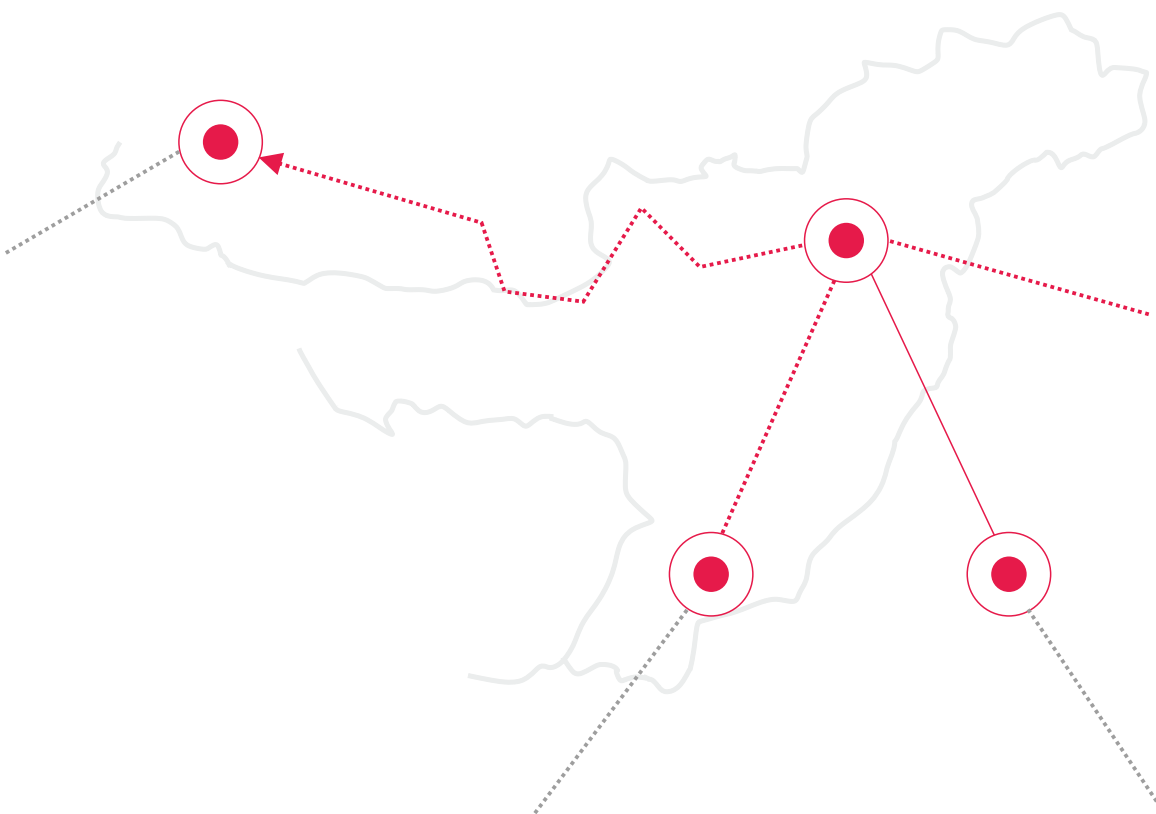




North East Connectivity Summit

Proceedings cum

Action Agenda Report | 2014



BUILDING FRONTIERS  ROADS

BRIDGING DISTANCE  RAILWAYS

CONNECTING PEOPLE  RIVERWAYS

EXPANDING BUSINESSES  AIRWAYS

Contents

The Action Agenda Page :1-4

The Inaugural Session Page : 5-8

Session with CM Meghalaya Page : 9

Plenary Session Page :10-13

Session I : Roads Page :14-17

Session II : Inland Waterways Page :18-21

Session III : Air Connectivity Page : 23-25

Session IV : Railways Page : 26-29

Valedictory Session Page : 30-33

Snapshots Page : 34-35

Media Snapshots Page : 36



The Action Agenda

Roads and Transport

- ⇒ Alternative double lane highway on the other bank of Teesta opposite to the existing Highway
 - ⇒ Sanction the remaining stretches of NH 10 Sevoke -Ranipool road in Sikkim
 - ⇒ Alternative road linkages to Sikkim
 - ⇒ Expedite construction of the final bridge connecting Manipur and Mizoram
 - ⇒ Reconstruction of the Pre World War Bridge at Lokchao
- ⇒ MORTH
-
- ⇒ Dhaka – Guwahati, Dhaka – Shillong and Imphal – Mandalay bus service.
 - ⇒ Timely implementation of the highway projects under SARDP NE
 - ⇒ Upgrade Imphal Moreh highway
 - ⇒ In Kaladan Project, there is a need to complete the missing links of 100km road from Zoinpuri to Longtaley in Mizoram
- ⇒ MEA, MORTH
-
- ⇒ Need to expedite progress of Trilateral highway
- ⇒ MEA, MORTH, Foreign Embassies, Governments of member countries, BRO
-
- ⇒ Need to address Missing road linkages especially in international road networks like AH and upgrade existing roads
- ⇒ MORTH, NHAI
-
- ⇒ Develop North East Ring Road
 - ⇒ Need to have a regional Motor Vehicles Agreement
 - ⇒ Connect all state Capitals with four lane highways
 - ⇒ Upgrade State/National Highways for the smooth transportation of construction materials and machineries to project sites
 - ⇒ Bailey Bridges should be repaired/strengthened immediately for carrying 40 Ton vehicles
 - ⇒ Strengthen project planning and execution capabilities of State PWDs
 - ⇒ Long term project development approach for construction
- ⇒ MORTH, State Governments, DONER
-
- ⇒ Strengthen institutional Support for road construction
 - ⇒ Research on technological solutions for maintenance of roads in erosion prone hill areas.
 - ⇒ Need to expedite signing of the SAARC agreement on road transit at least by the next summit
- ⇒ NHIDCL, MORTH, NHAI
- ⇒ Central Road Research Institute
- ⇒ SAARC, MEA, GOI, Governments of member countries+
-
- ⇒ Bilateral arrangements for road transit with countries like Myanmar.
 - ⇒ Create a core road fund and road maintenance fund for each state in NER
- ⇒ MORTH, concerned countries
- ⇒ State Governments, GOI, DONER

Asian Highway

- ⇒ Four laning of Asian Highway between Imphal to Moreh and Road from Dimapur to Kohima and Kohima to Imphal and Imphal – Jiribam – Silchar Road
 - ⇒ Alternate alignment of road from Kohima to Mrahm
- ⇒ MORTH

The Action Agenda

Inland Waterways

Infrastructure Issues

- ⇒ Develop state waterways in addition to national waterways ⇒ State and Central Government
- ⇒ Evaluate possibility of extending inland waterway system up to Nungba starting from Karimganj via Jiribam-Tipaimukh ⇒ IWAI
- ⇒ Develop IWT navigation facility and infrastructure from Dhubri to Dibrugarh
- ⇒ Fixed Infrastructure, Navigation infrastructure, Port and terminal Infrastructure needs to be developed, upgraded and maintained
- ⇒ Need to develop multimodal hubs and Spokes Model similar to ones used in Europe which can make the system efficient ⇒ IWAI and state agencies like IWT
- ⇒ Modern vessels like FRP Vessels needs to be introduced with modern technology and equipment in navigation safety etc
- ⇒ Need to set up Ship building and repairing facilities which is currently inadequate. PPP mode is an option which may be explored
- ⇒ Need to create viable opportunities for private sector in
 - ⇒ ownership and operation of vessels,
 - ⇒ fairway development and maintenance, ⇒ State and Central Government
 - ⇒ development of terminals
- ⇒ Provide required infrastructure, land and last mile connectivity for IWT
- ⇒ Government should be the leading funding institution for IWT sector. International lending Agencies can also contribute

Operational and Procedural Issues

- ⇒ Clear delineation of responsibilities between central and state government agencies regarding development of infrastructure and management of waterways ⇒ IWAI and state agencies like IWT
- ⇒ Segregate areas for PPP investments which may be relatively in short term unlike state investments in port and terminal facilities which may be long term. ⇒ Private Sector and Central Government
- ⇒ Need to relook the Multimodal Transportation Act in way to facilitate simpler rules and easier shipping procedures ⇒ State and Central Government
- ⇒ Issues in trans border IWT must be clearly identified and taken up during bilateral meetings and negotiations. .

Issues in Policy & Promotion

- ⇒ Promote development of river tourism and associated infrastructure in North east as well as neighbouring countries. ⇒ Ministry of Tourism in collaboration with State Governments
- ⇒ Resolve protocol route issues with Bangladesh, negotiate long term agreement ⇒ MEA and Ministry of Shipping
- ⇒ Incentivize cargo transportation through waterways ⇒ IWAI and state agencies like IWT
- ⇒ Increase the public awareness of economic benefits the sector has to offer among all the stakeholders ⇒ Central and State Governments, Civil Society
- ⇒ Encourage Community Involvement in river ways development and maintenance, preservation of embankments etc.
- ⇒ Incentivize upstream and downstream industry in the river route and on the bank which will ensure cargo movement. ⇒ Central Government and IWAI
- ⇒ Setup and showcase successful demonstration projects in order to woo private players ⇒ IWAI, AIWT
- ⇒ Promote Intra state water connectivity and Need to promote water connectivity of Assam with neighboring states like Meghalaya, Nagaland, Arunachal and countries like Bhutan ⇒ State Government and IWT
- ⇒ Multilateral agencies should look at development of integrated transport development including waterways. ⇒ UNESCAP, Other Multilaterals
- ⇒ Enhance scope of the Inland Water Transit arrangements to include transportation of people ⇒ IWAI, MEA

The Action Agenda

Railways

Infrastructure Issues

- ⇒ Complete Imphal - Moreh railway line and extension to Myanmar expeditiously ⇒ Ministry of Railway, NF Railway
- ⇒ Expeditiously connect all state capitals by Railway
- ⇒ MOU for the Rail connectivity with Myanmar ⇒ Ministry of Railways, MEA
- ⇒ Take up construction of the missing link from Moreh to Kalay in Myanmar
- ⇒ Upgrade the rail bridge across the Jamuna river in Bangladesh to meet the requirements of transport as it cannot stand the axel load at present ⇒ Ministry of Railways, MEA
- ⇒ Develop Production Hubs for Key Locations along the TAR Southern Corridor . ⇒ DONER, State Governments

Operational and Procedural Issues

- ⇒ Providing Security Support in controlling Militant Activity in North East ⇒ State Government
- ⇒ MoU for Container Trial Runs with Bangladesh ⇒ MEA, Ministry of Railways

Issues in Policy & Promotion

- ⇒ Create special SPVs for for delivering better services in cargo, passenger etc. ⇒ Railways

Airways

Infrastructure Issues

- ⇒ Need to Extend runway at Dibrugarh
- ⇒ New terminal building, hangar, extension of runway, taxiway at Guwahati
- ⇒ Invest in Hangar and terminal building at Agartala
- ⇒ Longer runways(5000ft +) for all the available airports for larger aircrafts ⇒ AAI
- ⇒ Construction of Hangars and Aprons at Imphal, Agartala and Dibrugarh
- ⇒ Redevelop the 12 non operational airports in the region
- ⇒ Development of ultra-modern airports in line with countries like Dubai and Singapore.
- ⇒ Need to Develop one engineering hub in NE
- ⇒ Develop Imphal and Agartala as subsidiary Regional Hubs, ⇒ Ministry of Civil Aviation, AAI
- ⇒ Night Halt Facility in Guwahati
- ⇒ Expedite development of Greenfield Airports at Itanagar, Tawang and Kohima ⇒ AAI, State Governments

Operational and Procedural Issues

- ⇒ Ease of land acquisition for building of Airports. ⇒ State Governments
- ⇒ Change in restrictions in use of airspace by IAF(to avoid Zig Zag paths) ⇒ IAF, MoD, Ministry of Civil Aviation
- ⇒ Replacement of Helicopter operations by STOL aircrafts) ⇒ AAI
- ⇒ Change in the aviation licensing norms-Special fast track process for NE ⇒ AAI, DGCA

Issues in Policy & Promotion

- ⇒ Promotion of Flying Clubs in the region for imparting training ⇒ State Governments, NSDC
- ⇒ Subsidise of Air fare after considering load factors. Reduction of ATF ⇒ AAI, DONER, NEC
- ⇒ Civil Aviation policy focusing on collaboration between Government entities, airport operators and other stake holder ⇒ Ministry of Civil Aviation
- ⇒ Form a joint working group of various stake holders like NEC, Civil Aviation etc ⇒ FICCI and other stakeholders
- ⇒ Connect Guwahati and Dhaka by Air ⇒ Ministry Of Civil Aviation, MEA
- ⇒ Connect Lilabari, Tezpur, Dimapur, Shillong etc by air on regular basis
- ⇒ Imphal – Myanmar and Agartala – Bangladesh Air Connectivity
- ⇒ Restoration of Imphal-Silchar flights at earliest ⇒ Ministry of Civil Aviation, AAI
- ⇒ Connect all state capitals by Air

The Action Agenda

North East Economic Corridor

- | | |
|---|-------------------------------------|
| ⇒ Redesign BCIM Economic Corridor with links and nodes in NER | ⇒ MEA |
| ⇒ Develop North East Economic Corridor | ⇒ DIPP, State Governments, DONER |
| ⇒ Create High Speed Connectivity (Roads, Railways, Inland Waterways) in Proposed corridor | ⇒ Concerned Ministries, State Govts |
| ⇒ Create Economic Integration and Logistics Centres | ⇒ State Governments, Pvt Sector |
| ⇒ Ensure simultaneous development in all sectors of connectivity | ⇒ GOI, NEC, DONER, State Govts |
| ⇒ Need to integrate different modes of transportation in logistics network | ⇒ UNESCAP |

Policy and Diplomatic Initiatives

- | | |
|--|-----------------------------------|
| ⇒ Simplify trade formalities, particularly for trade with Myanmar, | |
| ⇒ Electronic Documentation | |
| ⇒ Indian banks in major cities of Myanmar and Bangladesh and the vice versa | ⇒ GOI, MEA, Customs, DONER, FICCI |
| ⇒ Ease restrictions on entry of motor vehicles by using GPS/GPRS/RFID systems | |
| ⇒ Engage international organisations for development of connectivity and border infrastructure | |
| ⇒ Rope in a international think-tank to assist NER on regional integration and to strengthen NEC | |
| ⇒ Right to connectivity for North East to be taken up at the diplomatic level. | |
| ⇒ Local level contact with neighbouring countries, strong MEA presence in all bordering states. | ⇒ MEA, MOC, FICCI |
| ⇒ Promote NE as an investment destination in the neighbouring countries. | |
| ⇒ Need to promote better relations with neighbour | ⇒ FICCI, MEA, State Governments |
| ⇒ Need to encourage platforms for deliberations for international audiences | ⇒ FICCI, State Governments |

Tourism

- | | |
|---|--|
| ⇒ Promote Tourism in NER as an enabler in connectivity | |
| ⇒ Create integrated tourism circuits with neighbouring countries. | ⇒ Ministry of Tourism, State tourism Departments |
| ⇒ Create necessary hospitality infrastructure | |
| ⇒ Identify tourism destinations and promote them | |

Skill Development

- | | |
|--|--------------|
| ⇒ Create world class skill development infrastructure | |
| ⇒ Build capacity in sectors like forestry, environment sciences, agriculture, oil and gas, hydro power and tourism | ⇒ NSDA, NSDC |

Trade & Industrial Infrastructure

- | | |
|--|--|
| ⇒ Set-up SEZ for Indian investors at Sittwe in Myanmar and in Manipur and build highway linking the SEZs to major Indian, Bangladesh and Myanmar cities; | |
| ⇒ Develop industrial parks along the trilateral highway | |
| ⇒ Work with Government of Bangladesh to allow | ⇒ MEA, DIPP, Indian Embassy in Yangon, FICCI |
| ⇒ Bangladeshi investments in NE | |
| ⇒ greater flexibility in terms of remittances going out of the country | |
| ⇒ Internet Connectivity through Cox Bazaar in Bangladesh | |

Inaugural Session ~ Key Action Points

Key Action Points

Develop North East Economic Corridor

- ⇒ High Speed Connectivity (Roads, Railways, Inland Waterways) ⇒ DIPP, MORTH, Railways, IWAI, State Governments, DONER
- ⇒ Create Economic Integration and Logistics Centres ⇒ To be facilitated by FICCI

Asian Highway

- ⇒ Four laning of Asian Highway between Imphal to Moreh
- ⇒ Four laning of Road from Dimapur to Kohima and Kohima to Imphal
- ⇒ Alternate alignment of road from Kohima to Mrahm ⇒ MORTH
- ⇒ Four laning of Imphal – Jiribam – Silchar Road

Other Roads

- ⇒ Alternative double lane highway on the other bank of Teesta opposite to the existing Highway
- ⇒ Sanction the remaining stretches of NH 10 Sevoke -Ranipool road in Sikkim
- ⇒ Alternative road linkages to Sikkim ⇒ MORTH
- ⇒ Expedite construction of the final bridge connecting Manipur and Mizoram
- ⇒ Reconstruction of the Pre World War Bridge at Lokchao

Inland Waterways

- ⇒ Evaluate possibility of extending inland waterway system up to Nungba starting from Karimganj via Jiribam-Tipaimukh ⇒ IWAI
- ⇒ Develop IWT navigation facility and infrastructure from Dhubri to Dibrugarh

Air Connectivity

- ⇒ Develop Imphal and Agartala as subsidiary Regional Hubs,
- ⇒ Imphal – Myanmar and Agartala – Bangladesh Air Connectivity
- ⇒ Night Halt Facility in Guwahati ⇒ Ministry of Civil Aviation, AAI
- ⇒ Restoration of Imphal-Silchar flights at earliest
- ⇒ Connect all state capitals by Air
- ⇒ Develop robust helicopter service to connect remote areas

Policy & Diplomatic Initiatives

- ⇒ Right to connectivity for North East to be taken up with special impetus at the diplomatic level.
- ⇒ Local level contact with neighbouring countries, strong MEA presence in all bordering states. ⇒ MEA, MOC, FICCI
- ⇒ Reconsider connectivity initiatives like K-K which bypass the NE
- ⇒ Aggressively promote NE as a investment destination in the neighbouring countries.

Inaugural Session ~ Summary

- ⇒ Dr A Didar Singh, secretary General FICCI, spoke about the need to align developmental goals of NER with Make in India initiative and work towards improvement of logistical efficiency in NER. He also stressed upon the need for developing a NE Economic Corridor and development of skills
- ⇒ Mr Gautam Mukhopadhaya, Indian Ambassador to Myanmar spoke about the synergistic relation between India and Myanmar and how in recent times there has been renewed interest in NER in Myanmar. He spoke about the need to develop industrial base in NER in order develop trade with the neighbouring country. He also spoke about promoting NER as an Educational and Healthcare destination
- ⇒ Mr Pradyut Bordoloi, Hon'ble Minister of Industry & Commerce, Power & Education, Govt of Assam spoke about the need to transform NER from a landlocked region to a connected or land-linked region. He also highlighted concerns regarding proposed connectivity initiatives like Kolkata to Kunming (K2K) which may bypasses NER.
- ⇒ Mr Kh Ratankumar, Hon'ble Minister Planning and Works, Government of Manipur, highlighted several steps that need to be taken at earliest to improve connectivity within the region and with the neighbouring countries.
- ⇒ Mr G M Gurung, Hon'ble Minister, Roads & Bridges, Government of Sikkim highlighted the importance of setting up alternative linkages. And gave a number of suggestions in this regard.
- ⇒ Mr Tarun Gogoi, Hon'ble Chief Minister of Assam spoke about the investment scenario in Assam and stressed that connectivity can boost the regions prospects. He also highlighted potential for cooperation in Education and Healthcare with the neighbouring countries.
- ⇒ Mr Ranjit Barthakur, Chairman, North East Advisory Council FICCI stressed upon the need for leveraging the extensive international borders that the north east has. He highlighted the developmental needs in various modes of connectivity including Inland Water Transport.



Inaugural Session ~ Key Issues



Dr. A Didar Singh
Secretary General
FICCI

- ⇒ Key factors needed for Industrial development, are infrastructure, connectivity and an enabling business environment.
- ⇒ FTA with ASEAN and agreement allowing access to Bangladesh has created a new market for NE.
- ⇒ In developed countries, the logistics after production costs barely 7%, whereas, in India the cost is 14%. In North East, the figure is probably close to 18%
- ⇒ The north east needs a new economic corridor - to attract investments.
- ⇒ North East should not become just a transit point but become a hub of economic activities.
- ⇒ This would require high speed rail, roads & inland waterways connectivity, manufacturing linkages and an enabling environment.
- ⇒ FICCI has been lobbying for the development of hard infrastructure like power, land etc along with soft infrastructure like policies, soft skills etc



Mr. Gautam Mukhopadhyay
Ambassador of
India to Myanmar

- ⇒ Four Indian states share 1600 kms of Land Border with Myanmar. These states are India's gateway to the ASEAN.
- ⇒ Look East Policy: GOI will involve NE states in the Look East Policy. Increasing focus on communication, industrial development, skill development and economic integration in the NE.

- ⇒ Visits of delegations from Myanmar to NE India and vice versa will create familiarity and help in promotion of trade and industry.
- ⇒ Area of concern: Productive regions of China are closer to Myanmar whereas the productive regions of India are far away from Myanmar
- ⇒ Promote the North East as an education and healthcare destination for neighbouring countries.
- ⇒ Trade from India to Myanmar through NE India including unofficial trade accounts for around 2% of overall trade of about 2 billion dollars.
- ⇒ India's overall trade with Myanmar compares very unfavourably with Thailand's 6 Billion dollars and China's 7 billion dollars.
- ⇒ In terms of investment, India stands at 11th place with \$ 300 million compared to China (\$ 14 Bn) and Thailand (\$ 10 Bn).
- ⇒ 3 SEZs are being planned in Myanmar, at Thilawa, Dawei and Kyaupkyu which can attract business from the NER
- ⇒ An ASEAN Car rally that not only uses the Southern corridor through Myawaddy and Mae Sot but through the Northern corridor till Tachileik is suggested as an awareness activity for the lesser known route.



Mr. Pradyut Bordoloi
Hon'ble Minister
of
Industry & Commerce
Government of Assam

- ⇒ Partition of India, reduced NE to a landlocked cocoon and the region has remained inside this cocoon for a long time at great economic cost.
- ⇒ Need to reposition NE as an advantageous geographic area by opening up old trade routes, frontiers and looking beyond the borders.
- ⇒ Initiatives like the ones made by Shanghai Cooperation Organization or

the Greater Mekong Sub-region initiative have to be taken up to reach out and build infrastructure in the region.

- ⇒ There is a concern over initiatives like K2K (Kolkata to Kunming) may totally bypass North East India when reaching out to the ASEAN countries and China.



Dr. Kh Ratankumar
Hon'ble Minister
Transport & PWD
Manipur

9 from Mao to Moreh is a critical common section of Asian highway 1 & 2 as also India-Myanmar-Thailand trilateral highway.

- ⇒ Stretch of NH 39 from Imphal to Moreh is being upgraded to 4 lane with assistance from ADB under South Asia Sub Regional Economic Co-operation (SASEC) initiative.
- ⇒ A DPR has already been submitted for four laning of the stretch from Imphal to Palel and two laning with paved shoulder from Palel to Moreh. GOI should ensure that these projects are taken up as early as possible.
- ⇒ Widening of Kohima - Imphal road with alternate alignment for the sinking area between Kohima and Marham is necessary.
- ⇒ MORTH should expedite the sanction of the DPR for the reconstruction of the Pre World War Bridge at Lokchao.
- ⇒ Construction of the final bridge at the border between Manipur and Mizoram is necessary to restore connectivity between the two states.
- ⇒ The stretch of the Barak River from Karimganj-Tipaimukh-Lakhipur has been taken up for DPR preparation by the IWAI in 2012. Feasibility of IWT from Tipaimukh to Numgba should be studied.
- ⇒ Imphal airport, has facilities of postal

air cargo services and night landing facilities.

- ⇒ Imphal and Agartala airports should be promoted as subsidiary regional hubs to connect with Myanmar and Bangladesh.
- ⇒ The Jiri-Tupul Railway project which was declared as a national project in 2005 needs to be completed expeditiously.
- ⇒ With improved connectivity, Manipur could become an important regional hub for international trade and commerce.



Mr. G.M Gurung
Minister
Roads and Bridges
Sikkim:

- ⇒ 50% work in double laning NH10 has been completed. Bad weather, snow, environmental clearances etc are delaying the project. Remaining stretches are awaiting approval from MORTH.
- ⇒ Tourism is Sikkim's key Industry and Infrastructure development has been aligned to the mandate of developing this Industry
- ⇒ Tourism also creates avenues for investment in connectivity infra like cableways, ropeways etc
- ⇒ Proposals for alternative roadways connecting Sikkim needs to be explored at the earliest
- ⇒ Alternative double lane highway on the other bank of Teesta opposite to the existing Highway can help in improving connectivity.
- ⇒ Road Maintenance cost is high in hill states, and provisions need to be made accordingly.



Mr. Tarun Gogoi
Hon'ble Chief Minister
of Assam

- ⇒ Poor Connectivity biggest drawback for NE.
- ⇒ The NE needs to have connectivity with rest of India and neighbouring countries.
- ⇒ Besides having several natural resources, NE has good human resources, but there is a need to take stock of existing skillsets, and develop new skills.
- ⇒ River transport has great potential in NE and is cheaper compared to others.
- ⇒ All forms of connectivity, including the river connectivity has to be restored at the earliest.
- ⇒ Assam has given a lot of emphasis on education and Healthcare sectors. These sectors can attract people from our neighbouring countries.



Mr. Ranjit Barthakur
Chairman
FICCI-NEAC

- ⇒ Connectivity is about the cheapest natural flow of economic activity. Fareed Zakaria in a news week article, has written that America is considering if they should go back to 1945 when they were using the river way system especially the Mississippi river to improve transportation efficiency.
- ⇒ Barak valley and Manipur can be connected by the river route from Karimganj right up to Jiribam, Jirighat and beyond with smaller ferries and boats.
- ⇒ According to a study done by FICCI, the total direct and indirect

investments required in rails, roads, railways and river ways would be around is Rs. 5 lakh crores.

- ⇒ Bhutan, being a land locked country needs access via Assam(Dhurbri port) into Bangladesh.
- ⇒ Despite having over 5300 kms of international borders NE has become one of the most landlocked parts of the world after the independence of India. Surely this merits more than just looking at investment.
- ⇒ US-Canada border is 8600 kms long with a trade turnover of roughly 360 Billion USD. Similarly, Russia-Kazakhstan with a 6843km border accounts for trade of around 100 Billion USD. Whereas, in the case of India-Bangladesh border length is 4096 kms long but trade is less than 30-40 Billion USD.
- ⇒ The international borders for NE alone are over 5300 kms. That gives an idea of the possibilities dimensions of how actually the thinking of the Government of India and the NE states will have to commensurate with the fact that it is surrounded by so many countries.

Session with CM Meghalaya~ Key Action Points

Key Action Points

- | | |
|---|---------------------------------|
| ⇒ Identify tourism destinations and promote them | ⇒ Ministry of Tourism |
| ⇒ Ensure simultaneous development in all sectors of connectivity | ⇒ GOI, NEC |
| ⇒ Need to encourage platforms for deliberations with international audience | ⇒ FICCI, State Governments |
| ⇒ Need to promote better relations with neighbours | ⇒ FICCI, MEA, State Governments |

Session with CM Meghalaya~ Key Issues



Mr Ranjit Barthkur
Chairman
FICCI NEAC

- ⇒ Key Action Points Emerging from the Session
- ⇒ FICCI's knowledge paper has tried to underline areas for action in all the NE states
- ⇒ Connectivity focus should first be on waterways, secondly on roads, thirdly on community centre along roads and then fourth railways and airways
- ⇒ All connectivity, Waaterways, Railways, Airways and roadways need to develop together so that the people

may have choice and bargaining power as it would lead to competition between these sectors.



Mr Mukul Sangma
Hon'ble Chief Minister
Meghalaya

- ⇒ Long international borders, NE lags behind in international connectivity
- ⇒ Need to capitalise on the scenic beauty of a places like Shillong for Tourism.
- ⇒ Meghalaya Government has made

efforts to revive ties with neighbouring countries.

- ⇒ Need to identity and develop tourist destinations esp religious tourist destinations
- ⇒ Need to partner and mobilise investment
- ⇒ Rail connectivity with Meghalaya starting in two days.



Plenary Session : Economic Integration of North East

~ Key Action Points

Key Action Points

North East Economic Corridor

- ⇒ Adopt a corridor based development approach in NER
 - ⇒ Redesign BCIM Economic Corridor with links and nodes in NER
- ⇒ GOI

Road Connectivity

- ⇒ Dhaka – Guwahati , Dhaka – Shillong and Imphal – Mandalay bus.
 - ⇒ Timely implementation of the highway projects under SARDP NE
 - ⇒ Upgrade Imphal Moreh highway
 - ⇒ In Kaladan Project, there is a need to complete the missing links of 100km road from Zoinpuri to Longtaley in Mizoram
- ⇒ MEA, MORTH

Policy and Diplomatic Initiatives

- ⇒ Simplify trade formalities, particularly for trade with Myanmar, Electronic Documentation
 - ⇒ Indian banks in major cities of Myanmar and Bangladesh & the vice versa
 - ⇒ Ease restrictions on entry of motor vehicles by using GPS/GPRS/RFID systems
 - ⇒ Engage international organisations for development of connectivity and border infrastructure
 - ⇒ Rope in a international think-tank to assist NER on regional integration and to strengthen NEC
- ⇒ GOI, MEA, Customs, DONER, FICCI

Trade & Industrial Infrastructure

- ⇒ Set-up SEZ for Indian investors at Sittwe in Myanmar and in Manipur, build highway linking the SEZs to major Indian, Bangladesh and Myanmar cities;
 - ⇒ Develop industrial parks along the trilateral highway
 - ⇒ Bangladesh should allow and facilitate Bangladeshi investments in NE and provide greater flexibility in terms of remittances going out of the country
 - ⇒ Internet Connectivity through Cox Bazaar in Bangladesh
- ⇒ MEA, DIPP, Indian Embassy in Yangon, FICCI

Railway

- ⇒ Complete Imphal - Moreh railway line and extension to Myanmar expeditiously
- ⇒ NEFR, GOI

Economic Integration of North East ~ Summary

- ⇒ Mr Anupam Joshi highlighted World Bank's perspective on Economic Integration of NER. He gave insights into different connectivity sectors like Inland waterways and how World Bank can play a key role in investments and giving access to credit.
 - ⇒ Yasuhisa Kawamura, Deputy Chief of Mission, Embassy of Japan spoke about the synergies between Japan and India and their respective companies. He highlighted Japan's engagements in the NER in the form of several ongoing projects. He also elaborated on the support that Japan could lend to NER and India for developing connectivity and in ensuring access to technology
 - ⇒ Dr. Prabir De spoke about the need to redesign BCIM corridor. He made several key suggestions to facilitate cross border trade. He also spoke about the Policy interventions in countries like Bangladesh which were not aligned towards facilitating investments
 - ⇒ Mr Rohit Mishra spoke about the Kaladan projects, and several other projects that need to be expedited. He also spoke about the need to address power and internet connectivity issues in the region
 - ⇒ Mr Manish Agarwal highlighted the role NER can play in linking India with ASEAN. He spoke about the potential investments that developmental nodes can bring to NER
 - ⇒ Mr Shyam kanu Mahanta also spoke about some of the strengths in NER. He spoke about the skill pool in NER and the need to attract companies to the region. He also made suggestions for improving the connectivity, and attracting investments to the region.
-

Economic Integration of North East

~ Key Issues



Mr Anupam Joshi
Coordinator
North East States
World Bank

- ⇒ IWT can reduce the logistics cost which is around 12% of India's GDP.
- ⇒ IWT accounts for only 0.5% of total goods transported through the NE region.
- ⇒ World Bank is willing support in development of North East Economic Corridor.
- ⇒ World Bank works in different areas that impact connectivity ranging from policy and procedural to infrastructure development.



Mr Yasuhisa Kawamura
Deputy Chief on Mission
Embassy of Japan

- ⇒ Japan-India relations have now been elevated to "Special, Strategic and Global Partnership"
- ⇒ Japan and India will cooperate for Enhanced Connectivity and Development in NE India and will provide support in areas like road, agriculture, forest, power stations
- ⇒ Japan will help build the energy sector in the NE including inter-country transmission lines, by leveraging Japanese technical and financial capabilities.
- ⇒ Japanese auto makers have decided to make India the new export-hub.
- ⇒ One in seven ASEAN-based Japanese companies feel that India would be the most promising country for their overseas business.
- ⇒ Japan is ready to offer its best technologies such as efficient power transmission, and eco-friendly bridges etc.
- ⇒ Japan has committed to the socio-

economic development of the NER, as described in the joint statement of the two Prime Ministers in September.

- ⇒ Japan is ready to extend financial support to develop overland infrastructure facilities.
- ⇒ Japan will support Sea Route Connectivity to India
- ⇒ Japan would like to cooperate with the Exim Bank by supporting the bank to enhance its funding power for development assistance.



Dr Prabir De
Research and
Information System
for Developing Countries

- ⇒ Sikkim, Assam and Nagaland have surplus in pharmaceuticals, food and wood products respectively but cannot export them due to lack of soft policies and trade facilitation.
- ⇒ India has 26 land custom stations of which 20 are functional. Trade with Bangladesh is only 8 to 10% while with Myanmar only transit is happening.
- ⇒ Bangladesh must allow its companies to explore the NE states and provide greater flexibilities in terms of remittances going out of the country.
- ⇒ Myanmar is getting GSP (General System of Preference) benefits from Canada, European Union and will also get the same from the US.
- ⇒ Delhi-Gurgaon story can be replicated in Imphal-Moreh-Tamu route and beyond.
- ⇒ BCIM corridor will not benefit Northeast much.
- ⇒ Set-up SEZ at Sittwe in Myanmar or in Manipur for Indian investors and build highway linking it to major Indian, Bangladesh and Myanmar cities;
- ⇒ Remove restrictions on entry of motor vehicles, use GPS/GPRS/RFID system
- ⇒ Consistent standardized border crossing formalities and procedures and completion of India – Myanmar –

Thailand Transit Transport Agreement

- ⇒ Electronic submission of trade documentation.
- ⇒ Need an international think-tank to assist NER on regional integration and strengthen NEC
- ⇒ Engagement of international organisations for development of connectivity and border infrastructure such as ADB, World Bank, JICA, etc. studied.



Mr Rohit Mishra
Ministry of
External Affairs

- ⇒ The most significant project under the ASEAN-India Connectivity initiative is the India-Myanmar-Thailand Trilateral Highway.
- ⇒ India has constructed a 160 km road between Tamu – Kalewa - Kalemyo, and has undertaken building of another 120 km of the Kalewa-Yargyi segment and up gradation of 71 bridges of TTK road.
- ⇒ Another important project is the Kaladan multi modal transit project.
- ⇒ Some key initiatives that need to be undertaken are:
 - ⇒ Timely implementation of the highway projects under SARDP NE.
 - ⇒ Up gradation of the Imphal Moreh highway
 - ⇒ Railway line from Imphal to Moreh and its possible extension to Myanmar.
 - ⇒ Construction of missing links in the 100km road from Zoinpuri to Longtaley in Mizoram as part of the Kaladan multimodal project.
 - ⇒ India along with Myanmar and Thailand is working on a trilateral transit transport agreement to address soft connectivity issues.
 - ⇒ Industrial Clusters should be developed along the trilateral highway.

Economic Integration of North East

~ Key Issues

- ⇒ Thai Airways likely to link Guwahati through Mandalay.
- ⇒ Extension of the trilateral highway to Cambodia and Laos being considered.
- ⇒ At the 12th ASEAN Summit PM announced establishment of a SPV to facilitate financing of connectivity projects. SPV will help Indian Companies get Government support for Pvt sector investments in connectivity with ASEAN. The SPV will have provision of \$ 1 billion over a 10 yr period to catalyse pvt investment of about 10 bn.

- average CAGR of 39%
- ⇒ North east India contributes only 1-2% of the total trade between India and ASEAN countries
- ⇒ Industries with raw material base in the NE, can become competitive with connectivity in place.
- ⇒ To develop NE India as an economic hub, a corridor based development approach has to be adopted.
- ⇒ Development nodes can bring cumulative investments of 42,500 crore INR and generate 3.5 – 6 million jobs over 15 years.

- hubs that way.
- ⇒ Need to have industrial parks along the Imphal-Kohima – Numaligarh route.



Mr. Manish Agarwal
Partner
PWC



Mr. Shyamkanu Mahanta
CEO
MMS Academy

- ⇒ -ASEAN countries along with China, Bangladesh, Nepal and Bhutan will present a trade opportunity of 1 Trillion USD by 2034-35.
- ⇒ India's export to the neighbouring countries of Myanmar, Bhutan and Bangladesh was around 7 billion USD during 2013-14 and is growing at an

- ⇒ The trilateral highway can create a huge tourism market for NE India.
- ⇒ Better connectivity will open up opportunities for development of IT Industry.
- ⇒ Internet connectivity initiative through COX bazaar needs to be expedited. Shillong and Guwahati can become IT

Session I Roads~ Key Action Points

Key Action Points

⇒ Need to expedite progress of Trilateral highway	⇒ MEA, MORTH, Foreign Embassies, Governments of member countries, BRO
⇒ Need to integrate different modes of transportation in logistics networks	⇒ UNESCAP
⇒ Need to address Missing road linkages especially in international road networks like AH and upgrade existing roads	⇒ MORTH, NHAI
⇒ Develop North East Ring Road	⇒ MORTH, State Governments, DONER
⇒ Strengthen institutional Support for road construction	⇒ NHIDCL, MORTH, NHAI
⇒ Need to expedite signing of the SAARC agreement on road transit atleast by the next summit.	⇒ SAARC, MEA, GOI, Governments of member countries+
⇒ Bilateral arrangements for road transit with countries like Myanmar	⇒ MORTH, concerned countries,
⇒ Dedicated NER road maintenance fund for maintenance to effectively utilize the present infrastructure	⇒ GOI, DONER
⇒ Research on technological solutions for maintenance of roads in erosion prone hill areas	⇒ Central Road Research Institute
⇒ Create a core road fund for each state in NER.	⇒ State Governments, GOI
⇒ Long term project development approach for construction.	⇒ MORTH, State Governments
⇒ Strengthen project planning and execution capabilities of State PWDs	⇒ State Governments, MORTH

Session I Roads~ Summary

- ⇒ Mr. Vijay Chhibber, Secretary, Ministry of Road Transport and Highways, chaired the session. In his remarks he highlighted the Governments strategy for connecting North East India.
 - ⇒ Dr. Ishtiaque Ahmed from UNESCAP spoke about the larger framework of the Asian highway program, he also pointed out the challenges like and emphasised the need for government commitment.
 - ⇒ Mr. Asim Tiwari, CEO, BRNL, stressed upon the need for research, to tackle the difficult terrain the the region. He also advocated creation of a NER toad maintenance fund.
 - ⇒ Mr. Anand Kumar, MD, NHIDCL and Mr. SanjayJaju, Director NHIDCL spoke about the role of NHIDCL in development of roads in the North East.
 - ⇒ Manish agarwal, partner PWC, highlighted the importance of quality in road construction. He presented some important initiatives that need to be taken up
 - ⇒ Dr. Sreejith Narayanan, AVP, IL&FS Transport, stressed on some of the challenges faced in the region. He emphasised the need for closer understanding between the community and the government. He also stressed upon the need for innovative PPP structures to address the needs of the region.
-

Session I Roads~ Key Issues



Mr. Vijay Chhibber
Secretary
MORTH

- ⇒ Transit Facilitation has two aspects,
- ⇒ Physical infrastructure to provide for connectivity and
- ⇒ Legal and international framework which will allow this transit facilitation to take place
- ⇒ Backward linkages is important for realising true potential of international road networks like AH etc.
- ⇒ SARDP NE envisages a huge effort of building about 11000kms of roads in NER. 6400kms have been identified for development and about 1418 kms have been completed. Remaining parts are due to be taken up by next financial year.
- ⇒ Need to address missing road linkages not only in AH connect but in the near neighbourhood—connecting Nepal Border post to Bangladesh, Bhutan to Bangladesh etc.
- ⇒ MORTH has partenerd with JICA and ADB and has evolved a new road construction methodology
- ⇒ Need to address issue of lack of institutional Support impeding road construction – a dedicated agency (NHIDCL), has been created for road development in NER , Border areas and near neighbourhood.
- ⇒ PWDs in the region need to be at par with rest of India and modern road development agencies
- ⇒ MORTH has set up Project Management units in Guwahati, Agartala and Itanagar. The PMU at Imphal will be operational shortly.
- ⇒ Need to expedite signing of the SAARC agreement on road transit by the next summit.
- ⇒ Bilateral agreement signed with Nepal to start bus services between Nepal and India on different routes including Delhi – Kathmundu, etc.

- ⇒ Similar agreements possible with other neighbouring countries.
- ⇒ Trial run of Gueahati-Dhaka Bus Service shortly.



Mr. Ishtiaque Ahmed
UNESCAP
Bangkok

- ⇒ With Myanmar as a land bridge connecting with South and South East Asia, NE India can form a base for cooperation with neighbouring countries
- ⇒ Increasing trend in South Asia's intraregional trade as well as in India's Export to these Countries.
- ⇒ Intergovernmental Agreement on AH Network provides a plan for development of important international highways within Asia and connecting neighbouring regions
- ⇒ Planning, implementing and designing the regional concept must follow the overall concept of the regional requirements.
- ⇒ Imphal can be connected to Kunming in China through AH 1 or 2 and then AH 14.
- ⇒ According to a RIS report slow development of Trilateral Highway may be because of lack of institutional support and government commitment.
- ⇒ Integration of different modes of transportation, transit facilitation, Road Safety, high cost, limited governmental resources are also issues that need to be resolved.
- ⇒ About \$40 Bn required for upgradation of AH roads to the next higher level grade



Mr. Asim Tewari
CEO
BRNL

- ⇒ Need to boost infrastructure investment – economy will automatically improve and justify the investment by generating employment and improving business environment (like in case of of Mumbai Pune express highway development).
- ⇒ Apart from socio-economic improvement, it will also help in eradicating insurgency
- ⇒ Push for creation of more bridges and highways to enable rapid industrialization of the NER.
- ⇒ Dedicated NER road maintenance fund necessary to effectively utilize the present infrastructure. Maintenance of roads has been a serious problem due to fund constraints and nature of the terrain.
- ⇒ Need for research on technological solutions for maintenance of roads in erosion prone hill areas.

Session I Roads ~ Key Issues



Mr. Anand Kumar
MD
NHIDCL

- ⇒ NHIDCL will create and manage infrastructure of the highest standard with focus on the North East and Border areas.
- ⇒ It will be a professional company which will develops & delivers infrastructure projects in a time bound manner for maximizing benefits to all stakeholders
- ⇒ NHIDCL will involve community and other stakeholders



Mr. Sanjay Jaju
Director(F&A)
NHIDCL

- ⇒ NHIDCL aims focus on leveraging technology
- ⇒ NHIDCL aims to improve the pace of road construction in NER from the current 1 km per day to 3 km per day
- ⇒ By 2020 NHIDCL should have 10,000 kms of roads.



Mr. Manish Agarwal
PWC

- ⇒ Given the mostly hilly terrain of the region, road is the most important mode of transport
- ⇒ Along with quantity of roads, quality of roads is an equal or kind of a bigger challenge. Percentage of surfaced road in the region is only 29% compared to the national

- ⇒ average of 62%
- ⇒ Core road networks have been identified in the FICCI-PWC report which can be developed for an integrated transport corridor
- ⇒ Road networks vital for development of NER are stretches of Trans Asian Highway running through NER, the proposed ring road, a road network connecting state capitals of Arunachal Pradesh, Nagaland, Manipur, Mizoram and Tripura etc
- ⇒ The 4000km ring road will require investments of around Rs. 43000crs and will be complemented by stretches of AH network.
- ⇒ Giving Bhutan road access to IWT would enable Rs 3000 cr trade between India and Bhutan
- ⇒ Need to develop a core road fund for each state



Dr. Sreejith Narayanan
IL&FS Transportation

- ⇒ Mega road development programme like SARDP-NE have faced problems in EPC format and almost nil enthusiasm from the PPP players.
- ⇒ Some key challenges are
- ⇒ Delay in Land acquisition due to non-availability of cadastral maps and updated revenue records.
- ⇒ Adverse Climatic Condition for construction – nearly 6 month Long Monsoon period
- ⇒ High construction costs and long gestation periods due to hilly terrain, high seismicity and rainfall with land slides
- ⇒ Due to adverse climatic condition & unstable terrain, construction time should be twice of normal projects to garner interest of the private sector.

- ⇒ BOT model of financing has been found to be unsuitable for most parts of the region due to low volume of traffic
- ⇒ Need for innovative long term project development approach having a Project Development SPV and a Project Implementation SPV which in turn gives the lump sum turnkey contract to EPC contractor

Session II Inland Waterways~ Key Action Points

Key Action Points

Infrastructure Issues

- ⇒ Develop state waterways in addition to national waterways ⇒ State and Central Government
- ⇒ Fixed Infrastructure, Navigation infrastructure, Port and terminals needs to be developed, upgraded and maintained ⇒ IWAI and state agencies like IWT
- ⇒ Need to develop multimodal hub and Spokes model similar to ones used in Europe.
- ⇒ Set up Ship building and repairing facilities. PPP mode is an option which may be explored
- ⇒ Create viable opportunities for private sector in
 - ownership and operation of vessels,
 - fairway development and maintenance, ⇒ Central and State Governments,
 - development of terminals
- ⇒ Provide infrastructure, land and last mile connectivity for IWT
- ⇒ Government should be the leading funding institution for IWT sector. International lending Agencies can also contribute
- ⇒ Modern vessels like FRP Vessels needs to be introduced with modern technology and equipment in navigation safety etc ⇒ IWAI and state agencies like IWT

Operational and Procedural Issues

- ⇒ Clear delineation of responsibilities between central and state government agencies regarding infrastructure development and management of waterways ⇒ IWAI and state agencies like IWT
- ⇒ Segregate projects for PPP investments which may have shorter gestation period term unlike state investments in port and terminal facilities which may be long term. ⇒ Private Sector and Central Government
- ⇒ Need to relook the Multimodal Transportation Act in way to facilitate simpler rules and easier shipping procedures. ⇒ Central and State Government
- ⇒ Issues in trans border IWT must be clearly identified and taken up during bilateral meetings and negotiations. ⇒ MEA, IWAI, State Governments

Policy & Promotion

- ⇒ Promote development of river tourism and associated infrastructure in North east as well as neighbouring countries. ⇒ Ministry of Tourism in collaboration with State Governments
- ⇒ Incentivize cargo transportation through waterways ⇒ IWAI and state agencies like IWT
- ⇒ Increase the public awareness of economic benefits the sector has to offer among all the stakeholders ⇒ Central and State Governments
- ⇒ Incentivize upstream and downstream industry in the river route and on the bank which will ensure cargo movement. ⇒ Central Government and IWAI
- ⇒ Setup and showcase successful demonstration projects in order to woo private players ⇒ IWAI, AIWT
- ⇒ Promote Inter state and intra state water connectivity between neighbouring states like Assam, Meghalaya, Nagaland, Arunachal and countries like Bhutan. ⇒ State Government and IWT
- ⇒ Encourage Community Involvement in river ways development and maintenance, preservation of embankments etc. ⇒ Central and State Governments, NGOs
- ⇒ Multilateral agencies like Un Escap should look at development of integrated transport development including waterways

Session II Inland Waterways~ Summary

- ⇒ Mr Jitesh Khosla, Chief Secretary, Assam spoke about the importance of the river Brahmaputra in building up of the tea industry as well as in the exploration of oil in the region. He mentioned the key role of the river ways in many of the recent hydro electric projects going on in the North East region of India and also highlights the advantages of waterway over other modes of transport.
- ⇒ Ambassador Tariq Karim spoke about the importance of the Brahmaputra basin to India, Bangladesh and Bhutan and that of the Ganges basin to India, Bangladesh and Nepal. He highlighted the need for conserving these rivers by identifying the original channels and preserving the embankment channels.
- ⇒ Mr Arun Roy spoke about the current status of NW2. He highlighted the importance of the river Brahmaputra to China, Arunachal Pradesh, Assam and Bangladesh and also the power, potential and challenges associated with the river.
- ⇒ Mr. Saibal K De, CEO IL&FS Maritime spoke about the public private partnership for IWT development in the NE. He also highlighted the opportunities, challenges and the PPP options for IWT development.
- ⇒ Mr Manish Sharma, partner, PWC gave a overview of the current status and presented a suggested way forward.
- ⇒ Mr Ashok Kumar, Senior Transport Specialist, World Bank highlighted World Bank's engagements in North East India and provided details on the upcoming projects of World Bank in the Inland Waterway Transport System of India.



Session II Inland Waterways~ Key Issues



Mr. Jitesh Khosla
Chief Secretary
Assam

- ⇒ Water transport in the NE handles about 1 lakh passengers per day which is quite high
- ⇒ Recently hydroelectric projects have witnessed the optimum use of IWT for shifting heavy machineries, cement and other materials.
- ⇒ Recently a transmission station was set up near Biswanath and as a part of the project; a jetty was also built.
- ⇒ Safety issues exist. There have been incidents where ferries capsize and people die mainly due to lack of navigational and safety features in the vessels.



Amb. Tariq A Karim
Former
High Commissioner
of Bangladesh to India

- ⇒ Two important river basins, the Brahmaputra basin joining Bangladesh, India, Bhutan, and the Ganges basin joining Bangladesh, India, Nepal, have to be managed for mutual benefit of the host countries.
- ⇒ Managing the rivers will create jobs.
- ⇒ There is a need to identify the original channels and preserve the channels by building artificial embankments, which will help reclaim the rivers for navigation.
- ⇒ Increase people to people contact by developing tourism along the rivers.
- ⇒ Policy issues need to be sorted out.



Mr. Arun Roy
Chief Engineer
IWAI

- ⇒ IWT is the safest mode for movement

of hazardous cargo.

- ⇒ The entire stretch of the NW 2 (891 km) is provided with day navigation marks.
- ⇒ 1 HP of power moves 150 kg on road, 500 kg on rail & 4000 kg on water and the cost of developing waterway is much lower than rail or road.
- ⇒ IWT mode has least fuel consumption per tone-km and the CO2 emission is half than that of a truck.
- ⇒ 4 DGPS stations have been established at Dhubri, Jogigopa, Silghat & Dibrugarh for electronic guidance to IWT barges operating through NW-2.
- ⇒ Dredging at shallow locations is undertaken through CSDD & HSD along with other forms of river training works to ensure of assured depth.
- ⇒ Pandu port is developed as a multi model modern IWT port with RCC jetty and broad gauge
- ⇒ While IWAI is taking action for developing national waterways, state governments also have to take initiative to develop state waterways.



Mr. Ashok Kumar
Senior Transport
Specialist
World Bank

- ⇒ World Bank engagements in North East India include Assam IWT improvement (proposal under consideration of Government) which plans for institutional building and ferry services.
- ⇒ Commercially significant water ways in India is about 5200+485(rivers+canals) kms compared to USA with 19400 kms and China with 12,000 kms of waterways.
- ⇒ IWT in India carries about 16-18million tonnes of freight every year as compared to China 1161 m tonnes and USA 615 m tonnes.
- ⇒ The World Bank's investment and

analytical program supporting regional corridors seeks to address key policy, procedural and infrastructure barriers along SAARC/ASEAN and other priority corridors focusing on:

- ⇒ Facilitating connectivity to the nearest ports and to regional and global markets for landlocked areas.
- ⇒ Investment in missing links and especially in last mile links to establish multi modal connectivity along strategic regional corridors.
- ⇒ Addressing policy, procedural and infrastructure barriers to seamless cross border transit.



Mr. Saibal K De
CEO
If&S Maritime

- ⇒ Optimal development of IWT will require commonality of purposes and participation of stakeholders such as: FCI, oil companies, cement industry, tea industry, NHPC, NTPC and NEEPCO
- ⇒ Bangladesh and its multi nodal transport planning.
- ⇒ Sustainability in IWT can be achieved by creating viable opportunities for Private Sector in IWT, particularly
- ⇒ Ownership and operation of vessels for cargo and passenger movement.
- ⇒ Development of terminals and river ports
- ⇒ Development of RO-RO terminals etc
- ⇒ Easy access to governments funds such as Export Development Fund (EDF) for Northeast
- ⇒ IWT development shall mostly need to be funded through public sector (Government / International Lending Agencies) to provide the basic infrastructure such as navigation, access, land etc
- ⇒ Integrated development of multimodal hubs to attract private sector participation

Session II Inland Waterways~ Key Issues



Mr Manish Sharma
PWC

- ⇒ Both NW II and NW VI lack adequate draft for year round navigation.
- ⇒ The protocol route issues with Bangladesh needs to be resolved.
- ⇒ In 2011 – 12 out of the total cargo movement of 91 MTPA in Assam, IWT contributed a only 2.4 MTPA.
- ⇒ Development Cost of IWT is only 5 – 10% of the an equivalent 4-lane highway or railway
- ⇒ Cost of maintenance of inland waterways is 20% of that of a road of equivalent capacity
- ⇒ Carriage cost by shipping stands at just 21% and 42% of cost by road and railways of equivalent capacity respectively
- ⇒ Investment in the range of 5,000 – 6,000 crore INR required for the initial development of IWT; majority of it in the terminal development.



Panel Discussion

- ⇒ Both NW II and NW VI lack adequate draft for year round navigation.
- ⇒ The protocol route issues with Bangladesh needs to be resolved.
- ⇒ In 2011 – 12 out of the total cargo movement of 91 MTPA in Assam, IWT contributed a only 2.4 MTPA.
- ⇒ Development Cost of IWT is only 5 – 10% of the an equivalent 4-lane highway or railway
- ⇒ Cost of maintenance of inland waterways is 20% of that of a road of equivalent capacity
- ⇒ Carriage cost by shipping stands at just 21% and 42% of cost by road and railways of equivalent capacity respectively
- ⇒ Investment in the range of 5,000 – 6,000 crore INR required for the initial development of IWT; majority of it in the terminal development.

Session III Air Connectivity ~ Key Action Points

Key Action Points

- ⇒ Redevelop the 12 non operational airports in the region ⇒ AAI
- ⇒ Expediate development of Greenfield Airports at Itanagar, Tawang and Kohima ⇒ AAI
- ⇒ Construction of Hangars and Aprons at Imphal, Agartala and Dibrugarh ⇒ AAI
- ⇒ Change in restrictions in use of airspace by IAF(to avoid Zig Zag paths) ⇒ IAF, MoHA
- ⇒ Ease of land acquisition for building of Airports) ⇒ State Governments
- ⇒ Promotion of Flying Clubs in the region for imparting training ⇒ AAI
- ⇒ Replacement of Helicopter operations by STOL aircrafts ⇒ AAI
- ⇒ Subsidization of Air fare after considering load factors. Reduction of ATF ⇒ AAI, DONER, NEC
- ⇒ Civil Aviation policy focusing on collaboration from Government entities, airport operators and other stake holder ⇒ Ministry of Civil Aviation
- ⇒ Need to invest in New terminal building, hangar, extension of runway, taxiway at Guwahati ⇒ AAI
- ⇒ Need to invest in Hangar and terminal building at Agartala ⇒ AAI
- ⇒ Extension of runway at Dibrugarh ⇒ AAI
- ⇒ Need change in the aviation licensing norms-Special fast track process for NE ⇒ AAI, DGCA
- ⇒ Need longer runways(5000ft +) for all the available airports for larger aircrafts ⇒ AAI
- ⇒ Form a joint working group of various stake holders like NEC, Civil Aviation etc ⇒ FICCI and other stakeholders
- ⇒ Need to look at development of ultra modern airports in line with countries like Dubai and Singapore. ⇒ AAI
- ⇒ Need to Develop one engineering hub in NE ⇒ AAI

Session III Air Connectivity ~ Summary

- ⇒ Mr. Gautam Mukhopadhaya, Indian Ambassador to Myanmar chaired the session. He spoke about the importance of air connectivity and highlighted the poor state of connectivity with neighbouring countries. He suggested formation of a joint working group comprising various stakeholders and led by FICCI to look into issues faced by the aviation industry in the North East.
- ⇒ Mr. A.K Verma, director, Guwahati Airport informed about the new developments and introduction of new technologies in the aviation sector in the NE. He mentioned that all 23 airports including 12 non functional airports in the region are getting ready for operations.
- ⇒ Mr. Gaurav Rathore, Head Commercial, Air Asia India gave a brief introduction of the 13 year old Air Asia. He talked about the unmet demands and untapped potential of the region, and the necessity of long term planning.
- ⇒ Mr. Hemant Anand, Vice President, Sovika Aviation highlighted the lack of logistical support for air operations. He announced launch of Air Cargo Operations in NE by Sovika Group next year and also plans to launch passenger flights with 9-10 seater small passenger aircrafts to connect airports in NE.
- ⇒ Mr. Sonal Mishra, of PWC spoke about the symbiotic relationship between the economy and the aviation sector. He said that there should be mandatory obligations of the scheduled airlines to fly to remote areas. He underlined the growth of aviation in the north east and also pointed out the lack of penetration in the region. He also suggested that services to remote places in NE should be incentivised .
- ⇒ Mr. Y.K Sharma, Group General Manager, emphasized on the need for robust connectivity with the metros. For operationalising non-operational airports and upgrading existing airports, initial funding has to be raised by the government he said
- ⇒ Mr. Bhupesh Joshi, MD Clubone Air spoke about the feasibility of a regional Airline in the North East.
- ⇒ Mr. P.K.H. Singh, Advisor (T&C), NEC spoke about the possibilities for a regional Airline and issues related to viability gap funding.

Session III Air Connectivity ~ Key Issues



Mr. Gautam Mukhopadhyaya
Ambassador of India
to Myanmar

- ⇒ Airways in have a critical role to play in connecting NE to the rest of India, NE to the rest of the world and within the north east itself.
- ⇒ Air connectivity to Myanmar is particularly poor compared to Thailand, Malaysia, etc.
- ⇒ There are offers on the table for joint operation with Myanmar Airlines
- ⇒ Need for a collaborative model with all the states of the north east and incorporating PPP
- ⇒ There is scope for a North East Regional Airlines



Mr. A.K Verma
Director
Guwahati Airport
AAI

- ⇒ We among the top four countries in the world to introduce GAGAN based navigation system.
- ⇒ Guwahati Airport has latest radar system which can control air traffic in the entire north east.
- ⇒ Constraints in Air Connectivity:
- ⇒ Zig Zag routes due to restricted airspace of IAF
- ⇒ Problems related to land acquisition
- ⇒ Funding issues
- ⇒ Expenditure-Revenue mismatch for operations in NER Airports



Mr. Gaurav Rathore
Head of Commercial
Air Asia

- ⇒ Connectivity planning needs to be done with a long term perspective.
- ⇒ Need to have a Civil Aviation policy focusing on collaboration between Government entities, airport operators

and other stake holders



Mr. Hemant Anand
VP
Sovika Aviation

- ⇒ Sustainable business policy around the connectivity plan.
- ⇒ Sovika is introducing Air Cargo and small 9-10 seater passenger aircrafts in NER
- ⇒ There is huge demand for logistics in NER.
- ⇒ There is a huge potential of cargo like spices, and many other products moving in and out from NER and into India.



Mr. Sonal Mishra
PWC

- ⇒ NE is underserved in terms of air connectivity.
- ⇒ For development of low cost airports in the NER, investment of around 5625 cr would be required. In the long term this can contribute around 3-5 billion USD to GDP annually and generate employment for about 2 people lakh.
- ⇒ Most areas in NER are covered under incentive destination in the draft policy of MoCA.
- ⇒ Guwahati airport, having handled around 2.2 million passengers this year, has not been included as incentive destination in the draft policy.
- ⇒ Draft policy recommends creation of Air Connectivity fund
- ⇒ Need to reduce ATF. Because of different VAT and sales tax levied in different states, ATF is 40-60% more than regions like Singapore, Dubai
- ⇒ Incentivise Air connectivity in NER in lines of Australia and US through grants for airport developments etc



Mr. Y.K Sharma
Group General Manager
RITES

- ⇒ Arunachal Pradesh and Sikkim do not have air connectivity links
- ⇒ Tura has operational airport but not functioning because ATC facilities have not been provided.
- ⇒ Green field airports coming up in Sikkim. 2 green field airports at Tohima and Tezu, are also planned
- ⇒ The 11 non operational airports have small airstrips of around 3000 ft suitable for small aircraft.
- ⇒ Studies recommend that 7 airports including 1 each in Assam and Tripura and some in Arunachal Pradesh need to be made operational
- ⇒ Sectors in North East Region are of short duration. Such small sectors are economically unviable even at 100% load factor at prevailing airfare levels.
- ⇒ Operation of small aircrafts is expensive and may need to be incentivized. Moreover, in places like Arunachal Pradesh passenger traffic can be low.
- ⇒ India has shortage of smaller aircrafts and may have to be acquired from outside.
- ⇒ Need to replace expensive helicopter service with fixed wing. MoHA supports financing of 75% of expenditure but for limited flight hours which is another limitation.
- ⇒ Increase watch hours and night landing facilities.
- ⇒ Non-viability of small airports having limited number of movements is a global phenomenon. USA, Canada, European Union, Australia provide subsidy directly or indirectly to airport operators.
- ⇒ Cargo facilities are being developed and should see greater cargo movement
- ⇒ Need to explore possibilities for developing Guwahati and Agartala as hubs. For Arunachal, Lilabari can be a

Session III Air Connectivity ~ Key Issues



Mr. Bhupesh Joshi
MD
Clubone

- ⇒ Under the present licensing norms, permission from issuing authority to get an aircraft to start an airline takes about 6 months and then to start operating it takes another 6 months
- ⇒ None of the smaller airports in the region have runway length more than 5000 ft. Aircrafts with more than 8 seat capacity and jet aircrafts would need 5000 ft runway.
- ⇒ The other big challenge is to link the traffic to the metros and other routes. Tie ups with the commercial airlines who are operating in the region will help in solving the problem.
- ⇒ FICCI may form a small joint working group focused on development of a

regional Airline, which may have NEC, Civil Aviation, Rites etc



Mr. P.K.H. Singh
Advisor (T & C)
NEC

- ⇒ NEC has been subsidizing regional airline like Alliance Air.
- ⇒ NEC has funded more than 500 crore for development of airports in collaboration with AAI.
- ⇒ Code sharing between SOPs and NSOPS need to be considered in order to sell their routes for connecting from hubs to other regions
- ⇒ Since 2007, not even a single regional or scheduled airline has bid for tenders for regional collaboration despite efforts by NEC.

- ⇒ North East is loss making area because the cost of managing the airports from the security point of view is high. If that burden is born by the States Governments probably things will change.
- ⇒ Differential pricing for cargo where out-cargo rates are lower than in-cargo rates might prove to be beneficial to air cargo operators
- ⇒ States can also incentivize airline. Meghalaya has 0% tax on ATF, Tripura has reduced from 22% to 8%



Panel Discussion

- ⇒ Development of an engineering hub along with flying hub where aircrafts from South East Asian region can come for scheduled checks and maintenance.
- ⇒ Guwahati Airport should be upgraded to levels of Singapore and Dubai. Also need to have 2 runways in Guwahati. Currently parking space is available for only about 6 aircrafts, this needs to be increased to atleast 20 aircrafts. Planning needs to be done on a long term basis for 50-100 years.
- ⇒ NER does not have a single flying club imparting training.
- ⇒ There are conflicts in civil and military requirements during the flying hours.
- ⇒ Mr PKH Singh informed that the

Airport authority of India already has a plan in place for investment of 6000 crs in this region in the next 10 years.

- ⇒ In airports like Shillong flights get rescheduled at last moment because of issues like visibility. This needs to be addressed.
- ⇒ Watch hours of Silchar airport is also an issue. Night landing facilities need to be asked for by operators

Session IV Railways ~ Key Action Points

Key Action Points

Infrastructure Issues

- ⇒ Connect the missing link from Jiribam to Kalay in Myanmar ⇒ Ministry of Railways, MEA
- ⇒ Expeditiously connect all state capitals by Railway
- ⇒ Upgrade the rail bridge across the Jamuna river in Bangladesh to enable it to support higher axel load ⇒ Government of Bangladesh, MEA
- ⇒ Upgrade State/National Highways for smooth transportation of construction materials and machineries to project sites ⇒ State Governments, MORTH
- ⇒ Bailey Bridges should be repaired/strengthened immediately for carrying 40 Ton vehicles
- ⇒ Develop Production Hubs for Key Locations along the TAR Southern Corridor . ⇒ DONER, State Governments

Operational and Procedural Issues

- ⇒ Expeditiously sign MOU for the Rail connectivity with Myanmar and sanction work ⇒ Ministry of Railways, MEA
- ⇒ Provide Security Support ⇒ State Governments
- ⇒ MoU for Container Trial Runs with Bangladesh ⇒ Ministry of Railways, MEA

Policy & Promotion

- ⇒ Create special SPVs for for delivering better services in cargo, passenger etc. ⇒ Railways

Session IV Railways ~ Summary

- ⇒ Mr M P Bezbaruah, Member NEC chaired the session and spoke about the importance of exploring new collaborative ventures in railways for better service delivery.
 - ⇒ Mr Harpal Singh, Chief Engineer, NF Railway presented an overview of the current status and perspective of railways in NE region. He mentioned about the achievements of Indian Railways in the region and also highlighted the challenges faced in building the necessary infrastructure.
 - ⇒ Mr Joseph George from UNESCAP spoke about UNESCAP's work in developing the Trans Asian Railway. He also spoke about some immediate steps to be taken in order to establish parts of these rail network which would benefit the NER
 - ⇒ Mr BVL Narayana, Group General Manager, RITES spoke about leveraging international connectivity opportunity and improving economic standards of people can play key drivers of growth of Railways.
 - ⇒ Mr Dheeraj Mishra, GM, IL&FS rail spoke about using hybrid financing instruments for railways sector and gaps between demand and supply.
 - ⇒ Mr P N Prasad, MD, BCPL: spoke about the challenges in transportation with reference to BCPL.
 - ⇒ Mr M K Gogoi, GM, FCI spoke about the role of railway in transportation of food grains in the North East.
 - ⇒ Mr Harsh Srivastava, Sr. VP, SREI made some important suggestions for changes in the railway system to ensure greater efficiency.
-

Session IV Railways ~ Key Issues



Mr. MP Bezbaruah
Member
NEC

- ⇒ Fund is Available with railways. And work has to be completed as per schedule
- ⇒ New collaborative approach is required like JVs etc
- ⇒ Offering of better passenger services is a key challenge today to be met by dealing with operational issues



Mr Harpal Singh
Chief Engineer
Construction
NF Railway:

- ⇒ A total of 23 projects including 11 national projects being developed in NE
- ⇒ 457 kms of BG line targeted for commissioning in 2014-15 48% higher than the previous year.
- ⇒ Train service has been started in Rangapara-North Harmuti-Nahharalagun from 7th April, 2014.
- ⇒ Itanagar second state capital in NE to be connected by Broad Gauge rail line.
- ⇒ More than 1 km per month avg is being achieved in Tunneling in the Jiribam-Tupul-Imphal project.
- ⇒ Meghalaya connected by BG Rail connectivity via Dudhnoi-Mendipathar Project.



Mr Joseph C George
UNESCAP
South & South West Asia

- ⇒ The Trans Asian Railway Southern Corridor through Bangladesh, India, Iran, Myanmar, Nepal, Pakistan, Sri

Lanka, Thailand and Turkey is of strategic importance to NE.

- ⇒ Extending the ITI DKD line (Istanbul Tehran Islamabad Delhi Kolkata Dhaka) to Yangon will connect the corridor to South East Asia through NE.
- ⇒ Two dry ports are operational in Amingaon, Assam and Sylhet, Bangladesh. In order to link the manufacturing points to the Trans Asian Railway lines, more dry ports have to be identified and built.
- ⇒ Silchar and Imphal have been recognized by ESCAP as proposed ICDs(Inland Container Depot)
- ⇒ Rail bridge across Jamuna river in Bangladesh has to be upgraded.
- ⇒ The missing link, i.e the route from Jiribam to Kalay in Myanmar needs to be built.
- ⇒ Fundamental issues in facilitation of international railway transport
 - ⇒ Different legal regimes for railway transport contracts
 - ⇒ Standardization of Railway infrastructure and rolling stock
 - ⇒ Break –of –gauge & Security Protocols



Mr. BVL Narayana
Group General Manager
RITES

- ⇒ Coordination of regulatory controls and joint management
- ⇒ Sustainability is a major issue in NE as NF Railway does not make desirable profits.
- ⇒ The network has not been leveraged for economic activities even after 100 years of existence.
- ⇒ This region lies in the pathway of an international gateway bridging economic opportunity and might drive growth for railway sector.
- ⇒ People are now looking for opportunities for improving the economic standards and may be the

second factor driving growth.

- ⇒ Railways can look at collaborative arrangement with other modes or entrepreneurs for leveraging the network for economic development.
- ⇒ Procedures and institutional arrangement is another critical issue in order to develop the sector



Mr. Dheeraj Mishra
GM Project Finance
IL&FS Rail

- ⇒ Although railways have done a commendable job in the NE Region, there is a gap in demand and supply which paves the way for participation from private sector.
- ⇒ Clear demarcation between the responsibilities of government and private players is a key issue for a successful PPP project relating to railways.
- ⇒ Hybrid financing instruments like bonds and long term loans are viable for building of infrastructure in railways



Mr. PN Prasad
MD
BCPL

- ⇒ Transportation of the polymer products is a big challenge for BCPL. BCPL wants to ensure that the entire production is consumed within NE Region.
- ⇒ BCPL exploring possibility of sending polymer products to Myanmar and Bangladesh but facing difficulties in transportation.
- ⇒ Railway is developing infrastructure which will be useful for transporting the Naptha from Numaligarh Refinery via railways.

Session IV Railways ~ Key Issues



Mr. M.K Gogoi
G.M
FCI

- ⇒ In road and IWT transfer, requirements like clearing the docks, re transportation, protocol permit etc are time taking and costly which is not there in case of railways.
- ⇒ Rail connectivity from Jiribam to Imphal will help transportation of food grains.
- ⇒ There is a deficit in storage capacity. Railways can help as buffer stock is lower then required.
- ⇒ With the implementation of the Food Security Bill, railways will have a greater role to play in the NE states.



Mr. Harsh Srivastava
SREI

- ⇒ Indian railways has more than 100 years of experience and more than engineering concerns, operations, institutional mechanisms, day to day running, have to be taken care of for better rail services.
- ⇒ Need to have special SPVs for running hygiene services, maintenance, passenger service, cargo etc. These can eventually have private participation, equity participation.



Panel Discussion

- ⇒ On the proposed heritage line in Assam Mr MP Bezbaruah, Member NEC said that the Govt of Assam has agreed to meet maintenance costs of the heritage line with the aim of developing this as a part of tourism circuit
- ⇒ On developing a broad gauge line from Chitagong to Guwahati Mr. MP Bezbaruah said Bangladesh does not have broad gauge line. And this has to be taken up at bilateral and multilateral discussions. Transhipment should still be possible. Broad gauge line to Agartala however is a crucial development link for development of the southern region
- ⇒ The issue of double line connectivity needs addressed as it leads to delay etc.

Valedictory Session ~ Key Action Points

Key Action Points

Promote Tourism as an enabler in connectivity

- ⇒ Create integrated tourism circuits with neighbouring countries.
 - ⇒ Create necessary hospitality infrastructure
- ⇒ Ministry of Tourism, State tourism Departments

Inland Water Transport

- ⇒ Enhance scope of the Inland Water Transit arrangements to include transportation of people
- ⇒ IWAI, MEA

Road Transport

- ⇒ Need to have a regional Motor Vehicles Agreement
 - ⇒ Connect all state Capitals with four lane highways
 - ⇒ Explore the proposed Ring Road System
- ⇒ MEA, MORTH, State Governments

Air Connectivity

- ⇒ Connect Guwahati and Dhaka by Air
 - ⇒ Connect Lilabari, Tezpur, Dimapur, Shillong etc by air on regular basis
- ⇒ Ministry Of Civil Aviation, MEA

Skill Development

- ⇒ Create world class skill development infrastructure
 - ⇒ Build capacity in sectors like forestry, environment sciences, agriculture, oil and gas, hydro power and tourism
- ⇒ NSDA, NSDC

Valedictory Session ~ Summary

- ⇒ Mr P D Rai, Member of Parliament spoke about demand of Indian products like pharmaceuticals in Myanmar and other neighbouring countries. He stressed upon the need to promote tourism.
 - ⇒ Ambassador Tariq A Karim spoke on of issues related to connectivity like basin management, air connectivity, railways, water ways and energy and power . He also made detailed suggestions on development of these sector
 - ⇒ Mr S Ramadorai, Chairman NSDA and NSDC spoke about the skill needs of the region and the need for developing diverse skill sets.
 - ⇒ Mr Ranjit Barthakur, Chairman FICCI, North East Advisory Council highlighted the disparity in the economic condition of NER before and after partition and how the proposals for improved connectivity can help the region regain economic vibrancy.
-

Valedictory Session ~ Key Issues



Mr. P D Rai
Member of Parliament
and Secretary General
NE MPs Forum

- ⇒ Huge quantities of pharmaceuticals from India sold in Myanmar
- ⇒ Several products like textile, bicycles, motor cycles are in great demand in Myanmar
- ⇒ NER could import rice from Myanmar to meet food security needs of the NE people
- ⇒ Tourism can play a key role in development and tourism is a connecting factor for the NER
- ⇒ Building circuits for tourism will require investments in hospitality infrastructure.
- ⇒ Connectivity can be a bottle neck in transporting perishable items particularly in the context of Sikkim becoming an organic state.
- ⇒ The Mansarovar airport which is coming up shortly is important as it will connect Gangtok to Lhasa.
- ⇒ Digital connectivity is another area where improvement is needed.



Amb. Tariq A Karim
Former
High Commissioner
of Bangladesh to India

- ⇒ NER, together with Bangladesh and Myanmar is the natural bridge between South and Southeast Asia. This bridge can help reconnect the states of the Northeast, enable Nepal and Bhutan to gain access to the sea, and enable India to reach Myanmar and Thailand overland through easy terrain.
- ⇒ Together, this region can serve as the hub of regional linkages in all its modes – air, road, rail, riverine, energy and even digital connectivity.
- ⇒ SAARC needs to play an active role in

development of component regions as need be for the sake of quick development.

- ⇒ Water resources can be key in development and international cooperation. Bangladesh, Bhutan, India and Nepal (BBIN) sub-region of SAARC can immediately embark on river basin management projects under new provisions in SAARC for subregional cooperation
- ⇒ Ashuganj in Bangladesh and Silghat in India were added as new ports of call. Additional ports of call are being considered. It is a process in which Bhutan and Nepal could also join.
- ⇒ Need to enlarge the scope of the present Inland Water Transit arrangement to include transportation of people.
- ⇒ Basin management work that need to be undertaken include, river training, embankments, dredging and restoring of navigation channels, service roads throughout the course of the rivers, reviving upstream and downstream industries; and hydropower from run-of-the river projects. This will yield incredible employment opportunities.
- ⇒ Bangladesh and India entering into a coastal shipping agreement which will enable linking up with Sri Lanka in the Southeast and Myanmar and Thailand in the east, and beyond.
- ⇒ Work on railway link between Akhaura and Agartala is in progress. Options for reopening railway link between Kolkata and Khulna are being explored.
- ⇒ Entrepreneurs are actively considering establishing the much-needed air-bridge between Dhaka and Guwahati in the very near future.
- ⇒ Grid link between Baharampur in West Bengal and Bheramara in Bangladesh set up. Capacity of the grid is planned to be increased to 1000MW.



Mr. S Ramadorai
Chairman
NSDA & NSDC &
Chairman
Air Asia, India

- ⇒ While there is a supply of 17 million job seekers, there will only be 2.6 million jobs i.e. about 15% of the supply leading the rest to either migrate out or be jobless. Thus need to synergise the potential and supply of people
- ⇒ The government should focus on setting up world class institutions that will impart the latest knowledge in relevant areas and develop the competencies of the people.
- ⇒ The State Skill Development Missions need to work closely with the industry and organizations like NSDA and NSDC to build capacity in sectors like forestry, environment sciences, agriculture, oil and gas, hydro power and tourism that could become the mainstay of the economy in this region
- ⇒ Need a more diverse set of skills as currently most youths are engaged in services sectors skills like - hospitality, retail, beauty and wellness

Valedictory Session ~ Key Issues



Mr. Sarbananda Sonowal
Hon'ble Union Minister
of
Youth Affairs & Sports



Mr. Ranjit Barthakur
Chairman
FICCI
North East Advisory Council

- ⇒ Ongoing railway projects and development of rail network in North East India will enhance economic growth of the region and provide various opportunities for the youth of the NER.
- ⇒ Urgent need to speed up construction work on EW Corridor and connecting the State Capitals of NE states with the corridor by four-lane roads.
- ⇒ Look East policy is the focus of the current government and the PM is personally trying to make it ACT-East initiative. 3200 KM India – Myanmar – Thailand trilateral highway could boost connectivity between Mekong Sub-region and India and would be game changer for the North East by potentially making it a manufacturing hub
- ⇒ Government is taking steps to commission Kaladan project at the earliest. River transport can open up huge opportunities for trade and tourism in the North East. Protocol Issues with Bangladesh needs to be sorted out at the earliest.
- ⇒ Lilabari, Tezpur, Dimapur, Shillong airports needs to be connected on the regular basis.
- ⇒ PM has already taken strong initiatives to boost our relationship with the neighbouring countries. His travel to Bhutan and subsequently to Nepal and recently to Myanmar would provide a big boost for development of North East India

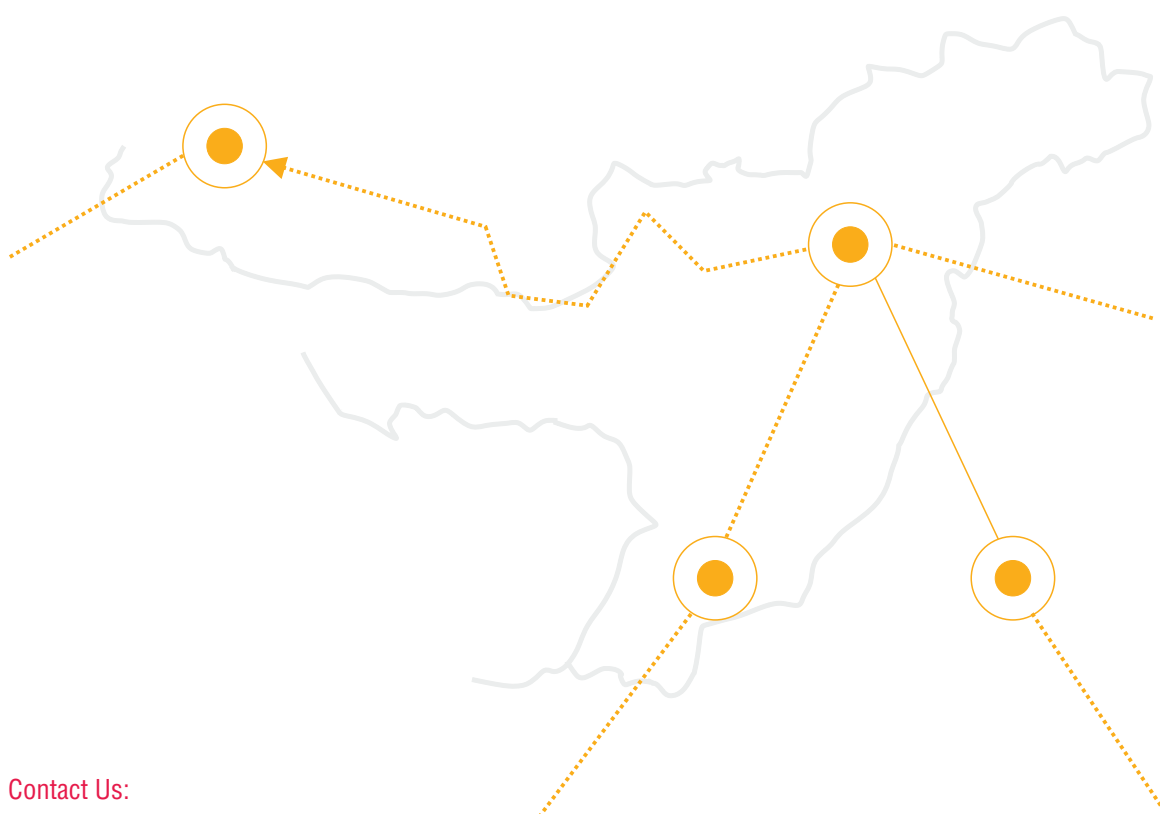
- ⇒ Connectivity is not only about roads , the emphasis has been on cheap, faster and sustainable connectivity
- ⇒ The entire concept of having feeder roads , and a capillary systems needs to be taken further
- ⇒ We need to capitalize on Look East policy and make it ACT EAST Policy. Every stakeholder needs to participate in making this possible
- ⇒ The frontier RING ROAD system being proposed by FICCI can lend an incredible impetus to the connectivity of the region





FICCI, Industries voice for policy change, is the largest and oldest apex organization of Indian business and industry. It is the rallying point for free enterprises in India. It has empowered Indian business in changing time to shore up their competitiveness and enhance their global reach. With a nationwide membership of over 1500 corporate and over 500 Chambers of Commerce and business associations, FICCI espouses the shared vision of Indian business and speaks directly and indirectly for over 2,50,000 business units. FICCI maintains the lead as the proactive business solution provider through research, interactions at the highest political level and global networking.

We Listen. We Analyse. We Influence. We Connect.



Contact Us:

Federation of Indian Chambers of Commerce and Industry
Industry's Voice for Policy Change
H19,
Opp Bhanu Apartments,
Lamb Road, Ambari
Guwahati – 781 001
Assam
Tele/Fax: +91 0361 2733011
E: northeast@ficci.com
FICCI Corporate Identity Number (CIN): U99999DL1956NPL002635