

STATEMENT OF CASE

PROPOSAL FOR DIVERSION OF 77.14 HA. OF WILDLIFE LAND FOR CONSTRUCTION OF ROING-HUNLI ROAD (GREEN FIELD ALIGNMENT) SECTIONS FROM CH 0 (KM 16 OF EXISTING ALIGNMENT) TO CH 24.64 AT LOWER DIBANG VALLEY DISTRICT IN ARUNACHAL PRADESH

INTRODUCTION

1. Recognizing the need for the development of road connectivity in North Eastern region of the country, The Ministry of Shipping, Road Transport & Highways embarked upon an ambitious plan for Road network for general development of the region and line of communication for local habitant of the forward sectors as well as for the troops deployed at Anini District. The Road is strategically important as Army is developing a big base in Anini Town near China Border.
2. The existing Meka-Roing-Hunli road having length of 89.7 kms is presently has CI-9 (MDR) surfaced specification. The entire road passes through hilly terrain in Lower Dibang Valley district of Arunachal Pradesh.
3. This road originates from NH-52 from Meka (km 632.45), which is near to district HQ of Lower Dibang Valley district of Arunachal Pradesh i.e. Roing and traverses to Hunli and further extends to Anini, which is also a district HQ of Upper Dibang district of Arunachal Pradesh.
4. Proposed road is diverting from Km 16.00 of original existing road which is Km 0.0 of new road alignment and meeting to Km 21.5 from Hunli 0.0 of existing Hunli Anini Road. Entire proposed road length of Km 74.01 can be divided as following.

Part	Project road	Length	Forest Division	Remarks
1	Meka to Roing 3.8	3.8	Roing	Already diverted and constructed by BRO
2	Roing to 16 km stone of Roing-Hunli Road	15.4	Roing	Already diverted and constructed by BRO
3	New Alignment, 16 km stone of Roing Hunli road (GRA) (Km 0.0) to 21.5 km (Km 74.01) of Hunli-Anini Road			
a	From Km 0.0 to Km 24.64	24.64	Roing	Wild Life
b	Km 24.64 to Km 47.00	22.36	Roing	Forest clearance applied
c	Km 47.0 to Km 62.97	15.97	Anini	AIP issued vide MoEF letter
d	Km 62.97 to Km 74.01	11.04	Roing	Forest clearance applied

5. The Project Road is a designated defence related strategic border road (GS Road) under category of NHDL double land standard as per notification of MoRT&H. This road originates from Meka which is near to district HQ Roing and ends at Km 21.500 of Hunli-Anini Road. Total Length of project road is 93.2 Km. From Meka to existing Km 16 of Meka-Roing-Hunli Road, this road requires only widening to 2-lane. After Km 16 new alignment has been proposed by passing Mayodia and Hunli Town length of new alignment is around 74.01 Km. New alignment takes off from existing km 16 (Proposed CH 0.00) and slowly diverting towards left side then crossing Ashupani River, Munli Camp (NHPC Dam Site), follows left bank of Dibang River, then crossing to Anini district at CH 47.00 (Near Ayyu Nallah) crossing Kronli in Anini District, then again crossing to Roing district (Near Ithu Nallah) at CH 62.970 and meets with Hunli-Anini Road at Km 21.500 (Proposed CH 74.01). This Wildlife Clearance Proposal is being submitted for part starting from CH 0.00 (Km 16 of existing alignment) to CH 24.640. Total Length for these part is Km 24.640 line diagram of project road can be refer for any clarification.



4. The altitude of this road varies from RL 406m at Roing to RL 1257m at Hunli. The road passes through a highest point in the area at an altitude of 2648.5m at Mayodia pass at km 57.500, which receives snow fall during the winter. As such during winter communication gets cut off during heavy snow fall. A multipurpose hydro electric project is being planned to be constructed across Dibang river in this area. In order to provide connectivity to the Dam site and also to have an alternative alignment by passing Mayodia pass, a re-alignment of this road is being considered It will take off from Km 16 of existing Roing-Hunli road and meets near km 21.5 on existing Hunli-Anini road which will result in reduction of length of Roing-Hunli-Anini road about by 16 km.

PROPOSAL

5. It is proposed that forest area of **77.14 Ha** from Km 0.0 (Km 16 of existing alignment) to Km 24.64 (mentioned in sr 3 a of para 2) be diverted for construction of Roing-Hunli Road from Km. 0.000 to Km 24.64.

JUSTIFICATION

6. Choice of new alignment over existing road is mainly guided by:

- i) To connect China border being a important strategic road and development of Border Area.
- ii) To avoid higher altitude, snow bound area, fragile terrain.
- (iii) Facilitating connectivity to NHPC hydropower project
- (iv) Saving of travel distance and fuel consumption .
- (v) Avoiding wildlife infringement

7. In view of importance of the Project an early clearance is requested please.




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