MINUTES OF THE FIRST MEETING OF THE INTER-MINISTERIAL GROUP (IMG) CHAIRMED BY SECRETARY, DONER ON (a) DEVELOPMENT OF ROAD AND PORT PROJECTS IN MYANMAR AND (b) IMPROVEMENT OF ROAD CONNECTIVITY AND CUSTOMS FACILITIES AT INDO-MYANMAR BORDER.

Date : 8th April, 2010
Venue : Committee Room, M/o DONER
Participants : A list of participants attached.

List of participants is annexed.

2. Opening the discussion, Secretary, DONER welcomed the participants. She expressed the hope that the deliberations of the Inter-Ministerial Group will lead to better insights on improved project management and coordination between the agencies; development of connectivity and improvement of trade between NER and Myanmar.

3. **Zokhawthar LCS (Mizoram) and Rih-Tiddim, Rih-Falam Road (Myanmar)**

3.1 In the COS meeting chaired by the Cabinet Secretary on 4.1.2010, it was decided that the Government of Mizoram would send a single comprehensive proposal to the M/o Commerce for funding under the ASIDE (Assistance to States for Developing Export
Infrastructure and Allied Activities) scheme for developing trade infrastructure, setting up of food testing laboratories in the State, etc for Zokhawthar LCS.

3.2 The Customs formation is now established. There is a corresponding formation on the Myanmar side that has established contact with the Indian side. However, no goods have passed through the LCS so far. The Govt. of Mizoram has already sent a comprehensive proposal for funding under the ASIDE Scheme of Department of Commerce on (a) warehousing facilities (b) food testing laboratories and (c) water supply for staff quarters.

3.3 Agriculture Department of the Mizoram Government has established its office at Zokhawthar and is equipped to test from the plant quarantine angle. Food materials such as betel nut, however, require mandatory testing to check adulteration as per the Food Safety and Standards Authority of India for which no laboratory is available in Mizoram. The samples are required to be sent to Guwahati and may take about 30 days for clearance. The representative of Deptt. of Commerce informed that Mizoram’s proposal for food testing laboratory is under active consideration.

[Action: D/o Commerce]

3.4 Expressing her displeasure, Secretary, DONER stated that since most items to be traded at LCSs in the North Eastern States are agricultural items, food testing laboratories are imperative to be set up. She directed the representative of Deptt.of Commerce to bring it to the notice of his seniors to expedite clearance of the proposal from Mizoram. Mizoram Govt.
has applied for accreditation of its existing laboratories to the Department of Agriculture, Govt. of India. It was decided that Ministry of DoNER will take up the matter with the Food Safety and Standards Authority of India, Ministry of Health & Family Welfare for promoting food testing laboratories in the NER.

[Action: Ministry of DONER]

3.5 IMG wanted to know the latest status of the condition of the road between Zokhawthar and Aizawl, which need to be furnished by the Government of Mizoram.

[Action: Govt of Mizoram]

3.6 During the visit of the Inter-Ministerial team to Zokhawthar in November, 2009, SBI representative was requested to make the Bank Extension Counter at Zokhawthar operational 30th November 2009. The latest status of the same is to be furnished by Govt. of Mizoram.

[Action: Govt of Mizoram]

3.7 At the same time, BSNL had assured that its newly built telephone exchange at Zokhawthar would become operational by December, 2009 and connections would be made available in the Customs Superintendent Office. Both landline and mobile connections are available at Zokhawthar now as per information given by GM, BSNL, Mizoram (Customs Office at Zokhawthar - Ph:03831-268003).

3.8 The construction of weighbridge under ASIDE Scheme has been completed by the State Government. Quarters have been built at nearby village of Melbuk under the ASIDE scheme for the staff posted at the LCS. The Customs Department have also posted the skeletal staff. The
State Government has proposed funding for water supply scheme under ASIDE for the staff quarters which has now been sanctioned by the Ministry of Commerce.

3.9 The IMG noted with concern that there is no trade at the moment from this LCS. Department of Commerce informed that inauguration of this facility will be done by the Commerce Minister very soon. The IMG felt that the remaining works of making the LCS functional on Indian side should be taken up by all concerned Departments in a time bound manner. Secretary, DoNER directed that such multi-departmental activities should not be pursued as combination of stand-alone activities but should be regarded as one composite activity and pursued through deadlines for each stakeholder. This will ensure that all facilities are established in a synchronized manner so as to have their optimal use. She rued the lack of coordination.

[Action: Deptt. of Commerce]

3.10 The IMG noted that the corresponding point in Myanmar for Zokhawthar is Rih. It is a longstanding proposal from MEA to construct Rih-Tiddim (80 km) and Rih-Falam (151 km) road which will finally lead to connection to Mandalay. Without these roads, the actual trade at this LCS will not materialize.

3.11 In March 2000, a preliminary study was undertaken by the Border Road Organization of the Rhi-Tiddim (80.178) and Rhi-Falam (151.5 km) roads connecting Mizoram with Myanmar. The project report prepared by BRO in 2006 was shared with the Myanmar side. The cost estimate given by BRO is Rs.711.469 Cr.

3.12 To assess the DPR and the cost estimate, a two-member team from RITES visited and met concerned officials of
Myanmar Ministry of Construction on 27-28 August, 2008. Meanwhile, Myanmar side expressed willingness to construct the road on the basis of existing DPR by involving a third party consultant. MEA then replaced RITES with IRCON as its Consultant. Now, IRCON has consented to study the existing DPR and see the possibility of constructing the roads on the basis of the existing DPR by updating it. IRCON visited the project site in Myanmar in November, 2009 and recommended to construct Rhi-Tiddim road (80 Km approx) first. The cost estimate given by IRCON is Rs 280 Crore and the project will span over three year period. MEA have obtained the approval of External Affairs Minister and is now processing for the approval of Committee on Non-Plan Expenditure (CNE).

3.13 IMG was informed that the Rih-Tiddim road is likely to be completed in 2012-13. There is no time-frame till today about the completion of Rih-Falam. IMG noted with serious concern the delay in completion of road connectivity on the Myanmar side since trade will not be possible even though infrastructure on Zokhawthar side is made fully functional.

[Action : Ministry of External Affairs]

4. Avakhung (Nagaland)

4.1 Avakhung LCS in Phek district was bilaterally agreed to be notified after the Indo-Myanmar JTC meeting held in 14-15 October, 2008. Layshi is the corresponding point in Myanmar. The notification by Department of Revenue is yet to be issued for Avakhung. An Inter-Ministerial Team had visited Avakhung in March, 2009. During this visit,
the Nagaland Government assured to complete the approach road to Avakhung.

[Action: Deptt. of Revenue, GOI & Govt of Nagaland]

4.2 The status of the link road is as follows:
The road from Kohima to Avakhung passes through 194 km. on the National Highway (upto Akhegwo) and thence 96 km on State Highway (between Akhegwo to Phokhungri). To reach Avakhung, the road between Phokhungri and Avakhung, a distance of 18.5 km. has to be constructed. The road from Phokhungri to New Avakhung Border Point, a distance of about 18.5 km is under construction funded by NEC and only about 7.5 km is yet to be cut due to rocky terrain resulting in cost escalation for which a revised estimate is to be submitted to NEC. After receipt of funds, the road construction can be completed within 6 to 12 months. Power facility is available upto Avakhung Village. In a nutshell, any kind of trading activity in Avakhung will have to await the completion of this road and also setting up of the infrastructure.

[Action: MORTH & Govt of Nagaland]

4.3 The Nagaland Government has so far not prepared any master plan for development of Avakhung and posed it for funding under ASIDE scheme to Department of Commerce. Secretary directed that the Nagaland Government should immediately take steps for preparation of such plan.

[Action: Govt of Nagaland]

4.4 No information was available from Department of Commerce or MEA on the status of connectivity on the Myanmar side for Avakhung LCS. No proposal is under
consideration in MEA in this regard. Thus, in Avakhung, there is no integrated planning in either side for development of infrastructure for trade. Even the notification has not been issued.

[Action: Ministry of External Affairs & Deptt. of Commerce]

5. **Kaladan Multi-Modal Transit Project – “Silchar to Sittwe”**

5.1 A 100 km new alignment road from Indo-Myanmar border to Lawngtalai linking NH-54

5.2 Improvement of NH-54 from Silchar to Tuipang.

5.3 The IMG noted that to obtain the optimal benefits out of Kaladan Multi-Modal Project, there has to be synchronized development/upgradation of transportation facilities from Sittwe Port, Myanmar upto Silchar. The stretch of NH-54 between Lawngtalai and Aizawl (Silchar-Aizwal -Tuipang) also needs to be improved to take vastly increased load of vehicles and materials. MORTH has to complete the double laning of 310 kms of NH-54 between Lawngtalai and Aizawl. Thus, between Silchar to Sittwe, the stretches, which need to be synchronized for completion are as follows:

(i) Sittwe Port in Myanmar (MEA)
(ii) Inland Waterway on Kaladan River at Paletwa in Myanmar (MEA)
(iii) Road from Paletwa to Mizoram border in Myanmar (MEA)
(iv) New alignment road (100 km) under SARDP-NE Phase-A from Indo-Myanmar border to Lawngtalai (MORTH and PWD, Mizoram)
(v) Two laning of Silchar-Aizawl on NH-54 (MORTH) – work in progress

(vi) Two laning of Aizawl to Tuipang on NH-54 is provided under SARDP-NE Phase-B which is presently only for DPR preparation. It will be taken up only in 12th Plan.

(vii) NHDP-III - four laning of 190 km Silchar-Kolasib-Aizawl road stretch – DPRs completed. MOEF clearance awaited.

[Action: MEA, MORTH, Govt of Mizoram & Govt. of Assam]

5.4 At present, it is seen that the development of Aizawl to Tuipang on NH-54 will only be taken up in Phase-B of SARDP-NE and therefore, may be underdeveloped stretch in the entire scheme of transport between Sittwe and Silchar.

[Action: MEA, MORTH]

5.5 IMG was of the view that planning to ensure all these developments move in their critical paths in a synchronized manner is very essential.

[Action: MEA, MORTH]

5.6 Kaladan Multimodal Transit Transport has been approved at a total cost of Rs. 535.91 crore. MEA is the nodal agency representing Government of India for the project and has appointed IWAI as Project Development Consultant (PDC). Agreement between MEA and IWAI, the Project Development Consultant was signed in March, 2009 followed by payment of Rs 2.945 cr each as 1st &
2nd installment of 10% of Project Development Consultant fees.

5.7 IWAI has completed the bidding process. The pre-bid meeting was held on 24th Nov, 2009. Out of six bidders who expressed interest in the project, four bidders were shortlisted by IWAI to participate in the meeting. After assessing the technical specifications and financial bids, IWAI, as Project Development Consultant recommend the main contractor (M/s ESSAR) for awarding work of port and IWT component of the Kaladan Multi Modal Transit Transport Project. Bids have been evaluated and work will be awarded in the near future.

[Action: MEA & IWAI]

5.8 The actual construction work of the Port and IWT component is expected to start soon.

[Action: MEA, IWAI]

5.9 The upgradation of port and waterway will span over four years. The activities of mobilization of dredgers, sea dredging is expected to start soon. River dredging soft material will take place in 2010-11 & 2011-12. The actual construction of port and IWT terminals at Sittwe and Construction of IWT terminal at Paletwa will start 2009-10 and completed by 2012-13.

[Action: MEA, IWAI]

6.1 At a trilateral Ministerial level meeting held in Yangon on 5-6 April, 2002 between India, Myanmar and Thailand, it was agreed that the three countries would cooperate for construction of a highway from Moreh in India to Moe Sot in Thailand through Bagan in Myanmar whose total length will be 1,360 km. **Uptill now six meetings of the ‘Technical and Financial Task Forces’ have taken place between India- Thailand and Myanmar with hardly any output on the ground.**

6.2 India and Thailand have agreed on up-gradation of the parts of the highway close to their respective borders through soft loans/ credits. Draft Terms of Reference (TOR) for the preparation of DPR for the construction of Ayeyarwady Bridge and causeways near Kyadaet and the four section of roads prepared by our Department of Road Transport and Highways have been shared by India with Myanmar and Thailand. Myanmar has conveyed their comments on the TOR of the DPR of the Ayeyarwardy Bridge and Causeways near Kyadet and concurrence to the TOR of roads.

6.3 M/s RITES have visited the site in February 2010 for preparing the DPR of the four sections of the road and the Bridges. Once the financial estimate is received from them, the approval will be obtained for the preparation of the DPR. Meanwhile, MEA has yet to sort out the issues related to funding of the project.

6.4 **In effect, since 2002 for the last eight years, there has been no practical development for the actual construction and operationalisation of the tri-lateral**
highway and MEA is not able to state any deadline for the operationalisation of this important highway that can contribute to the trade between these three countries.

[Action: MEA]

7. **Notification of Items for bilateral trade**

7.1 An Agreement on Border Trade between India and Myanmar was signed on 21.1.94, which was operationalised on 12.4.95. The Agreement envisages border trade to take place through Custom Posts at Moreh (Manipur) and Champai (now Zowkhathar) in Mizoram, corresponding to Tamu and Rhi in Myanmar. Zokhawthar was designated as the trade point instead of Champai (Mizoram), as it is closer to the Myanmar border. This border point was inaugurated on 30th January 2004. In October, 2008, it was bi-laterally agreed to add Avakhung in Nagaland as the third Land Custom Station on the Myanmar border.

8. **Difficulties of Dollar trade with Myanmar on the border**

8.1 The method of financing of Indo-Myanmar border trade which is still conducted under barter arrangements needs major attention since the Asian Clearing Union Mechanism relies on the use of US $ for final settlement. US sanctions for trade with Myanmar is a major hurdle. **The feasibility of using Indian rupee as a currency of trade settlement to setting up of commercial banks at the border needs to be worked out with Myanmar.**

[Action: Deptt. of Revenue, GOI & D/o Commerce)
9. **Major Areas of concern on border trade with Myanmar:**

- Review of India’s existing trade with Myanmar.
- Identification of commodities which may help expanding India’s trade (both exports and imports) with Myanmar, based on supply demand criteria.
- Identification of constraints that impose limitations on the expansion of India’s trade with Myanmar.
- Issue of trade finance needs to be explored.
- Exploration of India’s investment opportunities in Myanmar with buy back provisions which can eventually promote border trade through LCSs existing in NE Region.
- Conversion of border trade to normal trade.
- Issues of Restricted Area Permit in the bordering States of North East that can hamper border trade.

   ![Action: D/o Commerce, MEA, MHA, D/o Border Management, D/o Revenue)

10. **Items to be traded**

10.1 As per bi-lateral understanding arrived at the Indo-Myanmar JTC in November, 2009, the following items can be traded at the border at concessional terms:

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Existing items</th>
<th>Sl. No.</th>
<th>Additional items</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Mustard/rape seeds</td>
<td>23.</td>
<td>Bicycle spare parts</td>
</tr>
<tr>
<td>2.</td>
<td>Pulses and beans</td>
<td>24.</td>
<td>Life saving drugs</td>
</tr>
<tr>
<td>3.</td>
<td>Fresh vegetables</td>
<td>25.</td>
<td>Fertilizers</td>
</tr>
<tr>
<td>4.</td>
<td>Fruits</td>
<td>26.</td>
<td>Insecticides</td>
</tr>
<tr>
<td>5.</td>
<td>Garlic</td>
<td>27.</td>
<td>Cotton fabrics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Onion</td>
<td>28. Stainless steel utensils</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Chillies</td>
<td>29. Menthol</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Spices (excluding nut-meg, mace, cloves and cassia)</td>
<td>30. Agarbati</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Minor forest produce (excluding teek)</td>
<td>32. Cosmetics</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Betel nuts and leaves</td>
<td>33. Leather footwear</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Food items for local consumptions</td>
<td>34. Paints and varnishes</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Tobacco</td>
<td>35. Sugar and salt</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Tomato</td>
<td>36. Mosquito coil</td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td>Reed broom</td>
<td>37. Bulbs</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Sesame</td>
<td>38. Blades</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Resime</td>
<td>39. x-ray paper and photo paper</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>Coriander seeds</td>
<td>40. Imitation jewellery</td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>Soyabean</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>Roasted sunflower seeds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21.</td>
<td>Katha</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22.</td>
<td>Ginger</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10.2 The IMG noted with concern that the notification for the additional items had not been issued so far by the Deptt. of Revenue and there is ongoing correspondence on this issue between the Department of Revenue and Department of Commerce. The additional items, the
Department of revenue feel, have issues regarding ‘country of origin’ as Myanmar does not produce many of them. It is feared that products of third country may be traded under the garb of border trade. Hence, Deptt. of Revenue feels the need for more clarifications. Representative of Department of Commerce stated that his Ministry has replied to the queries of the Department of Revenue.

[Action: D/o Revenue & D/o Commerce]

10.3 Secretary, DONER directed that she will chair a separate meeting to sort out the issue.  

[Action: M/o DoNER]

10.4 IMG noted with concern that the notification for additional items has not been issued by the Myanmar side as well. MEA will take necessary steps for it. It was also informed that the Myanmar officials at the customs post were not aware of the additional items when the Inter-Ministerial Team visited Moreh and Tamu in November, 2009.  

[Action: MEA, D/o Commerce, D/o Revenue]

11. **Integrated Check Post at Moreh**

11.1 For Infrastructure Development at Land Custom Station (LCS) Moreh, funds are issued by the Department of Commerce under ASIDE scheme and its development as an Integrated Check Post (ICP) is also included in MHA’s Project for development of 13 such ICPs along the International Border. Necessary formalities, for acquisition of 38.34 acres of land for development of ICP, Moreh are underway. The status of infrastructure
at Moreh ICP is as follows:

- State Govt. has completed the land acquisition process.
- Rs.21.47 crore has been released by Deptt. of Border Management to the Govt of Manipur as land compensation.
- State Govt. has been requested to hand over the land to Assam Rifles.
- Detailed Engineering Report (DER) for Moreh ICP is under preparation.
- Preparation of EIA Report by M/s RITES is in progress.

[Action: MEA & D/o Border Management]

11.2 The Department of Border Management should expedite the preparation of DPR and award of work for the construction of the ICP at Moreh in a time-bound manner. The ICP at Moreh is expected to be completed by 2012. Of late, the trade at Moreh has been declining.

[Action: D/o Border Management]

11.3 As per the barter trade system, no cash payments are to be made for this import/export and the payment is to be balanced through equal value of import/export. During the current year up to September 2009, about Rs 5 crore of import and Rs 1 crore of export has taken place at Moreh. The Indian side, therefore, needs to export Rs 4 crore worth of goods.

[Action: D/o Commerce]
11.4 UBI branch at Moreh

11.4.1 The United Bank of India, Moreh (India) and the Economic Bank at Tamu (Myanmar) need to be upgraded so that the Banks can open Letter of Credit, receive payment for export and make payment for imports.

11.4.2 When the IMG visited Moreh in November, 2009, United Bank of India assured that additional staff to cope up with the work requirements would be posted at Moreh by 30th November 2009. Chief Secretary, Manipur informed that due to non-availability of staff at UBI at Imphal and Moreh, letters of credit are not opened in time causing delays for traders. This is long pending issue which Department of Financial Services has to sort out.

[Action: UBI, D/o Banking, D/o Commerce & D/o Border Management]

12. Operation of Weigbridge and Warehouse at Moreh

12.1 A weighbridge was inaugurated by Shri Jairam Ramesh, the then Minister for Commerce, at Moreh LCS in September, 2006. The weighbridge was installed by Manipur Industrial Development Corporation Ltd. (MANIDCO) with funds from the ASIDE scheme. Weighbridge was to be manned and operated by MANIDCO. The MANIDCO is yet to depute any staff for operating the weighbridge. The weighbridge is non-functional at
12.2 Similarly, a warehouse has also been constructed through funds from ASIDE scheme at Moreh. Govt. of Manipur has not appointed anybody to operate the warehouse. **It appears that the investment on the warehouse at Moreh is also wasted.**

[Action: Govt. of Manipur]

12.3 **Food testing facilities** - CS, Manipur informed that food testing facilities have been started by Manipur Govt. in Moreh.

13. **Improvement of NH-39 in Nagaland and Manipur (in Manipur from Imphal to Moreh) for connectivity between Manipur and Myanmar**

13.1 Improvement of NH-39 from Imphal to Moreh is essential for (a) connectivity to Moreh LCS which now being developed for ICP by Department of Border Management (b) for onward connectivity to the Moreh-Tamu-Kalewa-Kalemyo road (TKK road) in the Myanmar side and (c) for operationalisation of the Moreh/Imphal - Mandalay bus service.

13.2 Imphal to Moreh road stretch is about 110 km length and is already of 2-lane. The highway requires strengthening in the form of raising in some stretches and increasing the thickness of the pavement. Four laning has been approved by MORTH in about 6 km length from Imphal side and in
31.5 km strengthening of the pavement was approved during 2007-08.

13.3 CS, Manipur informed the status of the several stretches of NH-39, NH-150 & NH-53 in Manipur. The details are as follows:

**NH-39**

(i) **Mao-Maram road at Manipur-Nagaland border** - BRO is yet to hand over the stretch to State PWD.

(ii) **Maram-Kuki Taphou road** - Tender under process.

(iii) **Kuki Taphou-Changoubung road** - Tender under process.

(iv) **Changoubung – Tendongyan road** - Strengthening work of existing double lane proposed in Annual Plan 2010-11.

(v) **Tendongyan – Koirengei road** - Tender under process.

(vi) **Koirnengei – Khabam Lamkhai road** - Four laning work completed.

(vii) **Khabam Lamkhai – Chingmeirong road** - Four laning work completed.

(viii) **Chingmeirong – North AOC road** - Strengthening work of existing four lane proposed in Annual Plan 2010-11.

(ix) **Imphal Raj Bhavan Gate – Singjamei Parking** - Four laning work completed.

(x) **Singjamei Parking – MU Gate** - Four laning completed, side drain yet to be executed.

(xi) **MU Gate – Thoubal Kiyam Road** - DPR sanctioned but not sanctioned. Re-proposed in Annual Plan 2010-11.
(xi) Thoubal Kiyam – Khongjom Bazar road – Strengthening of existing double lane work sanctioned.


(xiii) End of Sora village – Pallel Bazar road – Strengthening work sanctioned, work awarded to HN Company, Dimapur.

(xiv) Pallel Bridge – Work awarded.

(xv) Pallel Bazar–Tengnoupal road – (Km 366-387)– Work awarded (Km 387-390) – Proposed for strengthening & re-alignment in Annual Plan 2010-11.

(xvi) Tengnoupal–Indo Myanmar border road (Km 390-400) – Work awarded (Km 400-430) – Work sanctioned.

NH-150 & 53 (in Manipur)

(i) Churachandpur-Tuibong – Work in progress.

(ii) Tuibong – Phuballa – Work in progress.


(iv) Nachou Panthong-Maibam Lokpa Ching road – Work in progress

(v) Maibam Lokpa Ching-Imphal Airport road– Work in Progress.

(vi) Imphal Airport-Treasury Office Imphal road–Work completed.


(viii) Minuthong-Lamlong road – Work completed

(ix) Lamlong-Chairengthong road – Work in progress
13.4 NH 39 in Manipur – Further, Lokchao bridge which is an old pre-IIInd World War is a dilapidated condition and needs to be reconstructed. The approval is pending with MORTH. Two packages of retaining wall viz. (i) near Khudngtabi to Kondong Lairembi at 426.055 km to 426.061 km (ii) Saivom at 383.890 km are also pending for approval of MORTH.

[Action: MORTH, Manipur Govt.]

13.5 NH 39 in Nagaland – Action Taken Report on para 11 of Minutes of COS meeting chaired by Cabinet Secretary on 4.1.2010 (Cab. Sectt.’s OM No.191/11/1/2009-TS dated 13.1.2010) – Received by e-mail from Commissioner (PWD), Govt. of Nagaland.

(iv) Chief Secretary, Nagaland may hold a meeting with the BRO at State level and report the exact status regarding the Nagaland stretch of NH 39 being handed over to the BRO.
The Nagaland stretch of the NH-39 was handed over to the BRO way back in the 1970’s. The exact distance under the BRO is from Km 106 to Km 212.

(vi) Chief Secretary, Nagaland may review the progress of the roads Imphal to Moreh and Dimapur to Moreh. Chief Secretary, Nagaland may also send a note on the proposals submitted in respect of NH-39 and pending with the MORTH.

The jurisdiction of NH-39 within the State of Nagaland ends at Km 212. Hence, the portion from Imphal to Moreh falls under the State of Manipur.

Proposals for four laning of the road as well as taking up of 2 By Passes is lying with MORTH.

(viii) Chief Secretary, Nagaland may hold a meeting with all concerned with a view to address the problems in carrying out the required improvements on the Dimapur-Moreh (via Imphal) road.

Meeting was held with Chief Engineer (NH), Commander BRO and State Government officials on 2\textsuperscript{nd} March 2010 to discuss the above points.

14. **Tamu-Kalewa-Kalemyo road (TKK road) in Myanmar built by BRO – maintenance issues**

14.1 BRO has constructed roads Tamu (0 km) – Kyigone (122 km) – Kalewa (150 km) and Kyigone (0 km) – Kalemyo (10 km)
during 1999-2001. As per MOU the road was to be handed over to Govt. of Myanmar after one re-surfacing. Accordingly, the road from Tamu to Kyigone and from Kyigone to Kalemyo has been handed over to Govt. of Myanmar during last year. The road from 122 km (Kyigone) to 150 km (Kalewa) is with BRO for its re-surfacing.

[Action: Border Road Org.]

14.2 The road from Tamu to Kalemyo is in good condition except old steel bridges. Bridges are narrow (single lane) and have out lived its life. Govt. of Myanmar is in process for its replacement with permanent RCC bridges.

[Action: MEA]

15. **Improvement of Stilwell Road**

15.1 The importance of the Stilwell road to NER lies in the fact that it can provide a direct connectivity not only between Myanmar and North Eastern India but through the Kunming province of China.

15.2 About 57 km of the old WWII Stilwell road from Lekhapani in Assam to Pangsu Pass on the border of India and Myanmar passes through India. The improvement of the road to 2-lane standards has been approved at an estimated cost of Rs.130 crore. The work in Assam portion of about 24 km length was targeted to be completed by December, 2009. The work of 33 km. Arunachal portion had started and will take about 3 years.
15.3 MEA has no proposal at the moment to take up the construction of the Stilwell road in Myanmar.  

[Action: MEA]

15.4 Study on trade opportunities between NER and Myanmar and Bangladesh has been commissioned by North Eastern Council to be conducted by ‘Research and Information System for Developing Countries (RIS)’. This study will be completed by July, 2010.  

[Action: NEC, Ministry of DoNER]

15.5 Secretary, DONER directed that the next meeting will be held in the 2nd week of June, 2010 wherein a presentation by RIS will be made on their initial findings.  

[Action: NEC, Ministry of DoNER]

16. Bus service between Imphal (Manipur) and Mandalay (Myanmar)

16.1 Direct bus services between Imphal and Mandalay has been in persistent demand from the Government of Manipur. The objective of the proposal is to facilitate movement of people, promote trade, cultural exchanges and revise historical tiles. The proposal is based on Manipur Legislative Assembly’s unanimous resolution on 1.8.2008 urging Government of India to introduce bus service between Imphal and Mandalay.

16.2 Subsequently, the comprehensive proposal received from the State Government on 10.6.09 is under examination in the MORTH. Issues of security, commercial viability, condition of the road (NH-39 in India and
Tamu-Mandalay in Myanmar) and the restrictions under Restricted Area Permit by the Government of Manipur on foreign visitors to Manipur are the areas of concern.

[Action: MEA & Govt. of Manipur]

16.3 Representative of MEA stated that bus service proposal has to be worked out with all details including probable passenger load. Chief Secretary, Manipur stated that it is an emotive issue in Manipur. There are problems in the proposed routes which involves two night halts. It is suggested that if the service can be started, it would reduce the distance and probably require only one night halt.

[Action: MEA & Govt. of Manipur]

16.4 Secretary, DONER will hold a separate meeting with all stakeholders on proposed bus service.

[Action: Ministry of DoNER]

17. **Secretary, DONER’s final observations**

17.1 Secretary, DONER directed that PERT charts comprising all the activities to be undertaken for road connectivity at the three ICPs viz. Moreh (Manipur), Zokhawthar (Mizoram) and Avakhung (Nagaland) on Indian and Myanmar side as also for development of infrastructure at ICPs should be prepared by all concerned viz. D/o Commerce, MORTH, D/o Border Management, D/o Revenue, MEA, State Govts. of Manipur, Mizoram and Nagaland, and be presented in the next IMG meeting to have a comprehensive overview in monitoring the work.
[Action: Ministry of DONER to coordinate with all the stakeholders.]

18. Meeting ended with a vote of thanks to the Chair.

........
Minutes Of The First Meeting Of The Inter-Ministerial Group (IMG) Chaired By Secretary, DONER On (a) Development Of Road And Port Projects In Myanmar and (b) Improvement Of Road Connectivity and Customs Facilities at Indo-Myanmar Border

8th April 2010 at 11 A.M.

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name</th>
<th>Designation</th>
<th>Tel. No.</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Ms. Jayashree Mukherjee</td>
<td>Joint Secy., DONER</td>
<td>23794694</td>
<td><a href="mailto:j.mukherjee@nic.in">j.mukherjee@nic.in</a></td>
</tr>
<tr>
<td>2.</td>
<td>Shri S.C. Sharma</td>
<td>Director, M/o DONER</td>
<td>23022025</td>
<td><a href="mailto:suresh.s@nic.in">suresh.s@nic.in</a></td>
</tr>
<tr>
<td>3.</td>
<td>Shri D.P. Singh</td>
<td>Under Secretary, M/DONER</td>
<td>23022453</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Shri Suresh K. Reddy</td>
<td>Joint Secy.(BSM-II), MEA</td>
<td>23012319</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Shri Sujan R. Chinoy</td>
<td>Joint Secretary, NSCS</td>
<td>23747965</td>
<td><a href="mailto:sujan.chinoy@nic.in">sujan.chinoy@nic.in</a></td>
</tr>
<tr>
<td>6.</td>
<td>Dr. M.C. Mehanathan</td>
<td>Director, MHA</td>
<td>23093301</td>
<td><a href="mailto:mehanath@nic.in">mehanath@nic.in</a></td>
</tr>
<tr>
<td>7.</td>
<td>Shri Rambir Singh</td>
<td>MHA</td>
<td>9868177081</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Shri Verinder Kaul</td>
<td>SE, MORTH</td>
<td>23731526</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Shri S.P. Singh</td>
<td>Resident Commissioner, Mizoram</td>
<td>011-26153563 09868110942</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Shri P.C. Pandey</td>
<td>Under Secretary, Deptt. of Commerce</td>
<td>23062222</td>
<td><a href="mailto:pc.pande@nic.in">pc.pande@nic.in</a></td>
</tr>
<tr>
<td>11.</td>
<td>Shri Jagjeet Kumar</td>
<td>Deptt. of Commerce</td>
<td>23061365</td>
<td><a href="mailto:jagjeet.kumar@nic.in">jagjeet.kumar@nic.in</a></td>
</tr>
<tr>
<td>12.</td>
<td>Shri Biswajit Jha</td>
<td>Director, RIS</td>
<td>9811197839</td>
<td><a href="mailto:biswajit@nic.org.in">biswajit@nic.org.in</a></td>
</tr>
<tr>
<td>13.</td>
<td>Shri N. Unni</td>
<td>Dy. Director, IWAI</td>
<td>0120-2530058 9650582208</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Shri Satish Kumar Reddy</td>
<td>Deptt. Of Revenue (Customs)</td>
<td>23093380</td>
<td><a href="mailto:sk.reddy@nic.in">sk.reddy@nic.in</a></td>
</tr>
<tr>
<td>15.</td>
<td>Shri D.S. Poonia</td>
<td>Chief Secretary, Manipur</td>
<td>0385-2451144</td>
<td><a href="mailto:dspoonia@nic.in">dspoonia@nic.in</a></td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td>Position</td>
<td>Contact Information</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Shri Ram Muivah</td>
<td>Principal Secretary (Works)</td>
<td>0385-2450682 09612157732</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Ms. N. Kulkarani Devi</td>
<td>SRO, Planning Deptt., Manipur</td>
<td>0385-2450788</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>Shri Kuolie Mae</td>
<td>PRO, Govt. of Nagaland</td>
<td>9868807219</td>
<td></td>
</tr>
</tbody>
</table>