

**GOVERNMENT OF INDIA  
MINISTRY OF DEFENCE  
RAJYA SABHA  
UNSTARRED QUESTION NO-851  
ANSWERED ON-03.03.2015**

Condition of border roads at Indo China border

851 . Shri A.U. Singh Deo

- (a) the number of passes that China has into India and vice-versa;
- (b) the condition of border roads at the Indo-China border and the details thereof;
- (c) whether it is a fact that India has sufficient defence-related infrastructure, particularly in strategic areas, as compared to China, if so, the details thereof;
- (d) if not, the reasons therefor and details of steps being undertaken in this regard; and
- (e) whether there have been several hurdles such as procedural delays, environmental clearance, shortage of high-technology equipment in expeditious completion of roads in these critical areas, if so, the details thereof and details of steps being undertaken in this regard?

**ANSWER**

MINISTER OF DEFENCE  
(SHRI MANOHAR PARRIKAR)

(a) There is large number of passes along the border and some are located in inaccessible areas. Border Road Organization (BRO) is entrusted with works on the following passes on the Indo-China Border:-

- (i) Nathula Pass in Sikkim
- (ii) Mana Pass in Uttarakhand
- (iii) Niti Pass in Uttarakhand
- (iv) Lipulekh Pass in Uttarakhand
- (v) Shipkila Pass in Himachal Pradesh.

(b) 73 roads are identified as strategic Indo-China border roads (ICBR), out of which 61 roads have been entrusted to Border Roads Organisation (BRO) with a length of 3410 km. Out of 61 ICBRs with BRO, 19 roads of length 625 km have been completed and connectivity has been achieved on 24 roads.

(c) & (d): Army has taken cognizance of the development of infrastructure by China along the India-China Border and consequently upgradation and development of infrastructure along the Northern Borders of the Country to meet the defence forces requirement is planned out in a holistic and comprehensive manner.

(e) There are certain delays in execution of road projects mainly due to the following reasons:

- (i) Delay in Forest/ Wildlife clearance.
- (ii) Hard rock stretches.
- (iii) Limited working season.
- (iv) Difficulties in availability of construction material.
- (v) Due to natural disaster such as flash flood of Leh in 2010, J&K flood in 2014 and earthquake in Sikkim in 2011, resources are diverted.

(vi) Delay in land acquisition.

Government has taken following measures to expedite the pace of road projects:

(i) Chief Secretaries of various State Governments have been requested to constitute Empowered Committees under their chairmanship with Secretaries of concerned departments as members to resolve issues related to land acquisition, forest/ wildlife clearance, allotment of quarries etc.

(ii) Ministry of Environment & Forest (MoEF) has given the General Approval under section 2 of forest (conservation) Act, 1980 for diversion of forest land required for construction /widening of roads entrusted to BRO in the area falling within 100 kilometers aerial distance from the Line of Actual Control (LAC) and for link roads between Border Roads in the area within 100 kilometer aerial distance from the Line of Actual Control (LAC) and National Highways/State Highways/Other roads subject to certain conditions.

(iii) Outsourcing has been allowed to augment capacity of BRO.

(iv) Long Term Roll On Work Plan (LTROWP) and Long Term Equipment Plan (LTEP) have been approved.

(v) Enhanced financial and administrative powers have been given to the executives of BRO.

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