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PROCEEDINGS OF THE 16th MEETING OF THE
STATE LEVEL EMPOWERED COMMITTEE (SLEC) HELD ON May 14, 2014

The 16th meeting of the State Level Empowered Committee (SLEC) was held on May 14, 2014 under the chairmanship of the Chief Secretary, in the 2nd Floor Conference Hall of the Secretariat Building, Odisha.

The list of attendees has been annexed at the end. The Task Team Leader from the World Bank for the OSRP was present during the discussion of the Road Sector Institutional issues.

Initiating the discussion, the EIC-cum-Secretary briefed the Committee on the different activities undertaken under the Road Sector Institutional Component of the Odisha State Roads Project. He explained that objective of the meeting was to review the status and decide on the way forward to adopt Odisha Road Sector Policy, Road Safety Action Plan and Institutionalization of HRD function within OWD. The Consultants, M/s ICT Pvt. Ltd. made detail presentations on these topics. Details of deliberations made by the Committee are provided below.

1. Road Sector Policy

During presentation, the Consultants dwelt upon the need for a policy, in the current road sector scenario and future demand; objectives and strategic directives of the road sector policy as well as actions on enactment of highway management act and other requirements. Out of the entire road network of nearly 2, 50,000 Km in Odisha, approximately 1.5% is of two or more lanes. Approximately 1.5% are intermediate lane and the remaining are of single lane to accommodate two way traffic. Besides, the NHs, SHs, MDRs and ODRs constitute only about 8% of the total road network, although carries more than 80% of the traffic within the State.

The low density of "surfaced" roads, higher figure of capacity constrained roads, absence of all-weather road connectivity are great challenges for the State, which need to be faced in a constrained budget scenario. Hence, development of a Road Sector Vision and Road Sector Policy is required, which can guide, coordinate and prioritize the development of road sector.

A workshop had been organized in February, 2014, wherein the Secretaries of various Departments of the Government such as Transport, Works, Rural Works, Panchayat Raj, Home had expressed their views regarding varying needs in the roads sector. The World Bank and various OWD officials, NGOs too did deliberate on the policy. All the views and observations have been integrated in the Road Policy. The document has been drafted as a dynamic document considering the current

context and shall cater to the needs of the State for the next decade and is referred to as "*The Odisha State Road Policy, 2014*".

The policy provides a 'statement of intent' with focus to manage, operate and develop the road sector scientifically, duly addressing the emerging challenges with due consideration to budgets, priorities of functions, formulation of strategies, enhancing safe and equitable accessibility and connectivity with reduced cost of travel and improved opportunities improving the quality of life for the people of Odisha. The policy aims to provide adequate road network to support equitable socio-economic development of the state in a coordinated and integrated manner, by addressing emerging challenges.

While appreciating the efforts and agreement on a number of issues, the Committee advised OWD to circulate the Draft Road Sector Policy to all stakeholders before forwarding it for taking for approval of the cabinet/legislative actions.

2. Road Funding Options

The Consultants presented the maintenance requirements for the main road network (SH, MDR and ODR) managed by the Works Department. The main road network, including NHs, carries 80% of the vehicular traffic in the State. The Consultants emphasized that it is important that this network is preserved with adequate maintenance support to minimize the vehicle operating costs and travel time between the Cities and major centers of economic importance. The Consultants presented the estimated fund requirement for maintaining the main road network and the current trend of budgetary allocation for maintenance. The Consultants suggested that to assure the continuous investment on road maintenance in a sustainable manner, it is advisable to have a dedicated (ring fenced) road fund mechanism for maintenance of the road network. The various sources of revenue, such as VAT on Fuel, for maintenance requirements were also presented to the Committee. It was suggested that the road maintenance should adopt a 'user pay' principle.

The Committee expressed that availability of funds is not a major issue in the current economic scenario of the State. However, the dedicated funding mechanism can be looked into, which require further consultations.

3. Road Safety Action Plan

The Consultants, through their presentation, articulated that the road network in Odisha has been found to have a poor safety record, contributing to an average daily death toll of 10 persons on the roads. Though the comparative vehicle density in Odisha is much lower than many other States in India, the accident and fatality rate is shooting up. As inferred from the

police records, 50% of the road deaths occur on the National Highways and 25% occur on the State Highways and Major District Roads. Trucks and vulnerable road users (cyclists, pedestrians & motor cyclists) account for more than half of such road fatalities in Odisha.

The conservative estimates (as per Indian Roads Congress) indicate that road accidents and fatalities cost the State around Rs. 900 Crores per year. The motor vehicle growth rate in Odisha is approximately 10% and this is expected to continue at the same rate at least for another 10 years. If corrective steps are not taken, road accidents will spiral into a major social issue and continue to push the victims into poverty and deprivation.

The Consultants emphasized that there is absence of a proper crash data collection system. They stressed on the need for safe roads, safe vehicles, safe users and emergency care. During presentation, they highlighted the role of various government and non-government departments in improving the road safety. Based on consultations with various stake-holding departments, a Road safety Action Plan for Odisha has been drafted highlighting the need for Institutional Structure such as *Odisha Road Safety Council*, establishment of a *Dedicated Road Safety Fund* in the State, apart from developing a *Robust Crash Database System*.

The Committee appreciated the action plan. The members were univocal for embedding road safety into engineering design in the conceptual stage with a mindset for achieving road safety monitoring targets. The Committee agreed to set up the State Road Safety Council for coordinating the road safety improvement activities in the State. In addition, the Committee agreed to the need for having a comprehensive Crash Database in the State to help in data led targeted road safety improvements in the State. Since 75% of accidents occur on NHs and SHs, the consultants proposed setting up of Highway Police Patrol to enforce traffic regulation in addition to the law and order, for which the Committee agreed to look into for further implementation.

The Committee emphasized the importance of establishing robust driver training and licensing system in the State, which is one of the Key actions in the proposed Road Safety Action Plan for the State. It was suggested that the Road Safety Action Plan can be adopted as the Business Plan for the established State Road Safety Council to be referred to in formulation and implementation of various road safety activities by the Stakeholder Departments. The Committee advised the key stake holder Departments to adhere to the timelines for various activities listed in the Action Plan.

4. HRD Policy and TNA based Training in Works Department:

The HRD (Human Resource Development) Policy and TNA (Training Need Analysis) based training programme have been prepared for the Works Department. The HRD Policy mainly focuses on process of Training needs analysis, benefits, budget, nominations and

evaluation of training programs besides strategies for improved communication, culture building, quality, accountability and learning .

It was discussed that the consultants have been working in a participatory manner and have conducted various workshops, consultations, focus group discussions. They have also arranged study visits for officials of Works Department as well as from Transport & Home Department, for adopting the best practices in other states.

As per the draft HRD policy, a dedicated HRD & Training cell has been recommended to be established and made operational in the current financial year. The HRD policy recommends training of about one third staff per year and 2% of establishment cost towards training. Further, appropriate measures has to be taken to accept and implement HRD policy and approve the actions of establishment of HRD cell, hiring of professionals and delegation of powers. As per the discussions with the World Bank, the HRD and Training cell has been proposed to function in the office of the EIC(Civil) by assigning tasks to existing officers. The cost shall be borne from OSRP project period and procurement shall be done as per World Bank guidelines, for a period of two years..

The Committee accepted the above proposal for establishment of HRD and Training cell and its functioning in office of the EIC (Civil) and advised the Secretary, Works Department to initiate appropriate action for engaging individual consultants as Training and HRD specialist, and HRD Manager, as well as delegating powers to the EIC (Civil) for approval of training programmes and maintenance of data base of all such trainings.

5. Land Acquisition & R&R Issues in Jagatpur Chandbali Road:

Engineer-in-Chief-cum-Secretary, Works Department informed that R&R activities in Jagatpur- Chandbali road was being implemented as per World Bank norms, Entitlement of R&R assistance approved by SLEC and Resettlement Action Plan approved by RPDAC. The progress was delayed due to factors like municipal election, phailin, general election, ongoing LA process in Pattamundai and Chandbali and relocation of Project Affected Persons (PAP) from the deity land. Institutional arrangement is required to complete the relocation of remaining 3273 PAPs (approximately), 60 religious structures, along with release of R&R assistance to about 2266 agricultural PAPs.

- (i) Continuation of four R&R teams engaged by the field R&B Divisions from 01.11.13 to 31.10.14 as per the approved team composition and as per the rates approved by the Committee, earlier on 05.12.2012
- (ii) Extension of contract of Nodal NGO, CART for one more year, i.e. from 02.02.14 to 01.02.2015 at the rate of `24 lakhs for the extended period of one year as approved by SLEC on 05-12-12 for the first year.

The Committee was satisfied and convinced that continuity of such institutional arrangement shall expedite the progress of R&R. The Social Development Specialist of World Bank had also proposed for the continuity.

The Committee approved the above proposals listed at Serial No. (i) and (ii) above, for expediting completion of all R&R works in the Jagatpur – Chandbali road.

6. Status of Civil Works:

The EIC-cum-Secretary appraised the status of all civil work packages for information of the members, as detailed below.

a. Package-P01A (Bhawanipatna-Khariar Road)

The work has been awarded to M/s Barbrik Projects Ltd., at a contract amount of Rs. 84.5 crore for a length of 65 km. Under this package, black-topping has been completed in a length of 37 km. Out of 122 structures, more than 80% work has been completed in 89 structures. Till 13th May, the value of work done is Rs.18.4 crores, which is 21.8% of the total cost. The scheduled date of completion is August 5, 2015. The Committee directed to complete the works before this date.

b. Package-P01B (Approach 3.2 km and 4 Nos of Bridges over River Tel)

The work has been awarded to M/s Barbrik Projects Ltd., at a contract amount of Rs. 28.97 crore for construction of 4 Nos of Bridges over River Tel with 3.2km approaches. In this package, piling works are in progress and till now 62 piles have been completed out of 168 piles. Till 13th May, the value of work done is Rs.3.1 crore, which is 10.7% of the total cost. The scheduled date of completion is November 13, 2015. The Committee directed to complete the works within this date.

c. Package-P02 (Chandbali-Bhadrak-Anandpur)

The work has been awarded to M/s *Corsan Coviam Construccion SA, Spain* with due date of completion as January 31, 2016, at a contract amount of Rs. 248.12 crores for a length of 88 km. In this package, black topping has been completed in a length of 26 km, and earthwork has been done in another 39 km. Out of 229 structures, 80% work has been completed in 154 structures. Till 13th May, the value of work done is Rs. 9.31 crore, which is 3.75% of the total cost. The project is going on at a slow rate. The Committee directed to complete the works before this date.

d. Package-P03(Berhampur-Taptapani)

The work has been awarded to M/s RKD Constructions Ltd. with due date of completion as January 15, 2015, at a contract amount of Rs. 96.87 crore for a length of 41 km. In this package, black topping has been completed in a length of 22 km. Out of 144 structures, 80% work has been completed in 89 structures. Till 13th May, the value of work done is Rs. 22 crore, which is 22.71% of the total cost.


e. **Package-P04A(Jagatpur-Duhuria)**

The work has been awarded to M/s Valecha Engineering Ltd, Mumbai with due date of completion as March 23, 2016, at a contract amount of Rs. 151.31 crore for a length of 49 km. In this package, earth work has been started in a length of 3kms and 06 nos of structures have been taken up out of 163 structures. Till 13th May, the value of work done is Rs. 0.40 crore. Since the progress is slow, notices have been served to the Contractor to expedite progress. The Committee expressed their concern over the status and directed the Chief Engineer, World Bank Projects to expedite the works in order to complete the works within the scheduled time.

f. **Package-P04B(Duhuria-Chandbali)**

The work has been awarded to M/s DPJ-NKC-JV, New Delhi with due date of completion as March 03, 2016, at a contract amount of Rs. 170.43 crore for a length of 57 km. In this package, earth work has been started in a stretch of 05kms and 10 no.s of structures have been taken up out of 189 structures. Till 13th May, the value of work done is Rs.1.50 crore. Since the progress is slow, notices have been served to the Contractor to expedite progress. The Committee expressed their concern over the status and directed the Chief Engineer, World Bank Projects to expedite the works in order to complete the works within the scheduled time.

The meeting ended with vote of thanks to the Chair.


Chief Secretary, Odisha

LIST OF ATTENDEES FOR THE SLEC MEETING No. 16 ON May 14, 2014

1. Sri Jugal Kishore Mohapatra, IAS, Chief Secretary
2. Sri D.K. Singh, IAS, Secretary, PR Department
3. Sri Lalit Das, Special Secretary, Home Department
4. Dr. D. Swain, Special Secretary, F&E Department
5. Sri N.K. Pradhan, EIC-cum-Secretary, Works Department
6. Sri S.S.Srivastava, Special Secretary, Forest & Environment Department
7. Sri A.K. Mishra, Special Secretary, Finance Department
8. Sri B.C.Pradhan, Chief Engineer, DPI & Roads, Odisha
9. Er. Om Prakash Patel, Chief Engineer, World Bank Projects, Odisha
10. Sri Rajesh Rohatgi, Task Team Leader, Odisha State Road Project, World Bank (Present during RSID portion only)
11. Sri S.B. Samant, Director, Environment & Additional Secretary, F&E Department
12. Sri Niranjan Nayak, Additional Secretary, R.D.Department
13. Sri S.K.Panigrahi, Additional Commissioner, Transport Department
14. Sri ArunMokashi, Team Leader, ICT Pvt. Ltd. and his team

