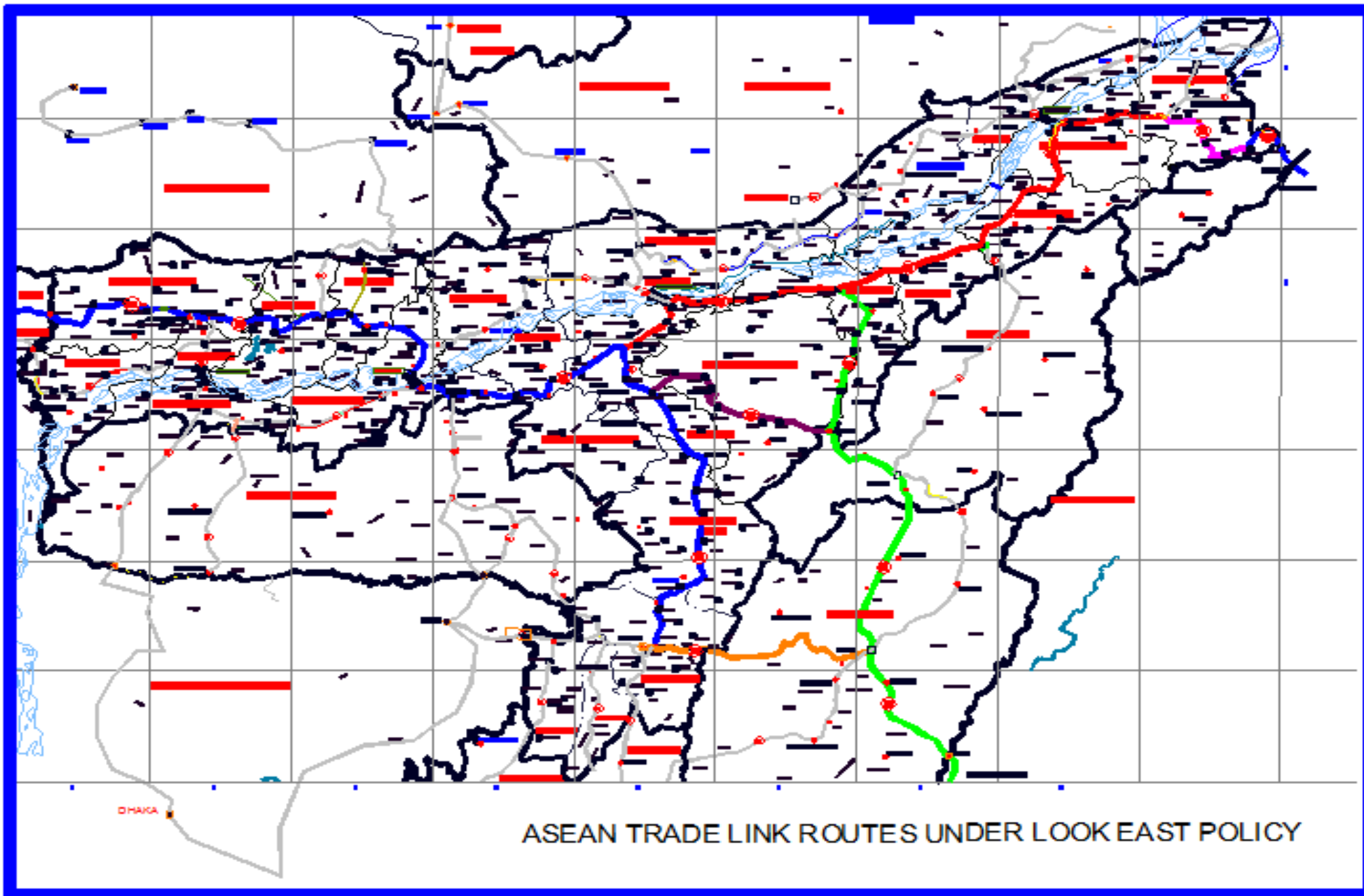




Perspective on "LOOK
EAST POLICY"



ASEAN TRADE LINK ROUTES UNDER LOOK EAST POLICY

- The Geographical location of the North Eastern Region (NER) stands itself as the most favorable location to focus on implementation of India's Look East Policy which is stated to be India's vision. The entire North Eastern Region is the gateway to the South East Asia. Therefore the development of communication infrastructure of the north eastern region is very important so that it can be linked to the neighboring South East Asian countries of Bangladesh Myanmar, Thailand, Malaysia, Vietnam, Bhutan & China.
- Major infrastructure initiative needed to connect the NE Region to the South East Asian neighbours. Ministry of Road Transport & Highways in the recent time has initiated/undertaken many major National Highway development Project in the North Eastern Region. Early completion of these projects will be much helpful towards materialization of the Look East Policy.
- A broad status of the present road network in the state is as below-

Sl. No.	Description	Length in km.
1	National Highway (NH)	3069
2	State Highway (SH)	3134
3	Major District Road (MDR)	4413
4	ODR/VR/UR	37953

- Status of 4-Laning works in the State -

Sl. No.	Description	Stretches	Length in km	Status
1	4-Lane East-West Corridor	Srirampur-Guwahati-Nagaon-Silchar	670 km	In progress
2	4- Lane to Dibrugarh	Nagaon – Kaliabor – Gohpur – Numaligarh - Dibrugarh	223 km	Proposal approved
3	4-Lane to Itanagar	Nagaon – Kaliabor – Gohpur - Itanagar	167 km	Proposal approved

- Newly declared NHs in the State –

Sl. No.	NH No.	Stretches	Length in km	Status
1	NH-127B	Srirampur - Dhubri -Phulbari including a bridge over river Brahmaputra	70 km	Recently declared
2	NH-315A	Tinsukia - Naharkotia - Hukanjuri - Khunsa	62 km	Recently declared
3	NH-127C	Samthaibari – Gelengpo (Bhutan)	40 km	Recently declared
4	NH-127D	Rangia – Darangamela (Bhutan)	48 km	Recently declared

Status of Development of Highway Network of Assam:

- The development of Highways (National & State) in North – East particularly in Assam actually started from the year 2005,
- Out of total length of 671 km of East West Corridor, 480 km has been completed. In 2006 – 2007, Special Accelerated Development Programme started.
- Out of 3069 km of National Highways, **1700 km** have been developed to the required standard till now. During this period nearly **400 km** out of 3134 km of State Highways have been completed to make them 2-Lane and above.
- But still the State lags far behind in the integrated Highway sector development. The present development can be termed as only **30%** of the total requirement.

Some Major Missing Links:

- a) There are five major missing links in the State which has practically retarded the economic development of the State, as well as that of the North East as a whole. A few of the missing links have been already notified as National Highway notably –
- (1) Srirampur - Dhubri – Phulbari – Tura newly declared as NH-127B.
 - (2) Dhola – Sadiya Bridge extension of NH to Rowing – work is in progress.
 - (3) Trans Arunachal Highway – work is in progress,
 - (4) 2 Nos. National Highway to Bhutan NH-127C & NH-127D.
 - (5) Gohpur – Numaligarh including Bridge over river Brahmaputra.
- b) The following missing links need immediate attention –
- (1) Alternate route from Barak Valley (Silchar) to Guwahati via Harrangajao, Turuk, Neille.
 - (2) Disangmuckh near Sivsagar to Tekelipota – Dhakuakhana – North Lakhimpur – Majuli.
 - (3) Proper Upgradation of Dhodar Ali which connects NH-39.
 - (4) Alternate connectivity to North Guwahati by a 6 lane bridge over Brahmaputra between **Narengi & Kuruwa** and extension to NH-52. Shortens the distance by 40 km

It is urgently required to connect all the above major missing links in a framed manner within next Ten years, so that the State can have an integrated Highway network. Industrial Growth of North Eastern Region will be effective only on completion of the above missing links.

Another 5000 km of State Highways is to be developed to 2-lane and above within the next 20 years. Approximately Rs. 40,000 crore will have to be invested for integrated highway network development.

The major improvement works taken up in the Highway Sector of the State are outlined below:

- **Development of NH 153 (Stillwell Road)**
- **Development of ASEAN Highway (AH-1)**
- **Connectivity to Bhutan (NH-152)**
- **Connectivity to Bangladesh through NH-51, NH-40, NH-151, NH-44**
- **Connectivity with Republic of China through Arunachal Pradesh (NH-52 & 4-laning from Nagaon to Itanagar)**

6) Connectivity of NER with rest of the country :

The following points also need urgent attention so that development initiatives related to LOOK EAST policy have a better impact concerning all layers of society.

1. East West Corridor is on the verge of completion. There is another route of NH-31 from Baxirhat (Assam Bengal Border) connecting the entire North East. These two National Highways can adequately and efficiently connect all potential river routes through mighty river Brahmaputra.
2. To rationalize, simplify, and modify the rules & procedures hindering free flow of traffic on roads and highways to ensure hassle free movement particularly at interstate borders and at international Borders.
3. Urgent steps should be taken for connecting all the State Capitals of NER with 4-laning roads.
4. Gauge conversion to Murkakcheleng on the North Bank is nearing completion. BG connectivity already exist upto Tinsukia in Upper Assam. Gauge conversion in Lumding – Badarpur Section is under construction. These Railway route can be improved with double line facility to cater the present day demand for smooth movement of goods and services.
5. River route through Brahmaputra may be developed with river Ports at suitable locations like Guwahati, Silghat, Jorhat, Dibrugarh etc.

Conclusion :

Construction of East West Corridor in Assam will be completed by NHAI in March, 2015. Thus thorough 4-lane connectivity from Srirampur (Assam Bengal Border) to Silchar covering a distance of 670 km will be available for uninterrupted Highway traffic which can be properly utilized for connectivity to Myanmar through Moreh shortly. The intervening 60 km of NH-53 is also under development to 2-lane with pave shoulder (10m carriageway) under SARDP-NE Phase-A. For augmenting better economic growth, standard of living, per capita income etc. of the people of the North Eastern Region, the route for connectivity to neighbouring south east

A) Connectivity to South East Asian Countries.

a) Srirampur – Guwahati – Moreh :a

Route –I

Sl. No.	NH No.	From	To	Length	Status
1	31(C), 31, 37, 36, 54	Srirampur	Silchar	670 km.	4 Lane East West Corridor targeted to be completed by December, 2014
2	53	Silchar	Jiribam	60 km	2-Lane with paved shoulder (10m carriageway) under implementation.
3	39	Jiribam	Moreh	319 km	In Manipur

Route –II

Sl. No.	NH No.	From	To	Length	Status
1	31(C), 31, 37,	Srirampur	Nagaon	382 km.	4 Lane East West Corridor targeted to be completed by December, 2014
2	36	Nagaon	Dabaka	38 km	4 Lane East West Corridor targeted to be completed by December, 2014
3	36	Dabaka	Dimapur	123 km	2-Lane with paved shoulder (10m carriageway) already developed.
4	39	Dimapur	Moreh	317	Nagaland and Manipur

Route –III

Sl. No.	NH No.	From	To	Length	Status
1	31(C), 31, 37	Srirampur	Nagaon	382 km.	4 Lane East West Corridor targeted to be completed by December, 2014
2	37	Nagaon	Numaligarh	130 km	
3	39	Numaligarh	Dimapur	107 km	2-Lane with paved shoulder (10m carriageway) already developed.
4	39	Dimapur	Moreh	317	Nagaland and Manipur

b) Srirampur – Guwahati – Dibrugarh – Joyrampur – Khunsa (Still Well Road) :

Sl. No.	NH No.	From	To	Length	Status
1	31(C), 31, 37	Srirampur	Nagaon	382 km.	4-Lane East West Corridor targeted to be completed by December, 2014
2	37	Nagaon	Kaliabor	37 km	Proposed 4-Laning
3	37	Numaligarh	Dibrugarh	193 km	Proposed 4-Laning
	37	Dibrugarh	Makum	57 km	2-Lane with paved shoulder
4	38	Makum	Lekhapani	55 km	Proposed 2-Lane with paved shoulder (10m carriageway).
5	153	Lekhapani	Joyrampur	23 km	2-Lane with paved shoulder (10m carriageway) already developed.

C) Connectivity to Dhaka:

Route – I

Sl. No.	NH No.	From	To	Length	Status
1	31(C), 31, 37	Srirampur	Jorabat	267 km.	4-Lane East West Corridor targeted to be completed by December, 2014
2	40	Jorabat	Shillong	83 km	4-Laning under construction
3	44, 151	Shillong	Sutarkandi	240 km	2-Lane

Route – II

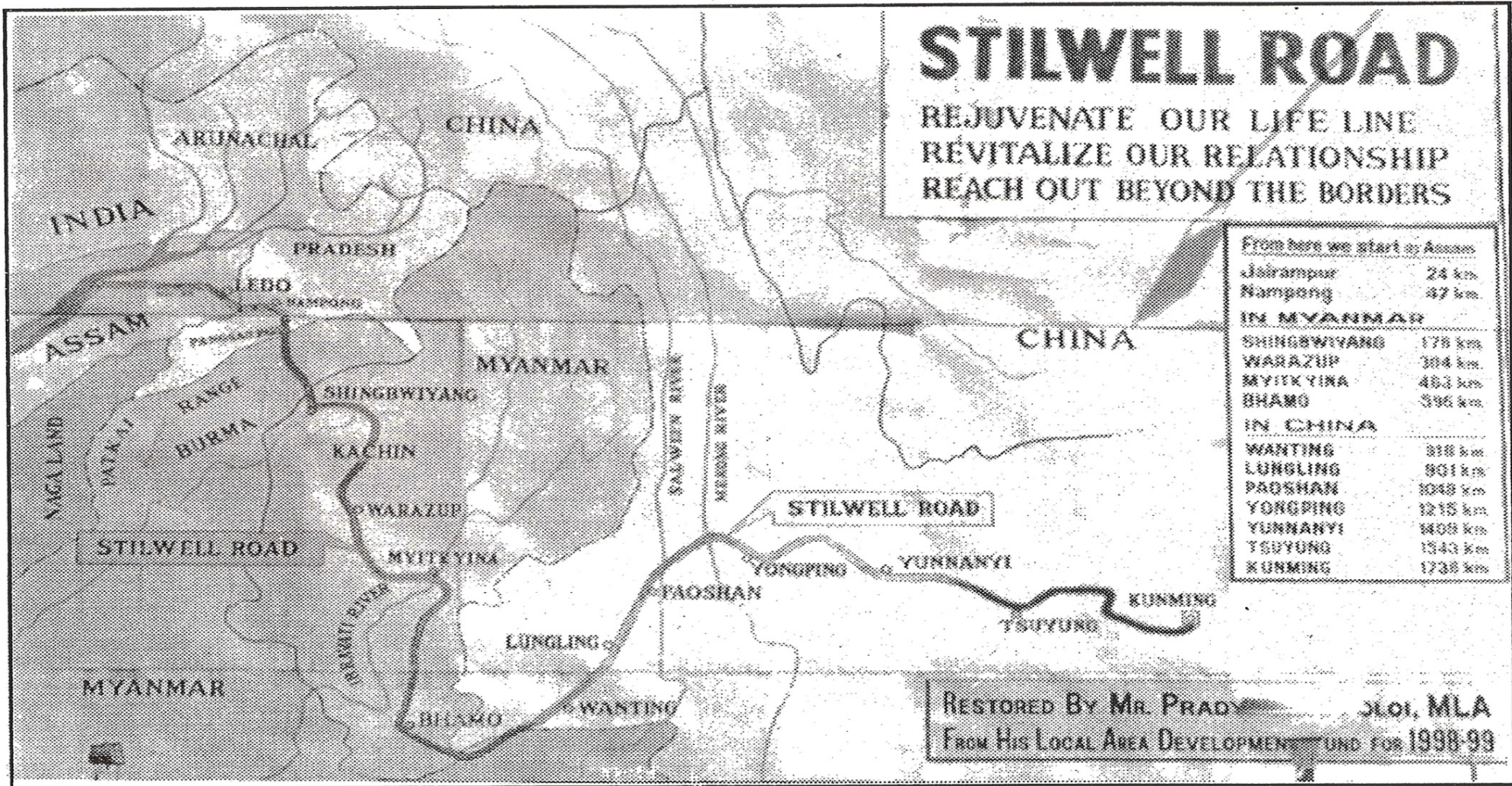
Sl. No.	NH No.	From	To	Length	Status
1	31(C), 31, 37	Srirampur	Jorabat	267 km.	4-Lane East West Corridor targeted to be completed by December, 2014
2	40	Jorabat	Shillong	83 km	4-Laning under construction
3	44, 151	Shillong	Dawki	83 km	2-Lane

Route – III

Sl. No.	NH No.	From	To	Length	Status
1	37	Guwahati	Paikan	167 km.	2-Lane with paved shoulder
2	51	Paikan	Begendoba	22 km	2-Lane with paved shoulder
3	51	Begendoba	Dalu	117 km	In Meghalaya

STILWELL ROAD

REJUVENATE OUR LIFE LINE
 REVITALIZE OUR RELATIONSHIP
 REACH OUT BEYOND THE BORDERS



From here we start in Assam	
Jairampur	24 km.
Nampong	47 km.
IN MYANMAR	
SHINGHWIYANG	178 km.
WARAZUP	304 km.
MYITKYINA	463 km.
BHAMO	596 km.
IN CHINA	
WANTING	818 km.
LUNGLING	901 km.
PAOSHAN	1048 km.
YONGPING	1215 km.
YUNNANYI	1408 km.
TSUYUNG	1543 km.
KUNMING	1738 km.

RESTORED BY MR. PRADYOT JLOI, MLA
 FROM HIS LOCAL AREA DEVELOPMENT FUND FOR 1998-99



