



## GOVERNMENT OF KERALA

### Abstract

Planning and Economic Affairs (RKI) Department- Reconstruction of flood damaged LSGD roads under RKI through PMU-LSGD- Changing the mode of implementation from DBMT /DBOT to Item Rate Contract Mode- Sanctions accorded- Orders issued.

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### **PLANNING & ECONOMIC AFFAIRS (RKI) DEPARTMENT**

G.O. (Rt) No.222/2020/P&EA

Thiruvananthapuram, Dated 25/05/2020

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- Read:
1. G.O. (P) No. 16/2018/P&EA dated 09/11/2018.
  2. G.O. (P) No. 19/2019/P&EA dated 23/05/2019.
  3. G.O (Ms.) No. 25/2019/P&EA dated 13/08/2019.
  4. G.O (Rt.) No.485/2019/P&EA dated 15/11/2019.
  5. Letter No. T1-3/2019/PMULSGD dated 07/05/2020.
  6. Minutes of the Review Meeting held by Chief Secretary on 21/05/2020.

### ORDER

As per reference cited as 3<sup>rd</sup> paper above, a list of LSGD roads from 8 districts, namely, Pathanamthitta, Kottayam, Ernakulam, Wayanad, Thrissur, Idukki, Palakkad & Alappuzha were taken up under RKI for reconstruction with PMU-LSGD as the implementing agency.

2. As per reference cited as 4<sup>th</sup> paper above, Administrative Sanction was issued for the approved roads with Right of Way (RoW)>5.5m in Pathanamthitta, Idukki and Wayanad districts through a DBMT (Design, Build, Maintain and Transfer) /DBOT (Design, Build, operate & Transfer) mode of implementation.

3. However, as per reference cited as 5<sup>th</sup> paper above, the Project Director, PMU-LSGD informed that even the repeated tendering of the sanctioned works failed to elicit successful bids that meet all the tender requirements. Regarding the issue, the Tender Committee observed that, the large-scale contracting companies which undertake PPP/DBMT projects are hesitant to undertake works in LSGD roads owing to the short stretches and widely scattered sites, and hence the possibility of appearance of a bigger contractor as envisaged in the RFQ was fewer. Though the small & medium contractors within the state might have an interest in taking up these works, they fail to meet the eligibility criteria laid down in the RFQ document,

especially in the design aspects. Further the Committee observed that even the PWD, Kerala State Transport Project (KSTP) etc., which handle the majority of road works in the state follow the Item Rate Contract Mode of implementation. Considering all these facts, the Tender Committee requested to review the Government decision to execute the works in DBMT/DBOT mode and suggested to replace the same with an Item Rate Contract Mode.

4. The Review meeting of RKI projects held on 21/05/2020, under the chairmanship of the Chief Secretary, considered the matter in detail and recommended the works be implemented in the Item Rate Contract Mode, instead of the currently proposed DBMT/DBOT mode, with a long-term maintenance element (at least five years) incorporated in the tender conditions.

5. In these circumstances the Government are pleased to order that the works with respect to the LSGD roads taken up under RKI, as per G.O read 3<sup>rd</sup> paper above, shall be executed in Item Rate Contract Mode, with a long-term maintenance element (at least five years) incorporated in the tender conditions, instead of the present DBMT/DBOT mode.

5. The PMU-LSGD shall take necessary action for the tendering of the works in the Item Rate Contract Mode in a fair and transparent manner in accordance with the extant rules.

**By order of the Governor,  
Rajesh Kumar Singh  
Additional Chief Secretary to Government**

To:

Project Director, PMU-LSGD.

Principal Secretary, Local Self Government Department.

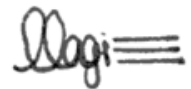
The Principal Accountant General (A&E/Audit), Thiruvananthapuram.

Local Self Government Department

Information & Public Relations (Web & New Media) Department (for publishing in Government website)

Stock File/Office Copy [F.No.RKI1/80/2019-PLGEA]

Forwarded/ By Order,



Section Officer

Copy:

Special Secretary to Chief Secretary.

*All members of HLEC and RKI-IC.*