

MINUTES OF TECHNICAL COMMITTEE MEETING HELD ON 1st SEPTEMBER 2009 UNDER CHAIRMANSHIP OF CHIEF ECONOMIST, PLANNING AND DEVELOPMENT DEPARTMENT, GOVERNMENT OF SINDH, KARACHI.

(List of participants attached)

- Item No. 4. Construction of road from Lakha Kandiari (Kandiari Road) Village Zanwar Khair Mohammad Lashari via Haji Allah Wadhayo Bhanbhan 0/0-8/6 (ADP # 1212) 2009-10.
- Item No. 5. Construction of Road from Bhango Pholari Road (Ameer Poto) to Village Ghulam Rasool Janwari via Kamalo Bhango Haji Murad Burdi Pir Bux Jarper and Kalhora Village Mile 0/0-7/4 ADP # 1213) 2009-10.
- Item No. 6. Construction of Road from Gul Mohammed Shaikh Village to Ghulam Nabi Jodh via Khadim Kharal mile 0/0-5/0 (ADP # 1215) 2009-10.
- Item No. 7. Bypass Ranipur Sukkur to Kotdiji Road via Fatehpur Bridge over Rohri Canal RD-143 including approaches (450 Rft) (ADP # 1251) 2009-10.

The committee was informed that Works & Services Department had submitted 4 Numbers of schemes pertaining to District Khairpur which were reflected in ADP 2009-10 under new construction schemes. The schemes proposes construction of roads in different location of District Khairpur with the following details.

2. The length of the roads varied from 8 to 14.0 KM and width of carriage way from 12 ft to 24 ft with 10 ft shoulders on either side. The scope also included construction of 3 ft span culverts wherever required in the sanctioned water courses and a construction of a bridge over Rohri Canal @ RD-143 including (450 Rft). The premix carpet had been proposed for road specification. Regarding the adoption of old schedule of cartage rates it was informed that the executing agency had agreed to adopt the new schedule of cartage rates recently recommended by the standing rates committee. Assistant Chief (T&C) pointed out that generally the schemes were identical however T&C Section had some reservations on the basis of technical grounds. He added that generally the provision of premix carpet was proposed for road specification whereas the

majority of the roads were rural type of roads connecting different villages which were aimed to provide the transport facility to bring the agricultural products in market, he said that for such type of roads TST provision for road specification could be more workable in order to economize the cost as such it may also be adopted while preparation of such type of schemes.

3. The representative of Works and Services Department replied that the provision of premix carpet was provided for getting the better riding quality. Besides the life of pre-mix road was double the TST roads and the cost difference was not much i.e. 25% over and above the TST roads. He also added that the TST provision was also provided in some schemes which were recently approved in the DDWP meeting in order to economize the cost.

4. Regarding the more thickness adopted for sub base course Assistant Chief (T&C) raised the point and stated that while scrutiny of the schemes it was generally seen that the thickness of the sub-base course was taken 10 inches or even more which was greater than the thickness normally provided in the previous schemes which were designed on even greater CBR value and traffic intensity, he produced the photo copy of pavement design calculation sheet of one of the previous schemes. The Special Secretary(Tech) supported the view point of Assistant Chief (T&C) and stated that as the present schemes were also pertaining to rural roads as such Works & Services Department should reduce the thickness of sub base course upto 6 inches as done in the previous cases. Further in case of CDGK roads which were on AASHTO specification also allows sub-base not more than 6" = 15 cm. The chair added that Works & Services Department may review the design and see the possibility of reducing the sub-base course thickness keeping in view the durability of the road as done in the previous cases.

5. The representative of the Works & Services Department clarifying the point replied that, infact in the previous cases the thickness of sub base course was taken to 6 inches for the rural based road schemes having smaller lengths, however in the present schemes that practice could not be applied due to the importance of their location and traffic intensity, he requested to allow the sub base thickness provided as per design

sheet attached with the scheme PC-Is. The same was allowed but the Works & Services Department would attach the design with CBR value tested in recognized laboratory.

6. Regarding the provision of pre-stressed bridges representative of Works & Services Department stated that the bridges were provided on the canals, Irrigation minors and old ravines (dhoras) coming within the alignments of the proposed roads however the survey and designs would be conducted by the consultants later on, he added that those designs would be got vetted by another consultant registered / approved by the Pakistan Engineering Council and the consultants would be hired by the contractor.

7. Chief (PP&H) viewed that at-least the executing agency should submit the Architectural design alongwith typical designs in support of their claim. Special Secretary (Tech) directed the executing agency to submit the preliminary drawings for the proposed pre-stressed bridge over Rohri canal and also suggested W&S Department to vet the design by hiring their own consultants and the preliminary design be also prepared by the Department for which if want they can keep a separate provision in ADP.

8. After detailed discussions the committee took following decisions :-

Decisions :

- (i) The schemes were cleared for consideration of PDWP.
- (ii) The Sponsoring Agency would adopt the new schedule of cartage rates recommended by the Standing Committee and submit the scheme PC-Is accordingly.
- (iii) The S/A would review the design for reducing the thickness of sub-base course upto 6 inches as done in the previous road schemes.
- (iv) The S/A would submit the preliminary drawing in respect of the proposed bridge over Rohri canal.
- (v) The schemes would be considered in the PDWP after receiving the modified PC-I incorporating all the information as agreed in the meeting.

Item No. 8. Rehabilitation & Improvement of Internal Roads of Katrak Parsi Colony, Jamshed Town, CDGK (ADP # 1735) 2009-10.

Item No. 9. Construction of Road from Chanesar Goth to Mehmoodabad Corporation Road (ADP # 1736) 2009-10.

Decision:

9. The schemes will be considered by DDWP as their costs were less than Rs.60 million, hence were referred to Local Government Department for placing it before DDWP.

Additional Item:

Rehabilitation of Drivers Training School under public private partnership Karachi/Hyderabad/Sukkur/Larkana (Estimated cost Rs.80 million).

10. It was informed that the PC-I envisaged to rehabilitate drivers training schools at Karachi, Hyderabad, Khairpur and Larkana to impart training to Public Service Vehicle drivers intending to obtain licenses to drive light / heavy duty commercial vehicles. The aims of the project was to train jobless semi literate and educated youth belonging to lower income group of the province and to help overcome shortage of skilled drivers for controlling fatal accidents and to equip drivers with sense of responsibility towards safe driving.

11. The replies to the observation was submitted by the Transport Department in the meeting alongwith modified PC-I for rehabilitating Karachi Hyderabad and Larkana training centre and construction of new driving centre at Sukkur.

12. The representative of Transport Department also informed that as per Technical Committee meeting held on 04-08-2009 on training of Transport Department's Benazir Bhutto Shaheed Youth Development Programme, the training in the driving schools would be done through Private Sector and equipment suggested in the meeting i.e 2 dumpers, 2 excavators and 2 cranes with good made for each school would be purchased. The TOR of PPP will be sent to PPP Unit of Finance Department.

13. The forum viewed that the scheme was for rehabilitating of the existing driving schools therefore no new construction would be allowed. The Transport Department was asked to identify any abandoned building in Sukkur which can be converted into driving school by renovating it.

14. The representative of Transport agreed and promised to submit the modified PC-I with nomenclature as appearing in ADP 2009-10 alongwith all the information required as per observation in the working paper and as per decisions of Technical Committee Benazir Bhutto Shaheed Youth Development Programme to Planning and Development Department in 7 days. The modified PC-I will then be examined in T&C Section which will place the scheme before PDWP if found appropriate otherwise it will be again placed before Technical Committee.

15. **Decision:**

The Transport Department would submit the modified PC-I as per discussion held above in 7 days to P&D Department which will be examined by T&C Section to place it before PDWP, if found appropriate, otherwise it will be again placed before the Technical Committee.

**GOVERNMENT OF SINDH
PLANNING & DEVELOPMENT DEPARTMENT**

List of Participants of the Technical Committee Meeting
Held on 1ST September, 2009

Sr.No.	Name & Designation	
	PLANNING & DEVELOPMENT DEPTT.	
1.	Dr. Noorul Haque Chief Economist/ Special Secretary (Dev)	In Chair.
2.	Mr. Iqbal Ahsan Zaidi Special Secretary (Dev)	
3.	Ms. Rehana Ghulam Ali Memon, Special Secretary (Tech)	
4.	Mr. Khalid Waheed, Special Secretary (S&T)	
5.	Mr. Jumman Arbab Sr.Chief (EPR/Packages)	
6.	Mr. Khalid Mehmood Siddqui Chief (PP&H)	
7.	Mr. Din Muhammad Talpur, Chief (Coord / Development)	
8.	Mr. Anwar Ali Mughal, Assistant Chief (T&C).	
	FINANCE DEPARTMENT.	
9.	Ms. Abida Lodhi, Deputy Secretary (Dev-I).	
	WORKS & SERVICES DEPTT.	
10.	Mr. Nazeer Ahmed Shaikh, Additional Secretary (Tech)	
11.	Mr. Shahid Hasan Assistant Director	
12.	Mr. Mukhtar Ali Janvri S.E.Highways, Sukkur.	
13.	Janib Ali Bhambhro XEN, Prov. Highways, Khairpur.	
14.	Mr. Shamsuddin Abro	
	CITY DISTRICT GOVT KARACHI	
15.	Mr. A. Shakoor Pathan District Officer-I.	
16.	Mr. S. M. Shakaib District Officer (Coord)	
17	Mr. Anwar Ali E.E, Bin Qasim Town, KW&SB.	