

**GOVERNMENT OF INDIA  
RURAL DEVELOPMENT  
LOK SABHA**

UNSTARRED QUESTION NO:3439  
ANSWERED ON:06.08.2002  
NATIONAL RURAL ROAD DEVELOPMENT COMMITTEE  
A. VENKATESH NAIK;V. VETRISILVAN

**Will the Minister of RURAL DEVELOPMENT be pleased to state:**

- (a) whether the National Rural Roads Development Committee (NRRDC) constituted by the Government has submitted its report;
- (b) if so, the details of the recommendations made by the Committee and the recommendations out of them accepted and implemented by the Government so far; and
- (c) the steps taken or being taken by the Government for effective implementation of remaining recommendations?

**Answer**

MINISTER OF RURAL DEVELOPMENT (SHRI SHANTA KUMAR)

(a) to (c) A gist of the recommendations of the National Rural Road Development Committee (NRRDC), which submitted its Report in May, 2000, is enclosed. The recommendations were broadly kept in view while formulating the Guidelines under the Pradhan Mantri Gram Sadak Yojana (PMGSY).

Annexure

Gist of Recommendations of the National Rural Road Development Committee

Mission

- In order to free each and every village in the country from the handicaps and deprivation of lack of access and to provide all the facilities like health care, education etc. to the entire rural population, the Government should take up, on priority, the task of providing good all weather roads to each and every village in the country. A time bound programme should be drawn up for the task. Such roads should be very durable and should need no maintenance for several years after construction.

Phasing

- Considering the huge magnitude of the task, the programme should be taken up in two phases. In Phase-I, all the villages with a population of 500 or more should be tackled. In Phase-II, the remaining villages may be taken up. During Phase-I, if any smaller villages are found to lie close to a road being constructed in that Phase, such smaller villages may also be tackled in Phase-I for ease of construction and economy. If it is found during detailed planning that any area or pocket with smaller villages is especially deprived, the culverts and small bridges on the proposed alignments for approach roads to such villages may be taken up in Phase-I. The Work should be started by tackling about 40 to 50 districts at the outset, each State to have 1 district with larger States getting an additional district.

Specifications

- These roads should have a black top surface in view of the fast moving pneumatic tyred and heavy vehicles, which are plying even in rural areas today. The width of the carriage way should be 3.75 metres and the width of formation should be 7.5 metres. All the necessary cross drainage works and minor bridges should be constructed. The objective should be to ensure that in no case should the traffic be held up for more than 24 hours at a time and not more than six times a year even on the village roads.

Agency

- In order to ensure speedy and systematic execution of the programme, the Union Government should set up 'National Rural Road Development Agency'.

Finances

- The Agency should be authorized to raise finances for the programme by borrowings from suitable sources. The Union Government should guarantee the retirement of such loans. The Agency may also be given full freedom to tap any other sources of fund, which it

may find suitable.

- The earmarked portion of special cess on petrol and diesel collected every year should be made available for this scheme. The Rural Development Department should also make available to the Agency Rs. 2,500 crores each year from its outlays. This should be non-lapsable.
- The Central Government should also raise Rs. 5,000 crores by issuing tax-free bonds @ maximum 8% for the first 5 years. Interest on these bonds as well as guarantee for repayment should be given by the Central Government. However, principal repayment would be arranged by the Agency from its funds.

#### Execution

- In order to ensure full accountability of the Agency to the lenders regarding the quality and proper standards of these works, the Agency should itself execute the programme with full cooperation from the State Government/ Zilla Parishads. The Agency should not be only a machinery for reimbursement of expenditure on road works over which it has no control.
- Full cooperation of the State Government and the Zilla Parishads should be secured for the programme. Fixing the alignment of the road, should be done in consultation with Zilla Parishads and the State Government. The land acquisition will have to be done by the State Government. The State Government should also provide experienced personnel on deputation to the Agency whenever asked by the Agency.
- The Agency should carry out the works under this Programme in the districts where the local Zilla Parishads and the State Government permit the Agency to carry out these works. Where such permission is not forthcoming, the Agency should not carry out any work.
- For managing the actual construction of these roads in the districts the corporation may setup its cells in each district. This cell should have bare minimum staff. For detailed field working services of suitable qualified consultants may be used freely.
- In special difficult areas the construction work could be entrusted to the BRO.
- The Agency must carry out these works to a high standard of workmanship using modern machinery and latest methods. It should also strive to achieve all possible economy by using suitable technologies and materials.
- The Agency should have full freedom to decide the methodology of carrying out the survey and execution of the works.
- It should be made mandatory for the owner of the land required for these road works, to hand over the land without demur or protest. He should have no right to contest the need for alignment. He shall have full freedom to contest the amount of compensation. Project estimates shall provide for cost of acquiring land for the project.
- Environmental and Forest clearances should be made automatic wherever they are required as per the law. Project Implementing Agency shall be bound to take the mitigation measures.
- Quarry permissions as well as explosive permits and blasting permissions must be issued very expeditiously.

#### On-line Management and Monitoring

- The Agency should set up a computer based and internet based detailed online management and monitoring system.
- The responsibility for coordinating the design, development and delivery of the entire Online Management and Monitoring System for the programme should be allocated to Centre for Development of Advanced Computing (C-DAC), Ministry of Information Technology, Government of India in view of their general expertise and experience in handling Electronic Governance projects and more specifically the project for State-wide Computerisation of Public Works Department, Government of Maharashtra. Keeping in view the time-critical nature of the project, C-DAC may in turn involve their Authorised Training Centres across the country to provide support at the district locations through the availability of highly trained manpower.

#### Monitoring and Quality Audit

- There must be perfect coordination with the State Govt. for the success of this Programme. Coordination Committees under the Chairmanship of the State Chief Secretaries must be set up in each State.
- There should be a separate organisation for quality audit and monitoring of the road works of this Agency in each district. This organisation could draw experienced and retired persons from the Army and the BRO.
- In each District, a Advisory Committee may be set up to review the progress once a month, occasionally visit the works, take note of the grievances of the local people and suggest suitable actions for redressal.

#### Maintenance

- After completion of the works, the completed roads should be handed over to the State Governments / Zilla Parishads for further maintenance. It should be ensured that adequate provision is made for the maintenance.

#### Iron Tyred Carts

- The Government should encourage the development and use of pneumatic tyred carts instead of the iron tyred ones presently in use by way of subsidies towards conversion and tax-exemption on tyres.