

**Government of India
Ministry of Development of North Eastern Region**

LOK SABHA

Starred Question No.*394

To be answered on
Wednesday, December 14, 2016/Agrahayana 23, 1938 (Saka)

Question

Lack of Infrastructure in NER

†*394. SHRI VISHNU DAYAL RAM:

Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

- (a) whether the Government is aware of lack of infrastructure in the North Eastern Region (NER) and if so, the details thereof, State-wise;
- (b) whether any assessment has been made to ascertain the ideal level of infrastructure and other facilities ought to be in place in NER and if so, the details thereof;
- (c) whether lack of infrastructure has hampered the industrial growth of the region; and
- (d) if so, the corrective steps being taken by the Government to address the problem?

ANSWER

**The Minister of State (Independent Charge) of the Ministry of Development of
North Eastern Region
[Dr. Jitendra Singh]**

(a) to (d) A statement is laid on the Table of the House.

**Statement referred to in reply to parts (a) to (d) of Lok Sabha Starred Question
No. *394 for answer on 14.12.2016.**

- (a) Government is giving emphasis on development of infrastructure in the North Eastern Region. The status of roads, railways and power in different States of North Eastern States is given at **Annexure- I**.
- (b) The level of infrastructure is dependent on the topography, natural climatic factors, availability of resources, keeping in view the demand for such infrastructure. In this dynamic environment, the ideal level of infrastructure would also keep on changing. Infrastructural requirements of the North Eastern Region in respect of connectivity have been assessed by the Government from time to time. Some of these include, Vision 2020 document, approved by the North Eastern Council; Report of National Transport Development Policy Committee; Perspective Transport Plan for Development of NER and Report-cum-Detailed Project Report for Transmission and Distribution, which have highlighted the need to strengthen infrastructure in North Eastern States.
- (c) Industrial growth depends on many factors including quality of infrastructure. The geographical remoteness of the region impacts both on the availability of raw material and access to markets and, therefore, lack of connectivity/cost of transportation does hinder the growth. However, the growth rate of Gross State Domestic Product in Industrial Sector and also in Manufacturing Sector at constant 2004-05 prices in five, out of eight North Eastern States, was higher than the National Average Growth Rate during 2005-06 to 2013-14.
- (d) Government has taken a number of initiatives to further develop the transport and communication sectors in order to enhance the connectivity to the North Eastern Region. A note on the activities undertaken by the Government for upgradation of the infrastructure is at **Annexure- II**. The progress is regularly monitored and reviewed at various levels.

Annexure – I

**Annexure referred to in reply to part (a) of the Lok Sabha Starred
Question No. *394 for answer on 14.12.2016 .**

Status of Infrastructure in North Eastern Region

States	Road density(Km road per 100 Sq Km area)	Length of railway lines per 100 Sq. Km	Power supply position: % surplus / deficit (-)
Arunachal Pradesh	17.99	0.01	-2.4
Assam	76.15	3.11	-4.1
Manipur	59.79	0.01	-4.2
Meghalaya	40.11	0.04	0
Mizoram	34.52	0.01	-2.8
Nagaland	107.9	0.07	-2
Sikkim	82.1	0	0
Tripura	181.57	1.84	-1.9
NER	56.14	1.02	-3.1
INDIA	96.06	2.03	-0.7

**Annexure referred to in reply to part (d) of the Lok Sabha Starred
Question No. *394 for answer on 14.12.2016 .**

A. Railways:

The Ministry of Railways has laid a great emphasis on improvement in Railway infrastructure in the North Eastern Region. 20 major railway projects consisting of 13 new lines, 2 gauge conversions and 5 doublings, having aggregate length of 2624 km at a cost of Rs.52030 crore have been taken up in North Eastern Region. An expenditure of Rs.21,336 crore has been incurred on these projects upto March, 2016. An outlay of Rs.5040 crore has been provided for 2016-17 for these projects and residual liabilities of some completed projects.

In the last three years, following major developments have taken place in North Eastern Region:

- (i) Itanagar, the capital of Arunachal Pradesh has been connected to the National Capital by a direct train.
- (ii) With commissioning of Balipara-Bhalukpong line after gauge conversion, Arunachal Pradesh has been provided with second Broad Gauge connectivity.
- (iii) Entire MG track on North Bank of Brahmaputra, running very close to Assam-Arunachal border, has been converted into Broad Gauge with commissioning of Rangiya-Murkongselek Broad Gauge line.
- (iv) Meghalaya has been brought on railway map of the country with commissioning of Dudhnoi-Mendipathar railway line.
- (v) With commissioning of Lumding-Silchar Broad Gauge line, the Barak Valley has been brought on Broad Gauge network of the country.
- (vi) Agartala, the capital of Tripura has been brought on Broad Gauge network.
- (vii) Manipur State has also been connected with Broad Gauge network by commissioning of Arunachal-Jiribam gauge conversion work.
- (viii) With commissioning of Kathakal - Bhairabi Broad Gauge line, the State of Mizoram has come on BG network.

B. Roads:

The Ministry of Road Transport and Highways has formulated the Special Accelerated Road Development Programme for North-East (SARDP-NE), for upgradation of 10141 km road stretches of National Highways and State Roads in the year 2005-06. Out of 10141 km of roads included under SARDP-NE, 6418 km, which inter alia includes 5219km of NHs, has been approved by the Government for implementation under Phase 'A' and the Arunachal Pradesh Package of Roads & Highways. Balance 3723 km (2210 km of NH + 1513 km of State roads) has been approved only for preparation of DPR under Phase 'B' of SARDP-NE. Further as part of National Highway Development Project (NHDP), Phase –II in the North East, the East-West Corridor stretching from Srirampur to Silchar in Assam of 670 km has been taken up under NHDP, Phase –II. In addition, 102 km length of NH-44 has been sanctioned during 2015-16 under NHDP, Phase-III in North Eastern States, at a cost of Rs.479.20 crore. So far, work in 4884 kms. have been sanctioned/awarded and 2068 kms. has been completed. Work in about 597 kms. of the East West Corridor has been completed.

National Highways and Infrastructure Development Corporation Limited (NHIDCL) set up by the Ministry of Road Transport and Highways is undertaking balance projects under SARDP-NE in North Eastern Region.

C. Civil Aviation:

With respect to the Civil Aviation, there are 11 operational airports i.e. Guwahati, Tezpur (Civil Enclave), Jorhat (Civil Enclave), Lilabari, Dibrugarh, Shillong, Dimapur, Silchar, Imphal, Agartala and Lengpui, 12 Non-operational airports i.e. Rupsi, Shella, Tura, Kailashahar, Kamalpur, Khowai, Turial, Ziro, Daparizo, Along, Passighat and Tezu in NER. One Greenfield airport is under construction at Pakyong, Sikkim.

There are eleven operational Airports in the North East Region, including Bagdogra of West Bengal (considered as part of North-East Region since it is gateway to Sikkim and Sikkim Airport is yet to be commissioned). Out of this, seven airports (Agartala, Dimapur, Dibrugarh, Guwahati, Imphal, Lilabari & Shillong) are with Airport Authority of India (AAI) and three are IAF airports (Jorhat, Silchar & Tezpur) where AAI have Civil Enclaves. The airport at Lengpui (Mizoram) belongs to the State Government. Of the twelve operational airports, the Guwahati and Imphal are International and all the other airports are domestic.

For improving the air connectivity in North East Region, AAI had taken up a number of infrastructure development works at various airports in the past decade and is planning number of development works in coming years. The objective is to make Guwahati as Inter-Regional Hub and Agartala, Dibrugarh & Imphal as Intra-Regional Hubs. For this, construction of Maintenance Hangers, Extension & strengthening of Runways, Extension & strengthening of Apron, construction of New Terminal Buildings/Extension & Modification of Existing Terminal Buildings, etc. are planned in these airports. In addition to the above, development works are planned for other

airports also like Extension of runway suitable for A-320 type of aircrafts at Shillong, New Terminal Buildings at Agartala, Guwahati, Silchar & Jorhat.

Two Greenfield airports are also considered or taken up at NE Region viz. Pakyong (Sikkim) and Itanagar (Arunachal Pradesh). Out of this, AAI has already taken up the construction of Pakyong airport and the work is in progress, PDC December, 2017.

There are twelve non-operational airports in the Region, out of which, there is a proposal to develop and operationalise eight – Along, Daparizo, Passighat, Tezu & Ziro in Arunachal Pradesh, Tura in Meghalaya, Rupsi in Assam and Kailashahar in Tripura. Out of this, AAI has already taken up the project work at Tezu for developing and operationalizing for ATR-72 type of Aircraft, PDC December 2018. DPRs submitted for developing and operationalizing the airstrips at Along, Daporizo, Passighat, Ziro and Tura to NEC for the Grants-in Aid. Rupsi Airport has to be developed by IAF as a joint use airport and AAI will construct a Civil Enclave. For development of Along, Daparizo, Passighat, Ziro, Tura and Kailashahar Airports, the Master Plans were already given to the concerned State Governments and requests made for provision of land.

D. Telecom:

To improve the Telecom capacity in the country, the following schemes are being implemented/planned with financial support from Universal Service Obligation Fund (USOF) to provide telecom facilities to rural and remote areas of the North Eastern Region, as below :

- (i) On 10.09.2014, the Government approved a proposal to implement a Comprehensive Telecom Development Plan for the North-Eastern Region (NER). The Project envisages to provide mobile coverage to 8621 identified uncovered villages by installation of about 6673 mobile towers, installation of 321 mobile tower sites along National Highways and strengthening of transmission network in the NER. The estimated cost of implementation is Rs.5336.18 crore. The Project would be funded from Universal Service Obligation Fund (USOF).
- (ii) The National Optical Fibre Network (NOFN) project, renamed as BharatNet was planned in 2011, to connect all Gram Panchayats (approx. 2.5 lakh) in the country, including Gram Panchayats (GPs) of North Eastern Region through Optical Fibre Cable (OFC) utilizing existing fibers of CPSUs viz. Bharat Sanchar Nigam Limited (BSNL), Power Grid Corporation of India Limited (PGCIL) and RailTel and laying incremental fibre wherever necessary, to bridge the connectivity gap between Gram Panchayats (GPs) and Blocks for providing broadband connectivity.
- (iii) The Government has set up International Internet Gateway (IIG) at Agartala by availing service from the Bangladesh Submarine Company Limited. Now, Tripura is the third State in the country to have such a gateway after Mumbai and Chennai.

E. Power:

As per the National Electricity Plan, capacity addition of 5595.6 MW was planned for the North Eastern Region during the 12th Plan (2012-17). As on 30.11.2016, capacity addition of **1386.6** MW has taken place. The likely capacity addition in the balance period of 12th Plan i.e. 01.12.2016 to 31.03.2017 is **1341.4** MW.

Strengthening of Transmission and Distribution Infrastructure:

In order to strengthen the transmission and distribution infrastructure in NER and Sikkim, Government of India has given investment approval to following two Intra-State schemes. For these schemes, Powergrid has been appointed as “Design-cum-Implementation Supervision Consultant” by Ministry of Power, Government of India. The State Governments will facilitate the process of land acquisition, various clearances, right of way etc. so that project could be completed within the scheduled period of 48 months. Details are given below:

(i) Comprehensive scheme for strengthening of transmission and distribution system in Arunachal Pradesh and Sikkim:

The investment approval for comprehensive scheme for strengthening of transmission and distribution system in Arunachal Pradesh and Sikkim was given on 10th October 2014. The estimated cost of scheme is Rs.4754.42 crore. (April, 2013 price level).The scheme will be implemented as a Central Sector scheme through PGCIL.

(ii) North Eastern Region Power System Improvement Project (NERPSIP) Tranche- I :

The investment approval for North Eastern Region Power System Improvement Project (NERPSIP) Tranche-I in Six States of NER (Assam, Manipur, Mizoram, Meghalaya, Nagaland and Tripura) was given on 1st December,2014. The estimated cost of scheme is Rs.5111.33 crore (February, 2014 price level). The scheme will be funded by Government of India through the budget of Ministry of power and World Bank on 50:50 basis.

Status of Implementation of Deendayal Upadhyaya Gram Jyoti Yojana (DDUGJY) in North Eastern Region:

Under DDUGJY, 2,123 projects worth Rs.10,331.25 Crore covering electrification of 19,094 unelectrified villages, intensive electrification of 35,147 Partially electrified villages, electricity connection to 24,80,158 BPL Households in the country including feeder segregation, Strengthening of sub-transmission & distribution network, Metering etc. have been sanctioned. Out of which, electrification of 16,536 unelectrified villages, intensive electrification of 21,370 Partially electrified villages and electricity connection to 16,72,881 BPL Households have been achieved. An amount of Rs.5,922.11 crore have been released to the States.

During 2016-17, Total number of 1,839 un-electrified villages and 941 Partially electrified villages have been electrified, and electric connections to 18,202 BPL households have been provided upto 30.11.2016.

F. Shipping/Inland Waterways:

Apart from River Brahmaputra in Assam (NW-2), 19 more waterways have been declared as National Waterways by “National Waterways Act 2016” in the NE region. Feasibility Study / Detailed Project Report of the new waterways are underway and as per the outcome of the study reports, further contours for development of these waterways would be drawn up.

Development of the following works related to NW 2 (River Brahmaputra) are being undertaken by IWA:

- (a) Fairway development & navigational aids;
- (b) Operation and maintenance of fixed / floating terminal infrastructure at Hatsingimari, Dhubri, Jogighopa, Pandu, Tezpur, Silghat, Vishwanathghat, Neamati, Bogibeel, Sengajan, Dibrugarh and Oriumghatto facilitate berthing of vessels and loading / unloading of the cargo in the vessels ;
- (c) Construction of Roll on-Roll (Ro-Ro) terminal at Dhubri: The project for construction of RCC Jetty with Ro-Ro facility, bank protection, storage sheds, administrative building, internal roads etc. is being implemented by CPWD at a cost of Rs. 46.69 cr. The work is expected to be completed by March, 2017.

Development of ship/vessel repair facility (Slipway) in North East: To facilitate dry docking and repair of vessels in NER, construction work for a slipway at Pandu has been taken up in February 2016 at a cost of Rs 50.75 crore. Project is expected to be completed by December, 2018.
