

GOVERNMENT OF INDIA
MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION

2ND SECTORAL SUMMIT OF NEC TO REVIEW ROAD SECTOR
PROGRAMMES IN THE NORTH EASTERN REGION HELD AT SHILLONG
ON 8-9 FEBRUARY 2007
BACKGROUND-ISSUES-CONCLUSIONS.

BACKGROUND:

A decision was taken at the **53rd Meeting of the NEC** held at New **Delhi on 15-16 November, 2006** that sector specific meetings be organized every month by rotation in the eight North Eastern States to **review Central Sector/ Centrally sponsored Schemes (CSS)** being implemented by Central Ministries in the North Eastern Region. A schedule of the first 16 meetings was drawn up. The **1st Sectoral Summit** to review power sector programmes was held on **16-17 Jan, 2007 at Pasighat, Arunachal Pradesh**. The 2nd Special Meeting to **review road sector** programmes was held 8-9 Feb.2007 **at Shillong, Meghalaya**.

2. The road sector can broadly be divided into the following:

- (i) National Highways
- (ii) State Highways
- (iii) Major District Roads
- (iv) Other District Roads

- (v) Rural Road
- (vi) General Staff Roads

3. The road construction programmes in the region include:

- (i) NHDP – II
- (ii) NHDP-III B
- (iii) SARDP-NE
- (iv) PMGSY
- (v) NEC Roads
- (vi) NLCPR Roads,
- (vii) ADB Assisted NESRP

ISSUES:

During discussion the following issues emerged:

- (i) Density of all roads in NER is far less than National average.
- (ii) Out of 6880 km National Highways, 3725 km are less than 2-lane
- (iii) Agartala, Aizawl and Gangtok are not even connected by 2-lane National Highway
- (iv) 62 District Headquarters are not connected even by 2-lane road.
- (v) Backward, remote and border areas are grossly deficient in terms of proper road connectivity.
- (vi) Connectivity to neighbouring countries is also inadequate.
- (vii) NER has about **6,880 KMs of National Highways** out of 66,590 KM all over India. These are funded by the DORTH and implemented through various agencies like NHAI, BRO and State PWDs.

- (viii) **State PWDs** are responsible for 88,061 KMs of roads including State Highways, Major District Roads, Other District Roads, Village and Urban Roads.
- (ix) **BRO** is responsible for **11,375 KMs of roads** including Defence Roads, National Highways, SARDP- NE, NLCPR, NEC, MHA and MEA Roads.
- (x) Under **NHDP-II**, construction of the 678 KMs East-West Corridor up to Silchar has been taken up. Target for completion is Dec.2008.
- (xi) Under **NHDP-III B**, CCEA has approved preparation of DPRs for 1051 KMs. This has been taken up.
- (xii) **SARDP-NE** is a special programme for NER and has been taken up in two phases. **Phase-A** covers **1310 KMs** and is being implemented by NHAI, BRO and Assam PWD. **Phase-B** covering **6306 KMs** has been approved for DPR preparation only.
- (xiii) Implementing agencies of NHDP and SARDP-NE have faced difficulties in terms of delays in acquisition of land, obtaining forest & environmental clearance, felling of trees, encroachments, non availability of materials and qualified & resourceful contractors and security related problems.
- (xiv) NHAI has been unable to take up implementation of 603 KMs of roads under SARDP-NE (Phase-A) due to lack of response to BOT (Toll). States expressed doubts about BOT (Annuity) route also for which bids have been invited.
- (xv) Actual achievement under SARDP, Phase-A upto December, 2006 has been between 1 – 3% only.

- (xvi) Under **PMGSY**, connectivity of **17,701 habitations** and **14671.47 KMs of rural roads** is targeted.
- (xvii) Under **Bharat Nirman**, connectivity of **9165 habitations** and construction/ upgradation of **11537 kms roads** is targeted by year 2009.
- (xviii) Ministry of DoNER, through the **NLCPR** has funded **3,660 KMs of roads**, mostly State Highways, MDR & ODR and a large number of bridges in all the eight NE States. This includes conversion of timber bridges to RCC and bailey bridges. 30% of DONER's NLCPR funds are invested in the road sector
- (xix) **NEC** has funded **9,667.52 KMs** of roads since inception. 42% of NEC Plan funds are invested in the road sector.
- (xx) Due to lack of resources and capacities among State PWDs, maintenance of road assets has suffered.
- (xxi) Ministry of DoNER, with **ADB's Technical Assistance (T.A.)**, has taken up **capacity building of State PWDs**. The ADB assisted **NESRP**, which seeks to upgrade about **1300 KMs of roads** in the eight NE States, has an important **Institution Development and Capacity Building** component.
- (xxii) States requested for according high priority to funding for conversion of timber bridges into RCC Bridges
- (xxiii) Arunachal Pradesh and Sikkim requested that priority be accorded to roads leading to sites of hydro power projects. Similarly, Meghalaya requested that roads linking important Land Customs Stations (LCS) be accorded priority. Tripura wanted road links to the new railway stations.

- (xxiv) States demanded enhancement of funding under BADP, administered by MHA. The present level of funding was considered inadequate to make a dent in the infrastructure required in the sensitive border areas.
- (xxv) Connectivity to remote hamlets in the hill areas which are not eligible for funding under PMGSY has been, provided through Porter Tracks funded under NLCPR. This was appreciated and it was suggested that more such Tracks be constructed for connecting villages which are not eligible for funding under PMGSY/ Bharat Nirman.
- (xxvi) The phasing of road projects should be compressed for completion of sanctioned NEC roads within three to four years. This would avoid spreading resources thinly and optimize use of funds.
- (xxvii) Spatial data base on road information system should be created by using GIS and Remote Sensing facilities.
- (xxviii) Institutions like CRRI, NITHE and IIT , Guwahati be requested to organize/ conduct training programme for the State Engineers at the respective State capitals.
- (xxix) The Border Roads Organisation and some States suggested that funding for maintenance during construction phase may be included as an integral part of the original estimates under various programmes.
- (xxx) States did not favour the Planning Commission's proposal to reflect NEC and NLCPR funds in their State Annual Plans
- (xxxi) States requested that DORTH, NHA I and BRO keep them informed about status of preparation sanction and implementation of projects.

(xxxii) States requested for extension of East-West Corridor to link all State capital cities.

(xxxiii) Some States demanded that State PWDs also be associated in preparation of DPR and implementation of roads under for SARDP-NE.

(xxxiv) Arunachal Pradesh requested that the following State roads may be included under SARDP-NE, Phase-A:

- (i) Yingkiong-Jido-Bishing State
- (ii) Jido-Singa State
- (iii) Miging-Bille Inter Basin
- (iv) Taliha-Tato Inter Basin
- (v) BRTF Road to Jengging via Pangyo
- (vi) Simong to Singa

(xxxv) Assam requested that special programmes should be taken up for upgradation of MDR, SH and urban roads as there are no schemes for upgradation of these roads. Under PMGSY, schemes for conversion of timber bridges to RCC bridges may be allowed upto 40 meters length as State Governments are unable to fund bridges of length more than 25 meters from their own resources.

Under PMGSY schemes – conversion of timber bridges to RCC bridges may be allowed upto 40 m length.

(xxxvi) Manipur proposed construction of an alternative National Highway linking NH-150 at Thinungei and NH-53 at Jiribam as NH-150A, Imphal City Bye-pass and requested that the progress of construction for NH-150 by BRO be expedited. It was suggested that construction of the bridge over

Tuivai river at Tipaimukh be entrusted to PWD, Mizoram as to coincide with construction of approach road (from Mizoram side) to the bridge.

Manipur requested that the East-West Corridor be extended from Silchar upto Moreh on Myanmar Border via NH-53 and NH-39. This could be the vital link to the proposal Trans-Asian Highway. They also requested double laning of NH-53 (Silchar-Jiribam-Imphal Highway) and conversion of existing temporary minor bridges to permanent RCC bridges.

(xxxvii) Meghalaya requested NHAI to expedite award of work and implementation of the Shillong and the Jowai town bye-passes on NH-40 and NH-44.

(xxxviii) Nagaland requested that the Ministry of Rural Development consider relaxation of norms to provide connectivity to habitations with 100+ population.

Width of PMGSY roads be upgraded to intermediate lane i.e. 5.5 m width carriage way so that two vehicles can pass each other easily in the hill areas.

(xxxix) Sikkim requested that the existing North Sikkim Highway from Gangtok to Mangan (67 km) be declared as National Highway in view of the strategic importance of the road. Sikkim clarified that there is no environment clearance constraint for the Gangtok-Nathula road for which works are being undertaken by BRO.

(xl) Tripura sought prioritization of an alternative highway from Kukital to Sabroom via Dharamanagar for providing connectivity to interior and tribal areas.

- (xli) A scheme to provide connectivity to neighbouring countries may be introduced. At present there is no scheme for this purpose.
- (xlii) National Thermal Power Corporation (NTPC) requested that while developing the Master Plan for the roads, , priority be accorded to NH-52 and road connecting District HQ at ROING and ANINI in Arunachal Pradesh for implementation on priority as these roads would provide connectivity to Hydro project sites.

CONCLUSIONS AND RECOMMENDATIONS:

- (i) The BOT(Toll)/BOT(Annuity) funding pattern for roads allotted to NHAI to under SARDP-NE/NHDP-III B is not considered suitable/feasible. Lack of response has delayed implementation. DoRTH to consider budgetary support as has been done for roads entrusted to BRO and Assam PWD.
- (ii) Capacity building of State PWDs for better planning & management of road assets is critical. ADBs assistance should be expanded. DoRTH may also seriously consider including an institution development and capacity building component in SARDP-NE and other road programmes with the objective to improve capacities of State PWDs.
- (iii) Maintenance of road assets is important. All States to consider enactment of legislation on the lines of the Mizoram Road Fund Bill. Mizoram to expedite enactment and implementation.
- (iv) DoRTH to consider the demand for extension of the East-West Corridor or, in the alternative to upgrade road linking all State capital cities and district HQs with four/two lane roads.

- (v) States to utilize funds awarded by 12th Finance Commission for maintenance of assets. Sikkim has suffered because of inadequacy of award.
- (vi) Ministry of DONER to accord priority to funding of conversion of timber bridges to RCC bridges. DoNER may consider funding porter-tracks for connectivity to remote hamlets in hill areas.
- (vii) A Master Plan encompassing all categories of roads to be developed by Ministry of DoNER, in consultation with the Ministries of Shipping, Road Transport & Highways, Rural Development, Planning Commission, NEC and the State Governments. The multiplier benefits of road sector programmes in promoting socio-economic growth should be factored in the proposed Master Plan. Priority be accorded to roads providing connectivity to hydro-project sites, important LCS and other economic and commercial growth centres. Consultants or a consortium of Consultants to be identified for implementing this proposal.
- (viii) Ministry of DONER to continue funding roads which are not included under other Central and State sector programmes. NEC to continue to focus on roads which provide inter-state road connectivity.
- (ix) DORTH to make all efforts to complete implementation of selected roads under NHDP-II, NHDP– III and SARDP-NE within the targeted dates. Milestones be spelt out in separate Action Plans under each programme.

- (x) States to rationalize royalty rates being imposed on construction materials. Local quarries be allowed to be exploited for sourcing materials by road construction agencies.
- (xi) States to streamline/ simplify procedures for Environment and Forest clearance for felling of trees, shifting of public utilities, removing encroachments etc
- (xii) BRO to consider setting-up Chief Engineer's office in Tripura and Sikkim.
- (xiii) Ministry of DONER, in consultation with the DEA, to request ADB to take up special training of Manipur State PWD within a time bound framework. Special attention to be paid to improvement of roads in hill areas of the State.
- (xiv) DORTH, NHAI and BRO to consider freezing of alignments so as to reduce delays in implementation.
- (xv) Ministry of DONER to request MEA to take the initiative to improve bilateral relations with Bangladesh to provide transit facilities to the North Eastern States, particularly to Tripura.
- (xvi) Ministry of DONER/ NEC to examine the proposal to create a pool of road construction equipment which can be leased/rented out to registered contractors.
- (xvii) Adequate provision be included in the original cost of construction of roads for maintenance during construction phase.

- (xviii) States to provide complete details of land along the NHs to the construction agencies, as envisaged in National Highways, Land and Traffic Control Act, 2002. As per this Act the management of road land lies with the highway construction/ maintenance agency.
- (xix) To address the transportation needs of major hydro power projects in Arunachal Pradesh and Sikkim and major Land Customs Stations (LCS) in the NER, the DoRTH may consider according priority to such NH projects under SARDP-NE.
- (xx) NEC and NLCPR funds should not be included under State Plans. They should continue to be utilized for projectised assistance for Inter-State Projects and Intra-State Projects respectively in NER.
- (xxi) Ministry of Defence to consider nominating a Nodal Officer for NER related issues.
- (xxii) It was observed from the presentation made by the Ministry of Rural Devpt. that the States are slow in preparing proposals and awarding contracts under PMGSY. States advised to put the institutional arrangements as suggested in PMGSY in place.
- (xxiii) The quality of roads under the PMGSY leaves much to be desired. Ministry of Rural Devpt. to devise suitable and effective strategies for improvement of quality.
- (xxiv) Ministry of Rural Development to assist States to enhance capacities in respect of documentation and accounting under PMGSY.
- (xxv) States to control high cost of construction under the PMGSY scheme.

- (xxvi) To address issues relating to PMGSY, a Committee chaired by Shri P.P. Shrivastav, Member, NEC be constituted. It will include representative of Ministries DoNER and Rural Development, National Rural Roads Development Agency (NRRDA), Planning Commission, State PWD/RD/RWD as the case may be. Planning Adviser, NEC will be the Member-Secretary. Report to be submitted within three months.
- (xxvii) To address issues relating to implementation of NHDP-II, NHDP-IIIB and SARDP-NE, a Committee chaired by Dr. (Smt.) I.K. Barthakur, Member, NEC be constituted. It will include representatives from the Ministries of DORTH, Planning Commission and State PWD Ministers. Adviser (Transport), NEC will be the Member-Secretary. Report to be submitted within three months.
- (xxviii) Secretary, DONER in consultation with DORTH, will constitute a third Committee to address technical and research related issues with the primary objective to reduce the cost of construction of roads in the NER. CRRI may be associated.

**2ND SECTORAL SUMMIT OF THE NORTH EASTERN COUNCIL TO REVIEW
ROAD SECTOR PROGRAMMES IN THE NORTH EASTERN REGION (NEC
SECRETARIAT, SHILLONG
ON 8TH FEBRUARY, 2007 AT 10.00 AM)**

SL. NO.	NAME	DESIGNATION, MINISTRY/ STATE/ ORGANIZATION
1.	Shri Mani Shankar Aiyar	Minister, DoNER & Chairman, NEC
2.	Shri M.M. Jacob	Governor, Arunachal Pradesh & Meghalaya
3.	Shri K. Shankaranarayanan	Governor, Nagaland
4.	Shri Gegong Apang	Chief Minister, Arunachal Pradesh
5.	Shri J.D. Rymbai	Chief Minister, Meghalaya
6.	Shri Neiphiu Rio	Chief Minister, Nagaland
7.	Dr. (Mrs.) I.K. Barthakur	Member, NEC
8.	Shri P.P. Shrivastav	Member, NEC
9.	Shri K.H. Muniyappa	Minister of State, Shipping, Road Transport & Highways
10.	Shri Chandra Sekhar Sahu	Minister of State, Rural Development
11.	Shri Brening A. Sangma	Minister, PWD (Roads), Meghalaya
12.	Shri Tokeho	Minister (Works & Housing), Nagaland
13.	Shri D.T. Lepcha	Minister (Roads & Bridges & Labour), Sikkim
14.	Shri Badal Choudhury	Minister (PWD), Tripura
15.	Shri Deo Nukhu	Dy. Chairman, State Planning Board, Nagaland
16.	Smt. Sushma Singh	Secretary, DoNER
17.	Shri H.V. Lalringa	Secretary, NEC
18.	Shri D.S. Poonia	Joint Secretary, DoNER
19.	Shri P.S. Thangkiew	Planning Adviser, NEC
20.	Shri H. Marwein	Commissioner & Secretary, Meghalaya
21.	Shri W.M.S. Pariat	Principal Secretary, Meghalaya
22.	Shri H.B. Dkhar	Planning Secretary, Meghalaya
23.	Shri P.K. Bhaiya	Secretary, PWD (R&B), Meghalaya
24.	Shri Lian Sanga	Secretary, PWD, Mizoram
25.	Shri R. Khiangte	Adviser to C.M., Mizoram
26.	Shri Alok Rawat	Principal Secretary cum Development Commissioner, Sikkim
27.	Shri T.B. Rajalim	Additional Chief Engineer (R&B), Sikkim
28.	Dr. H. Bera	Member, Panchayati Raj, GOI
29.	Shri B.S. Gautam	SE (P/M), Roads & Bridges
30.	Shri L.M. Pradhan	C.E. (Mech), R&B, Sikkim
31.	Shri S. Gopendra Singh	AE/MSRRDA, Manipur
32.	Shri Th. Shyam Sundar Singh	SE/ED, MSRRDA, Manipur
33.	Shri Th. Ingoba Singh	AE/MSRRDA, Manipur

34.	Shri Santosh Kumar	NE (Air, Shillong), Meghalaya
35.	Shri Jyotimoi Gogoi	Engineer, NHAI, Guwahati, PIU
36.	Shri Kamlesh Kumar	Chief Engineer, DoRTH
37.	Shri Anil Kumar	Chief Engineer, HQ, Project Setuk, BRO, Shillong
38.	Shri Jatinderbir Singh	Joint Secretary, M/o Defence
39.	Shri S.P. Sharma	Director TP (East), DG BRO
40.	Shri Prabha Kant Katare	Director (Project), NRRDA, M/o Rural Development
41.	Shri Jitendra Kumar	Director, M/o Rural Development
42.	Shri V. Bala Krishna	Regional Officer (SE), M/o Road Transport & Highways, Guwahati
43.	Shri Albam Contu	Member, Steering Group on Vision 2020
44.	Shri A.P.S.Sethi	Chief General Manager, NHAI
45.	Shri S.K. Nirmal	General Manager, NHAI
46.	Shri Pankaj Kumar	Commissioner & Secretary to Governor of Nagaland
47.	Shri Pankaj Asthana	Director, DoNER
48.	Shri P.K. Deb	Adviser (T&C), NEC
49.	Shri B. Singh	NEC
50.	Shri H. Vanlalhluta	FA (NEC)
51.	Shri T.K. Hangzo	Dy. FA (NEC)
52.	Mr. H. Iwasaki	Transport Specialist (ADB)
53.	Mr. P.D. Robinson	Transport Specialist (ADB Consultant, SMEC)
54.	Shri B.C. Chakraborty	Assistant Secretary (P&A), NEC
55.	Shri R.K. Das Choudhury	Statistician, NEC
56.	Shri K. Gulati	GM, NTPC
57.	Shri Raj Chakrabarty	DGM, NHAI
58.	Shri Tomi Ete	C.E. (D&P), PWD, Arunachal Pradesh
59.	Shri K.C. Dhimole	CEO, ARRDA, Arunachal Pradesh
60.	Shri Mumtaz-Uddin Ahmed	Addl. C.E., PWD (R), NEC Works, Assam
61.	Shri Kalyan Ch. Hazarika	S.E. (PWD), Assam PWD
62.	Shri Kumar Kachari	Engineer, NHAI
63.	Shri Ajay Chandra Bordoloi	C.E., PWD, NH (W), Assam PWD
64.	Shri M.C. Boro	C.E. PWD (R), Assam PWD
65.	Er. Vekho Swbro	E.E. PWD, Nagaland
66.	Dr. Er. V. Angami	C.E. PWD (R&B), Nagaland
67.	Shri Rastrapati Singh	C.E., PWD, Manipur
68.	Shri Temba Singh	S.E. (NH), PWD, Manipur
69.	Shri Lok Ranjan	Commissioner & Secretary, PWD, Tripura
70.	Shri R. Dasgupta	S.E. Planning, PWD/ Roads, Tripura
71.	Shri S. Kmmdar	C.E., PWD, Meghalaya

72.	Shri W.L. Nongpiur	C.E. (R), PWD, Meghalaya
73.	Shri R. Bhattacharjee	C.E. (NH), PWD (R), Meghalaya PWD
74.	Shri Sonam Y. Lepcha	JS, Planning, Sikkim
75.	Shri Ravinder	AEE, MoRTH
76.	Shri Sajal Mitra	Director, DoNER