

eFile No. EandP-14/1/2016-O/o EA  
 Government of India  
 Ministry of Development of North Eastern Region  
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Vigyan Bhawan Annexe,  
 Maulana Azad Road,  
 New Delhi-110011

September 21, 2016

**OFFICE MEMORANDUM**

**Subject: 1<sup>st</sup> Meeting of Inter- Ministerial Committee on Road Sector Schemes/Programmes in North East held on 17.08.16.**

The undersigned is directed to forward a copy of **Minute of the 1<sup>st</sup> Meeting held on the Subject under the Chairmanship of Secretary, DoNER, on 17<sup>th</sup> August, 2016 in the Committee Room of the Ministry, Vigyan Bhawan Annexe, for information and appropriate action.**

*Atul Basumatary*

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 Director  
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To

1. Secretary, Ministry of Road Transport & Highways
2. Secretary, Ministry of Rural Development
3. Secretary, Department of Border Management, MHA
4. Secretary, NEC
5. Adviser (Transport), NITI Aayog
6. MD, NHIDCL

Copy to: JS(NLCPR)/JS(Infra)/JS(NEC)/EA/SA – Ministry of DoNER,

Copy for information to : PPS to Secretary, DoNER

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 Government of India  
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September 21, 2016

**Subject: Minutes of the 1<sup>st</sup> Meeting of Inter- Ministerial Committee on Road Sector Schemes/Programmes in North East held on 17.08.16 in the Committee Room of Ministry of DoNER.**

The 1<sup>st</sup> Meeting of Inter- Ministerial Committee on Road Sector Schemes/Programmes in North East was held on 17.08.16 in the Committee Room of Ministry of DoNER under the Chairpersonship of Secretary, DoNER. The list of participants is at Annexure-A.

2. Welcoming the participants, Secretary, DoNER explained that the Committee on Road Sector has been set up for greater synergy in ongoing efforts in development of road sector in NE and review issues involved in the implementation of Schemes/Programmes. Road sector projects/schemes are being implemented by various Ministries/Departments i.e. MoRT&H, DoNER/ NEC, MHA, MoRD, MoD (BRO) etc. There is not only a need to co-ordinate and collate information from implementing Ministries but also draw a road map for undertaking projects of strategic and social importance, especially given the great demand for new road projects from some State Governments.

3. The following emerged after the extensive review of the status of road works being undertaken by the various Ministries/ Organizations:

- East -West Corridor - 621 Kms (MoRTH) is 95% (590 km) completed. However, there may be some slippages in targetted date of completion viz. December 2016 . It was noted that some stretches of the road need urgent attention.
- NHDP III –104 Km Target date of completion is May, 2018. No stretch has been completed as yet.
- SARDP NE Phase A - (4099 km) 53% (1639 kms) completed. Target date of completion March, 2017 needs to be extended to 2021 as some packages are yet to be awarded. It was noted that all packages that were not awarded have since been transferred to NHIDCL. It is expected to add 600 kms by March 2018 and complete 60% work.
- Arunachal Package - (2319 km) 21% (348 km) completed. Target date of completion March, 2018 needs to be extended to 2020-21.
- SARDP NE Phase B –3723 km, (MoRTH) has not yet commenced for want of funds. Rs.64 cr. have been approved for DPR only. The proposal for undertaking road stretches under Phase B have been submitted to the Ministry of Finance.
- PMGSY(MoRD) : The PMGSY Scheme was launched in the year 2000 to connect unconnected habitations with population of 500 and above (Plains) and 250 & above in backward region ( special category states, tribal, dessert, Integrated Action plan

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(IAP) districts etc.) within a distance of 1.5 km in NE against 0.05 Km at national level. Relaxation is given to all special category states including 8 NE States to construct bailey bridges with relaxation in bridge length from 50 m to 75 m. Besides for the sparsely populated Arunachal Pradesh, relaxation in radius of habitation cluster (up-to 10 km footpath) has been provided. As on December, 2015, 17108 km have been completed in the North East covering 10771 habitations. The 2016-17 Budget speech commitment is to connect remaining 65000 habitations in the country by 2019. In North East a total of 8000 habitation remain unconnected. 3 States Arunachal Pradesh, Assam, Meghalaya account for 80% of this. Very few villages are left in Tripura, Sikkim and Manipur. A total of 3490 out of 8000 roads would get completed in PMGSY this year and out of Rs.1921 crore allocated for the region, Rs492 crore has been released. It was mentioned that Nagaland has not been sending proposals under PMGSY. Specific case of motorable road connectivity and a bridge between Chomua Gati and Salbari Sub-Division under Baksa District of BTC, Assam was discussed. PMGSY does not cover roads to urban hamlets even in remote areas. Under PMGSY, Roads and Bridges are undertaken in an integrated manner and bridge construction on existing roads is presently not permissible. JS, MoRD gave a status report of the releases etc.

- Border Roads (MoD): It was noted that against 740 kms assigned under SARDP-A and 214 kms under Arunachal Package, 801 km has been completed. At a macro level, out of 61 border roads, 30 roads are in NE. 12 have been completed and 18 are in progress. 2 laning of road from Gangtok to Nathula Pass in Sikkim is 88% complete. BRO is facing problems at 3 bypasses on the road between Bhalukpong in Assam to Tawang in Arunachal Pradesh due to issues relating to land acquisition.
- NITI Aayog is concerned with ADC Road projects, if any, and ongoing committed liability under SPA/SCA.
- NLCPR (Roads and Bridges) (M/DoNER) : Out of total number of Road & Bridges projects , 608 have been completed and 306 are under construction. A number of road proposals were submitted in 2016-17 especially by Nagaland. Although the amount released (Rs.4105.09 Cr) is relatively small, the NLCPR addresses critical gap in road and bridge projects identified by State Governments.
- NESRIP (EAP, M/DoNER): Construction / up-gradation of total 433.425 kms roads in 6 states of Assam, Meghalaya, Mizoram, Sikkim and Tripura have been undertaken.
- SIDF(M/DoNER), Total road length 226.67 kms covering 13 projects have been undertaken out of which 6 have been completed in border districts.
- NEC(Roads & Bridges): Construction of 182 roads (11134.43 kms), 6272.50 kms inter-state roads have been undertaken so far. There are 47 ongoing projects: and Rs 2245 Cr released against Rs. 3350 Cr sanctioned (as in June, 2016). NEC has the mandate to carry inter- state projects.
- NERSDS: The Scheme was launched in 2015-16 for orphan roads mostly adjoining Assam. It has been transferred to NEC recently. Road construction work is being implemented by NHDICL.

Agency wise progress was also reviewed. Slow progress on works undertaken by MoRTH was noted. NHIDCL would take three years to complete awarded stretches. Reasons cited for slow progress on various stretches include land acquisition problem, landslides, delay in submitting proposals by State Government

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for maintenance, inability to provide state share for projects and law & order issues. The delay caused in acquiring land is addressed by resorting to National or State Act whichever is expeditious. In the case of Nagaland, Manipur etc. they follow respective State Act.

New projects for consideration under NLCPR and NEC were shared with the Committee concern was also expressed that all ADC HQs especially in Nagaland have not been covered with proper road connectivity. MoRTH has undertaken DHQ connectivity through SARDPNE covering 88 districts. Most uncovered districts are in Arunachal Pradesh. District connectivity work will spill over to Phase B. Under SARDP Phase-B, road connectivity to some 18 DHQs is proposed for which approval of Cabinet is being sought. Meanwhile it was noted that 13 new districts have been created. NEC was requested to send a status report on road connectivity to the new districts.

JS (NE), MHA brought out the deplorable condition of the NH between Senapati and Imphal. It was noted that the NH39 was a part of Asian Highway/IMT Trilateral Highway that should be made at least properly motorable. MoRTH representative responded that State PWDs are responsible for maintenance of National Highways for which 30- 40 % of Scheme budget is reserved and proper maintenance of the NHs is possible only if the concerned State PWDs take timely action. State Government of Manipur is yet to submit necessary estimates in their Annual Plan to MoRTH for funds.

Bad condition of existing arterial roads in NER, especially poor conditions of NH 53 in Barak valley, Assam, NH 44 connecting Tripura and Assam was also pointed out.

MoRTH gave a status update on road works undertaken on Dimapur-Moreh stretch. The Dimapur- Kohima 4 laning has been undertaken by NHIDCL. Kohima-Imphal 4 laning is approved by ADB and will also be implemented by NHIDCL. The 4 laning of road between Dimapur and Kohima is going to commence shortly and DPR for 4 laning of road between Kohima to Imphal is in advance stage of processing. Remedy has been found by splitting 4 lane road into two parts (Each part having 2 lanes) on the difficult and sinking Mao -Senapati stretch.(alternate 2 lane NH - Ukhrul-Tadubi-Toloi is being developed). DPR and Land Acquisition is already done and the road will be completed by 2020. Imphal- Moreh stretch will be undertaken by ADB through NHIDCL

Members also deliberated on appropriate agency for maintenance of existing NHs, among central agencies like National Highway & Infrastructure Development Corporation Limited (NHIDCL), GREF, NHAI etc. MoRTH stated that it is a policy matter and NHIDCL is already having adequate workload. Besides, NHIDCL does not have adequate field staff for maintenance works. NHAI is also preoccupied with four laning works. Concern was raised that poor condition of the NHs sometimes remain the same if the two connecting State Governments do not undertake repairs at the same time, so the maintenance of the NHs may be given to GREF as a single agency to avoid such problems. The Committee also deliberated whether the role could be given to BRO along with material as it had the necessary equipments but its budget was inadequate. The problems arising from threats from insurgents, ongoing tunnelling work for Jiribam-Imphal rail network was also highlighted. BRO stated

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that road from Jiribam to Imphal is strategically important road and they would check it and take up the repair works on priority. NH 44 work has been undertaken.

After deliberations on progress of road works undertaken by various agencies and need for maintenance for existing road works and various implementation issues following was recommended:

- The Committee noted that poor conditions of important NHs due to lack of proper maintenance by the State Government could be taken up by MoRTH in e-PRAGATI to sort out issues involved and put the works on fast track, since dilapidated conditions of the NHs directly affect economic activities of the region and hamper development.
- MoRTH could facilitate State Governments updated Schedule of Rates (SOR ) for quality maintenance of the NHs.
- MoRTH/DoNER could help states in setting up PMU in State Governments.
- Land Acquisition and other issues raised with State Governments may be endorsed to M/DoNER/MHA for a coordinated follow up.
- It was noted that funds would be allocated for SARDP-NE, Phase B only after completion of on-going schemes. The SARDP NE Phase A was behind schedule and the Work on NHDP III has not yet started. MoRTH was urged to expedite execution of various road projects in NER . They may also examine the availability of resources and if more than 10% of GBS is spent in NER , Ministry of DoNER could request Ministry of Finance to allocate fund from NLCPR Pool.
- All District Head Quarters (DHQs) of the States may be connected with 2 lane road at the earliest. Of the total of the 95 districts (now 101) , 18 DHQs would be connected after SARDP Phase B is completed. DPRs for these roads may be fast-tracked. NEC would give a list of new Districts that are to be connected to NH.
- The Committee also deliberated on the possibility of dilution of 2 lane and paved shoulders NH standards specifications in view of high cost and low vehicular density in remote regions provided these roads are not leading to power projects. All roads may be constructed as per IRC specification. However, intermediate lane , as per BRO standards or two lane with no paved shoulder may be considered. This would reduce the cost considerably. The stretches facing Land Acquisition issues could be bypassed if required.
- NEC/NLCPR would focus on connecting habitations listed as urban with all weather roads and while retaining projects for possible funding by the DoNER/NEC the same should be given overriding priority. In Nagaland, for instance, ADC/EAC HQrs may be linked with all weather roads on priority. Road works of the towns/urban areas in the border areas which are not covered under PMGSY may be taken up under BADP/NLCPR/NEC. All other roads connecting to uncovered rural habitations as per the PMGSY guidelines may be posed by State Governments under PMGSY .
- The Members were unanimous that DoNER with its coordination mandate is the most appropriate agency to monitor and coordinate inter-ministerial issues in road sector in the region. As a possible hedge against duplicity and better coordination, a copy of sanctioned letters of projects could be invariably marked by sanctioning Ministries ie MoRTH, MoRD, NEC, MHA, BRO and BADP to JS Infrastructure, Ministry of DoNER. An Information system needs to be developed with multiple agencies in the field for better planning and sharing of status of approvals. For streamlining monitoring of road works by the Committee, all executing Ministries and Departments could depict roads under execution on a map with different colours indicating status of progress and M/DoNER would prepare a consolidated map with

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the help of NIC. Accordingly, all concerned were requested to provide latest status on various road projects.

- In order to improve connectivity and socio-economic development, construction of new bridges or replacement of temporary/damaged bridges on the existing roads, could be made admissible under PMGSY in NE States. The Committee recommended that PMGSY guidelines may accordingly be modified.
- All DHQ roads which have been declared NHs but not funded as of now may be funded by MoRTH on priority and paucity of funds, if any, could be communicated to Ministry of Finance.
- Data on road density may be updated. It was mentioned that it has increased from 66 km per sq km in 2005-6 to 166 km per sq km .

The meeting ended with a vote of thanks to the Chair.

A handwritten signature in black ink, appearing to read 'Shree', with a long horizontal line extending to the right below it.

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LIST OF PARTICIPANTS

1<sup>st</sup> Meeting of Inter-Ministerial Committee on Road Sector Schemes/Programmes in the North East held on 17<sup>th</sup> August, 2016 in Committee Room, Ministry of DoNER

Sl.No.	Name	Designation	Ministry/Department
1.	Shri Naveen Verma	Secretary	<u>M/o DoNER</u>
2	Shri S.N. Pradhan	Joint Secretary	<u>M/o DoNER</u>
3	Ms. Mamta Shankar	Economic Adviser	<u>M/o DoNER</u>
4	Shri S.L. Meena	Joint Secretary	<u>M/o DoNER</u>
5	Shri Satyender Garg	Joint Secretary(NE)	<u>MHA</u>
6	Shri V.K. Rajawat	Chief Engineer(NE)	<u>MoRTH</u>
7	Shri Vinod Kumar	ADG	<u>BRO</u>
8.	Col. P.K. Tripathi	Director (Work)	<u>HQ, DG BR</u>
9	Shri Rajesh Bhushan	JS(RC) & DGNRRDA	<u>Rural Development</u>
10	Shri Bharat Khera	JS (BR)	<u>Defence</u>
11	Shri A.K. Jain	SE	<u>Defence</u>
12	Shri Amit Bhardwaj	SRO	<u>NITI Aayog</u>
13	Shri D.P. Tripathy	Director (BM-1)	<u>MHA</u>
14	Shri Doba Jini	SE(C)	<u>NEC</u>
15	Shri M. Kalita	EE	<u>NEC</u>
16	Shri Atul Basumatary	Director	<u>DoNER</u>

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