roads as being practiced under PMGSY Programme to ensure better quality of roads.</p>	<p>As the grant allocated for each constituency is comparatively less, based on the traffic intensity on the road, estimates for improvement of Rural Road are being prepared within the provision of the grant. As per the norms imposed by Nabard, the contractor has to undertake maintenance of roads for a minimum period of 2 years for major repairs and one year normal maintenance i.e. total 3 years. In case if the same condition of PMGSY implemented the cost of construction and maintenance increase abnormally (approximately two times)</p>
6	<p>The Tender shall include the conditions of maintenance at least for a initial period of 5 years as prevailing in PMGSY scheme. This will encourage the contractor to ensure quality work during implementation to reduce the maintenance cost to be incurred by them.</p>	<p>As per the norms imposed by Nabard, the contractor has to undertake maintenance of roads for a minimum period of 2 years for major repairs and one year normal maintenance i.e. total 3 years. Cost of construction in PMGSY is 80 lakhs / km</p>
	<p>13.2 Medium Term</p>	
7	<p>There is need for convergence of MGNREGA funds to be made and utilize local labour for constructing roads under NABARD assistance. Since under the scheme the labour charges are taken care and hence labour for construction of roads could be saved. Thus, the saved amount could be utilized for construction of better quality roads & bridges and also increase the quantity of works. Hence, it is recommended that convergence of MGNREGA funds or funds under any other such schemes could be dovetailed with the NABARD works and utilize local labour (under MGNREGA) for implementation of the same.</p>	<p>Convergence of MGNREGA funds is made with 3054 CMGSY in PRED. As Nabard works are executed with loan assistance of NABARD and Nabard insisted to adopt the KTCP Act. However the contracting agency executing the Nabard works are almost engaging the local labours available and indirectly the localities gets job in the Nabard works also.</p>
8	<p>The width of the Foot Bridges need to be increased to at least 12 feet which will enable two way movements of vehicles. This will help in movement of tillers, tractors, light goods carriers in shifting agricultural inputs and agricultural produce from the fields.</p>	<p>As the width of rural roads is smaller, width of the Foot Bridges is kept accordingly. Based on the site condition width of the Foot Bridges will be increased. It is purely meant for Light weight vehicles.</p>
9	<p>Design of foot bridges with respect to lane width, thickness of the slab, piers, abutments need to be revised for enabling movement of light vehicles for transporting men & material.</p>	

10	Provision for enhancing the contract value in case additional expenditure need to be made for completion of particular stretch of road without which the entire project will not become useful to the expected level.	For Nabard works, additional expenditure beyond sanctioned estimate cost is not permissible according to NABARD guidelines. But However, leftover reaches will be executed in some other funds available and entire road will be made available for public.
11	As per NABARD guidelines implementing agency is supposed to carry out traffic volume study for a particular road before and after implementation. Generally, this study is not carried out after implementation and PRED may consider conducting such studies even after implementation of works. This will certainly help the implementing agency to understand the bottlenecks or any short comings in the project, which could be corrected in the future projects.	Estimates of rural roads are being designed considering the traffic volume of future 10 years. Hence, traffic volume study after the implementation of the work does not arise. However after completion of road if traffic increases abruptly such soft lenses or any short comings will be corrected in future.
12	Involvement of local Panchayath Raj Institutions for sustainable road maintenance may be considered which will enable for dovetailing for the funds available under MGNREGA.	Rural roads (Non-DRRP) coming under the jurisdiction of local Panchayath Raj Institutions are being maintained by these institutions under MGNREGA.
13.	Recommendations which required change in policy:	
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1	PRED may initiate PPP model for implementation of rural roads.	PPP Model is suitable for commercial vehicles playing road such as NH, SH etc. As rural road pertain to rural populace, PPP model for implementation of rural road does not arise.
2	PRED may consider for funding rural road maintenance b creating dedicated maintenance founds and a separate institution for managing the funds.	Government has provided funds for maintenance of Rural Roads under 3054 CMGSY, Task Force, NGNREGA, etc., Regarding Rural Road Management Act PRED will initiate with Govt.
3	PRED needs to bring out Rural Road Management Act comprising all critical issues required for effective management of rural roads both in construction and maintenance stage applicable across the department of state government.	

Chief Engineer,
P.R.E.D. Bangalore.