

**Major infrastructure
projects requiring
intervention of
Government of India**

Issues relating to major infrastructure projects requiring intervention of Government of India

A. Railway

A.1. Agartala-Akhaura Rail Link Project

A.1.1. Background:

Agartala-Akhaura Rail Link Project (12.03 km) was sanctioned during the year 2012-13 as a follow up to the Memorandum of Understanding (MoU) signed between Govt. of India and Bangladesh on 16.02.2013 for linking Indian Railway network with the Bangladesh Railway network thereby opening up the access to Ashuganj Port of Call & Chittagong Port for easy movement of goods and services in relation to South – East Asian Trade & Commerce. This will also open up the access to train service from Agartala – Dhaka – Kolkata by reducing existing distance of 1600 kms (via Assam) to near about 450 kms. This is a cross border rail connectivity, thereby opening up the scope of establishing Katmandu – Kolkata – Dhaka – Agartala – Guwahati Rail Link and later on Guwahati with Bhutan. The Project envisages construction of a 12.03 km rail link between Akhaura and Agartala of which 5.46 km is in India and 6.57 km in Bangladesh. The total project cost is 972 Cr. (580 Cr on Indian side, 392 Cr. on Bangladesh side).

A.1.1(a). Time line

Land acquisition: By 30th June 2017

Project Completion: By 31st March 2019

A.1.2. Current Status:

Total land required is 72.516 acres. Land measuring 67.12 acres in Charipada Mouja and Badarghat mouza handed over to Ircon on 10.10.2017. For balance 5.39 acres in “No – man’s “ land hearing U/S 21 of RFCTLARR Act, 2013 has been fixed on 29.01.2018 and award and payment notice will be finalized by 15.02.2018. Bangladesh Government reportedly acquired 28.46 acres of land out of around 50 acres of land for Akhaura/Gangasagar – Agartala rail link project. Bangladesh is committed to commission Bangladesh portion of the project within December, 2018. IRCON is not likely to complete the elevated corridor project (Indian side) in full within December, 2018, therefore IRCON must put maximum emphasis on construction of two lane road from NH 44 extension (Badarghat burning ghat location) to the International Border point of Nischintpur of Agartala beneath the elevated corridor within December, 2018 so that Akhaura/Gangasagar to Nischintpur rail link project would be made functional within December, 2018 without waiting for completion of the construction of the viaduct/overbridge of a length of 3.140 km on Indian side. Provision of suitable container handling facility at the transshipment location shall be made by the Ircon International Limited

A.1.3. Issue:

- Location of cargo/container handling facilities within the transshipment yard at Nischintpur (Indian side) has to be finalized by the Ministry of Railways urgently since the work in that area is expected to be initiated.
- An Integrated Check Post (ICP) at Nischintpur, near Agartala-the junction point of the Akhaura-Agartala Railway link project needs to be set up.
- Since the project is already in execution stage in the Indian side, protocols for ensuring movement of goods and passenger on this rail link are to be finalized at the earliest.

- The rail link from Chittagong Port, northwards joins Dhaka-Agartala (proposed) link at Gagasagar. However, the Chittagong-Gangasagar and Gangasagar-Dhaka links are in Meter Gauge and not in Dual Gauge/Broad Gauge.

It was also earlier informed to the Secretary, ER that these Meter Gauge links are to be converted to Dual Gauge/Broad Gauge in order to have continuous Dual Gauge/Broad Gauge connectivity between Kolkata-Dhaka-Chittagong-Agartala via Gangasagar. This will ensure seamless transport over this unified network. The progress in this matter is requested to be ensured. All the above issues already taken up with GOI vide D.O. No. F. 17(4)-Trans/2010/Part dated **4th January, 2018** of Transport Department, Government of Tripura along with the earlier DO dated **25th October, 2017**.

A.2. Trans-Asian Railways Connectivity

A.2.1. Background

This is a Concept to Connect North East Region with South Asian Countries through Railway Link. The NetWork will connect Myanmar, Thailand, Cambodia, Malaysia, Singapore and other Asian countries. It will create a boost to trade, commerce , tourism etc. In respect of connectivity from Tripura with Trans Asian Countries, it has been proposed for rail connectivity from Jawaharnagar (Tripura) to Darlawn (Mizoram, 109 km) to Kalay of Mayanmar (148 km), altogether 257 km from Jawaharnagar to Kalay of Mayanmar.

A.2.2. Current Status

An initial proposal for establishing this rail link has been made by the Hon'ble Transport Minister of Tripura to the Union Railway Minister on 29.04.2016, followed by a requesting letter to the Chairman, Railway Board from the Principal Secretary, Transport on 22nd April, 2017. Secretary, Transport, Government Of Tripura in letter vide No.F.17(5)-Trans/2015 dated April 02, 2016 to Joint Secretary(BM), Ministry of External Affairs has sent views of State Government in the context of enhancing Rail connectivity and transit in sub-region and Rail connectivity with trans-Asian countries including Myanmar, Thailand, Malaysia, Singapore etc.

A.2.3. Issue

Regarding proposed Trans-Asian Railway connectivity, reply is still pending with Railway Board, Government of India and Ministry of External Affairs.

B. Waterways

B.1. Inland water Transport on Gomati river

B.1.1. Background

State Govt. has submitted DPR for development of Inland water Transport on Gomati river with a view to setting up linkage with Meghna river in Bangladesh at an estimated cost or Rs. 12,58,78,300 to the Ministry of Shipping, GOI for sanction under Central Sector Scheme. Protocol was first signed in 1972. Protocol on IWT Transit and Water trade signed on 06.06.2015 with amendment issued vide O.M. No.WTC-15014/1/2012-IWT (Vol.II), dated 20th December, 2016 of Ministry of Shipping, Govt. of India. Protocol outlines mutually beneficial arrangements for use of waterways of both countries for commerce between them and for passage of goods between two places in one country

and to third countries through the territory of the other under mutually agreed terms. Protocol has five years validity with automatic renewal.

General Manger, RITES Ltd. Gurgaon has been requested to recast the DPR or prepare a fresh DPR. This has also been informed to Advisor, Ministry of Shipping on 14th March 2017 requesting IWAI officials to come Tripura and intervene in the matter for a solution. The State Government has also brought the issue to the Chief Engineer, IWAI, Ministry of Shipping on 17th May 2017 about the issue to recast the DPR by RITES. It was requested to coordinate the issue with RITES and to visit Tripura for resolving the issue in a holistic manner.

B.1.2. Issue

State Government has requested IWT, GOI to include Maharani- Sonamura –Daudkandi river route connecting Gumti River in Tripura to Meghna River system in Bangladesh. In reply, it has been decided that the proposal for inclusion of Sonamura – Daudkandi river route connecting Gumti river in Tripura to Meghna river system in Bangladesh in the protocol on Inland Water Transit & Trade (PIWTT) between India and Bangladesh, may be taken up after the above mentioned project sanctioned under CSS in completed by the Government of Tripura.

Response from RITES Ltd, Gurgaon, and Ministry of Shipping has not been received.

C. Airport

C.1. Modernization and Up-gradation of Agartala Airport and declaration as an International Airport

C.1.1. Background

The State Govt. has already handed over a quantum of 76.703 acres of land to Airport Authority of India for the modernization and up-gradation of Agartala Airport. It has spent Rs. 38.13 crores for land acquisition and rehabilitation in this process. AAI is implementing the project for which the AAI Board has approved an amount of Rs. 438.00 crores. The State Govt. has already handed over a quantum of 76.703 acres of land to Airport Authority of India for the modernization and up-gradation of Agartala Airport. It has spent Rs. 38.13 crores for land acquisition and rehabilitation in this process. AAI is implementing the project for which the AAI Board has approved an amount of Rs. 438.00 crores..

C.1.2. Current Status

The responsibility for the up-gradation of a Domestic Airport into an International Airport solely rests with the Ministry of Civil Aviation (MoCA). The new Integrated Terminal Building of Agartala Airport will be capable of handling at least 200 (two hundred) international passengers as per the design of the building.

C.1.3. Issue

After modernization, Agartala Airport will be an international standard Airport. Therefore, Ministry of Civil Aviation, Government of India should declare Agartala Airport as an International Airport. State Government has already requested to Ministry of Civil Aviation, Government of India vide D.O. No.F.13(17)-TRANS/2011/873, dated 14th June, 2013

C.2. Operationalization of Kailasahar Airport

C.2.1. Background

Kailasahar Airport is an unutilized airport in the State. Earlier there was air connectivity between Agartala and Kailasahar. During last 4 decades air services in this Airport has been disconnected and since then this Airport is in not use. The State Government had proposed for operationalization of this airport for regional connectivity.

C.2.2. Current Status

State Government has decided for revival of the existing Kailasahar airport under the UDAN Regional Connectivity (RCS) Scheme. Jt. Secretary, Ministry of Civil Aviation, GOI has been informed by the State Govt. on 10th November, 2016 that Govt. of Tripura is willing to participate in the RCS for taking up the development of Kailasahar Airport in its present form to make it operational. As required under RCS-UDAN, State Government has agreed for offering the required concessions at Kailasahar Airport including reduction of VAT on ATF by 1%. Ministry of Civil Aviation has been requested to bring down the stage length for RCS routes from 150 km to 75 km as Kailasahar is less than 150 km from Silchar and Agartala. Kailasahar Airport has potentiality for operation of 19 seater Aircrafts straightway in its present form. No additional land is required for this.

C.2.3. Issue

Operationalization of this Airport is pending with Ministry of Civil Aviation, Government of India.

D. Declaration of New National Highways in Tripura

D.1.1. Background

The State Government has identified 8 roads of 682 Km in Tripura to be declared and developed as new NHs.

D.1.2. Current Status

The State Government has sent following proposals to Ministry of Road Transport & National Highways on 5th August 2017.

- From Amtali Bypass(NH-08) to Sabroom (India-Bangladesh Border) – via Hapania-Ashwinibazar-Madhupur-Durganagar-Boxanagar-Sonamura-Kathalia-Belonia-Hrishyamukh-Srinagar-Amlighat-Manughat (Length-154.00 Km)
- From Dharmanagar (NH208A) to Khantlung (Tripura-Mizoram Border) – via Panisagar-Jalebasa-Kanchanpur-Anandabazar-Bhandarima-Setudwar(Length 100Km)
- From Jalebasa to Kampui (Tripura-Mizoram Border) – via Hmanchuang-Damcherra-Hmanpui-Vangmun-Fuldansai (Length 91.00 km)
- From Chailengta (NH44A) to Jatanbari (NH-208) – via Arundha-Champarai-Maldapara-Bhagirath-Raisyabari-Tirthamukh Power Plant (Length 122.00 Km)
- From Bishramganj (NH-08) to Sonamura (Indo-Bangladesh Border)- via Melaghar (Length 24.00 Km)
- From Udaipur (Nh-08) to Kathalia(Indo-Bangladesh Border) – via Kakraban-Mohanbogh-South Taibandal-Thaulibari-Manaipathar (Length 55.00 Km)

- From Mohanpur (NH108B) to Bhagirath BOP (Indo-Bangladesh Border) – via Mandai-Jirania-ADC HQ Khumlung-Lamphu-Ompi-Rabanpara-Jagabandhupara (Length 110 Km).
- From Santirbazar (NH-08) to Karbook (NH-208) – via Bagafa School (Length 26.00 Km)

D.1.3. Issue

Ministry of Road Transport & National Highways, Government of India should declare the roads as new National Highways in Tripura.

E. Information Technology

E.1. Marine Cable

E.1.1. Background

Dedicated International Gateway (IGW) at Agartala has been commissioned on 23rd March 2016 extending 10Gbps International Internet Bandwidth from Coxbazar, Bangladesh.

E.2.1. Current Status

At present the IGW bandwidth has been catering only international internet traffic of Tripura as well as other NE States. At present, bandwidth for all domestic traffic (which is 60% of total traffic) is being routed through the old route via Guwahati and then Kolkata or Chennai, which is not stable and adequate. GGSN is installed at Kolkata for catering eastern region including Kolkata and SGSN is installed at Shillong for NE-I circle. Due to break down in media, mobile data customers are not getting proper service. State Government in IT Department has requested to Ministry of Electronics & Information Technology, Government of India for installing GGSN and SGSN at Agartala so that mobile data traffic can be routed through Agartala IGW (Reference below: Letter of Principal Secretary, IT to Ministry of Electronics & Information Technology, Government of India vide No. F.1(7)/I&C/2017/481-82 dated 27th April 2017).

E.3.1. Issue

BSNL to install GGSN and SGSN at Agartala so that mobile data traffic can be routed through Agartala IGW

F. Power

E.1. Construction of 132 KV D/C Transmission line from Surjamaninagar Substation to Udaipur Substation(40 KM), including 2(two) no Feeder Bay at Udaipur, Banduar 132 KV Substation, Udaipur

F.1.1. Background

Udaipur substation is connected with Rokhia Gas based Generating Station through 132 KV Transmission line and Gumti Hydel generating station through 66 KV Transmission line. It is also connected to Agrtala Grid substation at 66 KV Voltage level. To have a linkage with Palatana project, it is required to connect Udaipur Substation to Surjamaninagar Substation for evacuation of power to the Gumati District via Udaipur Substation where Palatana power and Monarchak Power will be available for further Transmission at 132 KV Voltage level. Accordingly, it has been decided that for reliability and stability of power system in the Gumati District of Tripura, a double circuit

Transmission line from Surjamaninagar to Udaipur is to be constructed for gainful utilization of Palatana and Monarchak power.

F.1.2. Current Status

DPR was sent to NEC through Planning (P&C) Deptt., Govt. of Tripura vide No. 2(67)/PCD/PFU/2013-14/6465-466, dt. 30th July, 2014. Revised DPR submitted on 4th July, 2016 for an amount of Rs.38.47 Cr. In this regard, reply of some queries of NEC, Shillong, had already been sent to NEC through State Planning Department Vide.No.2(67)/PCD/PFU/2014-15(Part-I)/6991-92, Dt.16.06.2017.

F.1.3. Issue

The project is yet to be sanctioned by NEC.

F.2. Conversion of Rokhia (63 MW) and Baramura (42 MW) Open Cycle Project into Combined Cycle Project and Modernization & Renovation of Gumti Hydro Project (15 MW) under Japanese Official Development Assistance (ODA) Scheme

F.2.1. Background

This report is prepared for conversion of existing two gas based power stations at Rokhia and Barmura of the State of Tripura from open cycle operation to combined cycle operation with a capacity addition of 60 MW (without requirement of any additional fuel and land) and renovation and life extension of the existing small hydro power station at Tirthomukh of the State, utilizing existing infrastructure.

F.2.2. Current Status

Proposal for an estimated cost of Rs. 552.60 crores was forwarded to Govt. of India (DONER) through State Planning Department on 28.09.2015 and this is now under scrutiny by the Central Electrical Authority (CEA). Regarding conversion of existing Open Cycle to Combined Cycle Project at Rokhia and Baramura, DPR is under scrutiny by CEA. The reply of the queries of CEA submitted on 24th Sept'16. On getting technical clearance of DPR from CEA, funding from external sources shall be explored.

Regarding, Renovation and Modernization of Gumti HEP, a meeting was held at CEA office, Delhi, on 30.1.2017 & 31.01.2017 wherein various issues were discussed and resolved. Minutes of the meeting with CEA and TSECL, dated 31.01.2016 was also duly signed by the both. A team of engineers of Central Electricity Authority & Central Water Commission along with officers of TPGL visited the site from 22nd to 24th March 2017. A meeting with project authorities was also held on 24th March at TPGL office, Agartala to discuss various issues. CEA has finally asked to submit detailed civil estimates and power potential studies on 90% dependable year considering reservoir based project and these are under preparation. TSECL is pursuing the matter with CEA at regular intervals.

F.2.3. Issue

The project has not been sanctioned yet.

F.3. Din Dayal Upadhya Gramin Jyoti Yojana (DDUGJY)

F.3.1. Background:

Electrification of all un-electrified habitations including intensive electrification of all the partially electrified habitations for achieving 100% households electrification.

F.3.2. Current Status

Tripura submitted DPR for Rs. 903.01 Crore for rural electrification and augmentation of distribution system under DDUGJY but sanction was accorded for Rs. 73.75 Crores (excluding PMA) only. Letter of Award(LOA) issued for all the eight districts of Tripura.

F.3.2.1. Issue

Tripura requires about Rs. 829 Cr. (balance amount of DPR that has already been submitted) financial assistance at funding pattern of 90:10 (Grant: Loan) under DDUGJY Scheme.

F.4. Integrated Power Development Scheme (IPDS)

F.4.1. Background

System strengthening, improvement & Augmentation of distribution system in Tripura. In this scheme, System strengthening of sub transmission & Distribution network including metering of 20 towns and one 33/11 KV Substations at Kamalpur are envisaged. Letter of Award(LOA) issued for all the works

F.4.1.2 Current Status

DPR for Rs.510.16 Crore under IPDS was submitted to PFC for electrification of all households and ensuring 24X7 power supply to the urban areas but sanction was accorded only for Rs. 73.87 Crores (excluding PMA). Therefore, Tripura requires about Rs. 436 Cr. (balance amount of DPR which has already submitted) financial assistance at funding pattern of 90:10 (Grant: Loan) under IPDS Scheme for ensuring 24X7 power supply to the urban areas.

F.4.1.3. Issue

The above additional financial support (Rs. 436 crore) is required to meet the commitment made in the MOU signed under UDAY (UJWAL DISCOM ASSURANCE YOJANA) Scheme. Ministry of Power should consider sanction for Rs. 436 crores under IPDS at the earliest.

G. Improvement of facilities in Land Custom Stations(LCs), Border Haat, Trade and Industrialization

G.1. Background

There are seven land custom stations in Tripura viz. Dharmanagar, Kailasahar, Kamalpur, Agartala , Sonamura, Belonia and Sabroom. Most of the LC stations are located nearer to the State Highways or Major District Roads. Additional length of roads now be constructed to connect LC stations with roads for augmenting the border trade. The Govt. Of India should consider launching a separate scheme for improvement of connectivity with all land customs stations alongside border of Bangladesh.

G.1.1 Shifting of IBB fencing in Manughat Land Custom Station

The Ministry of Commerce & Industry, Government of India has sanctioned the project for Up-gradation of Manughat LCS under ASIDE. As per the intimation of Department of Commerce, Ministry of Commerce & Industry Government of India dated 31-12-2012, both India and Bangladesh agreed to allow development work including ICPs/LCS within 150 yards of zero line Accordingly, considering the land constraint, it was proposed to include the acquired land on Indo-Bangla Border fencing measuring 1.171 acres after shifting of existing fencing to zero line of Manughat LCS..

G.1.2. Issue:

The matter was taken up with BGB on several occasions by the BSF but the request to construct single row fence close to the zero line has not been accepted. In a note verbal issued by HCI, Dhaka dated 4th May, 2017, it was informed to the Ministry of Foreign Affairs, Government of Bangladesh, that consensus has been arrived between the two countries in a Joint Statement in April 2017 to ensure that development work including construction of ICPs/land Ports will be allowed within 150 yards of the zero line. The issue was also discussed in the IG, BSF-RC, BGB meeting held in December, 2017. Accordingly, the matter may be followed-up with Government of Bangladesh to instruct BGB suitably.

G.2 Removal of port restriction through the Land Custom Stations in Tripura

Due to the Non-tariff barrier of restriction on export of certain commodities through the LCSs of Tripura to Bangladesh, the export from Tripura is getting hampered, which in turn is effecting the entire trade scenario with Bangladesh and the entire foreign trade is mostly in favour of Bangladesh with total value of import of Rs.300.23 cr. and the export to the Bangladesh of only Rs.4.60 cr. During 2016-17. All these items are allowed to be exported to Bangladesh through other LCS of the country except Tripura. The restriction is imposed on rubber bamboo, tea, cashew nut etc. To improve the export from Tripura, it is urgently required to remove this trade barrier and allow the commodities for export.

G.2.1. Issue

As suggested by Ministry of Commerce & Industry, Government of India, 10(ten) items produced or manufactured in the State like Rubber (all products,) Bamboo Products (including sticks for agarbatti manufacturing), Tea, Cashew nut, Arjun flower (broom) etc. have been kept in the Preference List-I; the other items kept in Preference List-II and recommended to Ministry of Commerce, Government of India for taking up with Peoples republic of Bangladesh for removal of port restrictions.

G.2.2 Non-tariff barrier for export of items from Tripura to Bangladesh.

There is non-tariff barrier through port restriction on export of items through LCS/Land Ports of Tripura and only selected items are allowed by Peoples Republic of Bangladesh for import. This has resulted in a vast gap in export figures as against import. To resolve this issue, a meeting under the Chairmanship of Principal Secretary, Industries & Commerce, Government of Tripura was held on 4th August 2017 on Port Restriction on items of export through Agartala Land Custom Station (LCS) of various commodities.

As per decision of the meeting held on 4th August 2017, Government of Tripura has taken up with Ministry of Commerce, Government of India to allow export of thirty items. Recently the Ministry has informed that the proposal was discussed with Bangladesh Authority. Government of Bangladesh has requested to suggest some of the commodities to be proposed in the first instance

which could be considered for removal of export restrictions through Akhaura Land Port. Therefore, it was necessary to prioritise the list of items, in consultation with the Associations which may be considered in the 1st Phase of removal of port restrictions.

Accordingly, all the items has been grouped as Priority/Preference **List I & List II** and recommended to Ministry of Commerce, Government of India for taking up with Peoples Republic of Bangladesh for removal of port restriction in a phased manner. The proposed list is enclosed at **Annexure-A**.

Annexure-A

LIST OF ITEMS PROPOSED FOR REMOVAL OF PORT RESTRICTION FOR EXPORT THROUGH AKHURA LAND PORT.

PRIORITY /PREFERENCE LIST-I

- (i) Rubber (all product), (ii)Bamboo products ((including sticks for agarbatti manufacturing), (iii)Tea, (iv)Cashew nut, (v)Arjun flower, (vi)Readymade garments including handloom products, (vii)Spares parts of car, (viii) Electric and Electronic items (including home appliances), (ix) Bicycle ,(x) Two wheelers & auto mobile (three, four and multi wheeler),

PRIORITY / PREFERENCE LIST-II

- (i) Cosmetics, Old Car (ii) CNG Spares (iii) Paper (iv) Sugar (v) Marble Stone (vi) Generators (vii) Broken glass (viii) Chocolate (ix) Soya bean (x) Steel and steel products (xi) Baby whiper (xii) Confectionary (xiii) Salt (xiv) Maize (xv) Bitumen (xvi) Stone Bolder

G.3. Creation of infrastructure in the Counterpart Land Custom Station of Bangladesh

The infrastructures of existing LCS in Tripura are being upgraded. Already, the Agartala LCS has been upgraded into an Integrated Check Post. Also, the Srimantapur LCS has been upgraded into an Integrated Development Complex. Manughat is also being converted into IDC in phase-wise.

G.3.1 Issue

While the connectivity through railway, waterway and road is being improved with Bangladesh to facilitate passenger and cargo movement, but, there is a visible gap in the infrastructure of LCs in Bangladesh side, which is affecting the trade between the two countries. The issue was raised in different forums. However, this may need to be taken with the Government of Bangladesh.

G.4. Land for Border Haats in Tripura

For Kamalpur and Ragna Border Haats, land has been identified in the Indian side, but the same is yet to be finalized at the Bangladesh side. Haat Management Committees have been constituted in Indian and Bangladesh side.

G.4.1 Issue:

The restriction is imposed on rubber, bamboo, tea, cashew nut etc. To improve the export from Tripura, it is urgently required to remove this trade barrier and allow the commodities for export. Meetings of Joint Haat Management Committees were held on 5th & 6th June, 2017 for Raghna – paschim Batuli & Kamalpur-Kurmaghat respectively. Land for both the boder haat were identified

and finalized. It would be necessary to take up with Bangladesh to issue No Objection Certificate(NOC) for construction.

G.5. Investment from Bangladesh to Tripura for setting up of Industry

Government of Bangladesh approves investment by its citizens outside the country on a case to case basis. Thus, investors of Bangladesh are required to seek approval from Bangladesh Bank for any investment in Tripura.

G.5.1. Issue

Though Government of Bangladesh approves on a case to case basis to invest outside the county, so far no investor could obtain approval from Bangladesh Bank to invest in Tripura. Therefore, Government of Bangladesh may be persuaded to allow investors to invest in India, at least in Tripura.