

**GOVERNMENT OF ARUNACHAL PRADESH  
PUBLIC WORKS DEPARTMENT  
CIVIL SECRETARIAT : ITANAGAR**

No. CEAP(EZ)/WTC-28/ICBR/07-08/  
To

27<sup>th</sup> December 2007

The Secretary,  
Ministry of Shipping, Road Transport & Highways,  
(Department of Road Transport and Highways)  
1, Parliament Street, Transport Bhawan,  
New Delhi – 1100 001

**Sub: Road Connectivity Proposals under Border Area Development Programme (BADP) and need for re-prioritization of existing/latest SARDP-NE proposals.**

Ref: No. NH-24035/11/2007-P&M dated 18-09-2007 from Director General (Road Development) and Special Secretary, MoSRT&H, Govt. of India.

Sir,

Vide reference quoted above, the Ministry of Shipping, Road Transport and Highways (MoSRT&H), Govt. of India, has sought information from the State Government on Border Road Proposals to be taken up under the Border Area Development Programme (BADP) of the Central Ministry. This programme has been conceived in line with the recommendations contained in the Report of the Task Force constituted under the chairmanship of **Shri B.N. Yugandhar**, Member, Planning Commission.

2. As mentioned in the Report and your reference as above, the BADP envisages construction of two-laned Border Highways running parallel to the international border. In the case of Arunachal Pradesh, the roads existing in the vicinity of the Indo-Bhutan, Indo-China and Indo-Myanmar Borders would qualify for up-gradation into two-laned Border Highways under BADP.

3. It is, however, feared that the BADP programme of the Central Ministry may run into isolation and optimum benefits from the programme will not be reaped if coordinated synergy is not developed with another massive road development Programme under the same Ministry viz. Special Accelerated Road Development programme (SARDP-NE). Therefore, while planning for the BADP Programme, it would be necessary to have logical linkages with the SARDP-NE which would include four roads of aggregate length 244 Km under Phase-‘A’ and 13 roads of total length of 1999 Km including 2 new roads proposed to link Changlang and Khonsa under Phase-‘A’. In case, selective SARDP-NE roads in the Modified Phase-‘B’ need to be taken up

simultaneously with the BADP Programme, if not earlier. In this context, the following issues and suggestions are put forth for taking up with the Central Ministry.

- a) In the latest modification of the SARDP-NE proposed by MoSRT&H vide No. NH-12037/66/2006/SARDP/PWD/NH-10 dated 01-11-2007 (copy enclosed) four two-laned roads of total length 244 Km have been included under Phase-‘A’ in Arunachal Pradesh. Of these, three roads viz. Lumla-Tashigao via Dudunghar (36 Km), Taliha-Tato (100 Km) and Migging-Bile (76 Km) are essentially border roads; (revised length under BRO 49 Km) catering to the Indo-Bhutan and Indo-China sector. Thus, these three roads could perhaps form part of the BADP Programme. The fourth road which happens to be the latest inclusion namely NH-153 from Jairampur to Pangsu Pass (32 Km) could remain in SARDP-NE (Phase-‘A’) as stretch of NH-153 in Assam is already in progress under Phase-‘A’. This road leads to one of the **gateways in the “Look East” Policy of the Central Govt.** Pangsu Pass on the Indo-Myanmar Border is fast developing into an important border trade centre with LCS infrastructure coming up at Nampong enroute.
- b) Two-laned Border Highways under BADP will not be feasible without developing two-laned road connectivity to the District Headquarters, as most of the feeder roads into the border areas emerge radially from the District Headquarters. With this consideration, two-laned connectivity of District Headquarters including two new proposals to **Changlang and Khonsa** have been proposed for inclusion in Phase-‘A’.
- c) The list of proposed two-laned roads connecting District Headquarters as envisaged earlier under in Phase-‘B’ of SARDP-NE and now proposed under Phase-‘A’ of the programme is elaborated in Table-I below:-

**Table-I**

Sl. No.	District HQ	As per existing Phase-‘B’ (SARDP-NE)		Proposed under Phase-‘A’ (SARDP-NE)	
		Road segment	Length (Km)	Road segment	Length (Km)
1.	Pasighat, Roing, Tezu	Jonai-Sitapani (NH-52)	335	Jonai-Sitapani (NH-52)	335
2.	Bomdila, Tawang	Tawang-Balipara	283	Tawang-Balipara	315
3.	Seppa	Nechipu-Seppa	96	Nechipu-Seppa	99
4.	Koloriang	Koloriang-Joram	158	Koloriam-Joram	158
5.	Ziro	Ziro-Pahumara	106	Ziro-Pahumara	124
6.	Yupia	Yupia-Papu	10	Yupia-Papu	10
7.	Daporijo	Likabali-Daporijo	210	<b>Gogamukh-Daporijo</b>	<b>125</b>
8.	Aalo	Aalo-Bame	31	<b>Akajan-Aalo</b>	<b>160</b>
9.	Yingkiong	Yingkiong-Pangin	86	<b>Pasighat-Mariyang-Yingkiong</b>	<b>140</b>
10.	Anini	Anini-Meka	235	Anini-Meka	235
11.	Hawai	Hawai to Hawa Camp	126	Hawai to Hawa Camp	126
12.	Changlang	Not considered	-	<b>Changlang-Longtoi-Tirap Gate</b>	<b>60</b>
13.	Khonsa	Not considered	-	<b>Khonsa-Deomali-Margherita</b>	<b>80</b>
		<b>Total</b>	<b>1676</b>		<b>1967</b>

- d) The changes proposed in the road alignment in the table above are shown in bold. Two District Headquarters namely Changlang and Khonsa were missed out in the SARDP-NE list. Since, the essence of SARDP-NE Programme is to connect District Headquarters from the nearest National Highways through two-laned roads, access to Changlang has been proposed along the left bank of Tirap River to emerge at Tirap Gate on NH-38 near Ledo in Assam. The area is rich in coal deposits. Similarly, access to Khonsa has been proposed from Margerita on NH-38 in Assam via Deomali.
  
- e) The proposal for connecting Daporijo, the DHQ of Upper Subansiri District, in SARDP-NE Phase-‘B’ programme is through the Akajan-Bame road segment which is long and circuitous involving a road length of 210 Km. The NHPC has since drawn up proposal for a series of Mega Hydro-Electric Projects on the Subansiri and Kamla river basins and construction of two-laned **Gogamukh-Daporijo road segment along the Paka-Gongo road alignment** could help reduce the project costs of NHPC. The NHPC has already incorporated cost sharing of the Paka-Gongo road in their DPRs for HE projects submitted to the Govt. of India.
  
- f) Similarly, the access to Yingkiong was approved via the Pasighat-Pangin road segment in SARDP-NE Phase-‘B’. This is now **proposed along Pasighat-Mariyang Road along the left bank of the Siang River**. Since, the bridge over River Siang near Pasighat is expected to be completed within a couple of years, Yingkiong will be linked to NH-52 at Ranaghat point near the bridge by a shorter route via Mariyang. This proposal will also help avoid a major bridge construction over River Siang near Dittedime on the Pasighat-Pangin-Yingkiong Road. Dual connectivity to Yingkiong will be of significance from the defense point of view in case of external threat from the Tuting-Migging sector.
  
- g) Advancing of District Headquarter connectivity schemes in SARDP-NE from Phase-‘B’ to Phase-‘A’ will also help in the Hydro-Power development initiatives of the State Govt. The State Govt. has **signed 42 MoAs/MoUs with Independent Power Developers to harness an estimated 24,000 MW of power**. These Projects are spread across Arunachal Pradesh barring the eastern part of the state. The Power Developers will be required to bring in huge plant and equipments for executing the projects that will require double laned roads and bridges of 70R loading capacity. The roads leading to District headquarters will once double laned will usher in tremendous logistical benefits to the Power Developers in executing their projects, as most of the projects are located on or around the vicinity of the road alignment under SARDP-NE.

- h) Out of the **2707 Km of SARDP-NE Phase-‘B’** approved by the Central Ministry, **1031 Km consisting of 562 Km Indo-Myanmar Road and State Roads of 469 Km in Upper Siang District** which are essentially border roads, are proposed to be taken up under the BADP Programme.
  - i) Additional **Border Road proposals of road length 1499 Km**, having strategic importance for the defense forces and connecting border villages and habitations and, therefore, meeting the guidelines of the Task Force Report have been identified for inclusion under BADP programme. The concept papers for some of the schemes have already been submitted to Central Govt. As of now, these green field proposals may be taken up under BADP.
  - j) The remaining roads under SARDP-NE Phase-‘B’ not proposed to be shifted under Phase-‘A’ or BADP will continue to be under Phase-‘B’ of the programme.
  - k) Trans-Arunachal or East-West Highway is a trunk road of double-laned NH standard passing along the middle belt of the State connecting the majority of the District HQs with the State Capital within the territory of the State and linking the major agricultural and horticultural productive centers. This Highway is important for inter-district connectivity and economic development of the State, will have two sectors viz. Western Sector covering Balipara on NH-52 in Assam to Pasighat on NH-52 via Nechipu, Seppa, Sagalee, Itanagar, Ziro, Daporijo, Aalo (**1149 Km**) and Eastern Sector covering Mahadevpur on NH-52 to Satianaguri on Dudar Ali in Assam via Bordumsa, Namchik, Jairampur, Manmao, Changlang, Khonsa and Longding (**365 Km**). The two sectors will link two ends of NH-52 from Pasighat to Mahadevpur (**325 Km**) covered under SARDP-NE (Phase-‘B’)
- A number of segments of East-West Highway will be covered under SARDP-NE (Phase-‘B’). It is proposed that the missing links of aggregate length of **1007 Km will also be included under SARDP-NE Phase-‘B’**.
- l) The proposal made under BADP lying within **80 Km of LAC need clearance of Defence Ministry**.
- 4) Based on the above issues, a copy of the Power Point sheets containing the list of roads under SARDP-NE (Phase-‘A’ and Phase-‘B’) and roads proposed under Border Area Development Programme are enclosed herewith. Gist of the proposals are as given in Table – II and III below:-

**Table – II: Suggested modification proposed under SARDP-Phase-‘A’ and ‘B’ are as follows:**

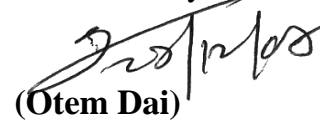
a)	As SARDP (Phase-‘A’)	1999 Km	Approved length is 2951 Km for both phases. The <b>Missing Gaps of 1007 Km</b> in the proposed Trans-Arunachal Highway has now been proposed under Phase-‘B’
b)	As SARDP (Phase-‘B’)	1007 Km	
	<b>Total (SARDP-NE) =</b>	<b>3006 Km</b>	

**Table-III: Roads proposed under Border Area Development Programme (BADP) are as under:-**

a)	From SARDP-NE (Phase-‘A’)	212 Km	Map showing road proposals attached.
b)	From SARDP-NE (Phase-‘B’)	1022 Km	
c)	New Proposals (Tentative)	1499 Km	
	<b>Total (BADP) =</b>	<b>2733 Km</b>	

Enclo: As stated

Yours faithfully,



**(Otem Dai)**

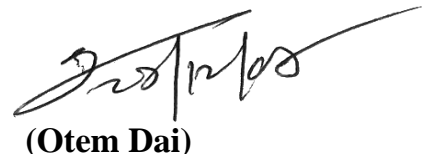
Commissioner (PWD),  
Govt. of Arunachal Pradesh  
Itanagar – 791 111

27<sup>th</sup> December 2007

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Copy to:

1. Shri B.N. Puri, Principal Advisor (Transport Division), Planning Commission, Govt. of India, New Delhi along with all enclosures.
2. Shri Suriya Sethi, Principal Advisor (Power), Planning Commission, Govt. of India, New Delhi along with all enclosures.
3. The Secretary, North Eastern Council, NEC Secretariat, Nongrim Hills, Shillong – 793 003.
4. The Director General, Border Roads, Seema Sadak Bhawan, Ring Road, Delhi Cantt, New Delhi – 110 010.
5. The Secretary (Planning), Govt. of Arunachal Pradesh, Itanagar – 791 111.
6. The Chief Engineer (P-10), Ministry of Road Transport and Highways, Transport Bhawan, 1, Parliament Street, New Delhi – 1100 001.



**(Otem Dai)**

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