

EVALUATION OF NORTH-EAST
SPECIAL INFRASTRUCTURE DEVELOPMENT SCHEME:
ASSESSING PROGRESS AND IMPACT

Submitted to



MINISTRY OF DEVELOPMENT OF
NORTH EASTERN REGION

Government of India



JANUARY 20, 2025

Dr APJ Abdul Kalam Centre for Policy Research and Analysis

INDIAN INSTITUTE OF MANAGEMENT SHILLONG

Umsawli, Shillong – 793018 East Khasi Hills District, Meghalaya, India



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Executive Summary

The **North East Special Infrastructure Development Scheme (NESIDS)** was initiated to address critical gaps in physical and social infrastructure in the North Eastern Region (NER) of India. This evaluation study conducted on selected 42 projects assesses the impact of selected NESIDS projects on regional development, sectoral growth, and alignment with the United Nations Sustainable Development Goals (SDGs). The projects were analyzed across parameters including short-term and long-term benefits, cross-sectoral impacts, SDG alignment, and their overall weighted performance.

The evaluation methodology for NESIDS is based on a Multi-Criteria Decision-Making (MCDM) framework that incorporates weighted scoring to assess the impact and effectiveness of projects. This systematic approach evaluates projects against four critical dimensions:

- Short-Term Effects: Immediate benefits to the target region and stakeholders.
- Long-Term Effects: Sustainability and continued outcomes of the project.
- Multi-Sectoral Impact: Broader influence across multiple sectors, such as trade, education, and healthcare.
- Alignment with SDGs: Contribution to achieving relevant SDG targets.

The NESIDS scheme has proven to be a critical enabler of infrastructure-led development in the Northeast, fostering economic growth, reducing inequalities, and improving the quality of life for millions. While there is room for improved SDG alignment and enhanced cross-sectoral integration, the overall performance of the scheme underscores its potential to transform the developmental landscape of the region. Continued investment, strategic planning, and effective execution will ensure that NESIDS achieves its long-term vision of inclusive and sustainable development in the Northeastern states.

Chapter 1: North East Special Infrastructure Development Scheme (NESIDS)

1.1 Introduction

The North East Special Infrastructure Development Scheme (NESIDS) was launched by the Government of India on December 15, 2017, as a Central Sector Scheme designed to bridge critical infrastructure gaps in the North Eastern Region. With 100% central funding, NESIDS supports state governments in enhancing physical infrastructure across key sectors, including water supply, power, connectivity, tourism, and social infrastructure in education and health. The scheme was implemented over the period from 2017-18 to 2019-20, with funds disbursed in two instalments—40% initially and the remaining 60% upon demonstrated physical and financial progress.

1.2 Background

NLCPR: The Predecessor to NESIDS

Before the inception of NESIDS, the Ministry of Development of North Eastern Region (DoNER) sanctioned projects under the Non-Lapsable Central Pool of Resources (NLCPR) scheme. Initiated in 1998 and transferred to DoNER in 2001, NLCPR aimed to bridge infrastructure deficits through state-prioritized projects, with funding shared on a 90:10 basis between the Central and State Governments.

Key updates to NLCPR guidelines in 2016 aimed at enhancing efficiency included:

1. Streamlining project approval and funding processes.
2. Reducing the number of instalments to two (40% and 60%).
3. Initiating token fund releases of ₹10 lakh.

Over its operational tenure, NLCPR funded 1,643 projects with a cumulative outlay of ₹16,366.57 crore. With the launch of NESIDS in 2017, no new projects were sanctioned under NLCPR, though ongoing projects continued receiving funds until March 2020 to ensure completion.

Transition to NESIDS

NESIDS marked a paradigm shift in infrastructure development for the region. Unlike NLCPR, it offers streamlined, fully funded support by the Central Government without requiring any contribution from the State Governments. The scheme focuses on:

Developing physical infrastructure for tourism enhancement.

Strengthening social infrastructure in health and education sectors.

Since its inception, NESIDS has approved 22 projects with a cumulative cost of ₹885.44 crore across the eight North Eastern States.

Institutional and Administrative Arrangements

National Level

An Inter-Ministerial Committee (IMC), headed by the Secretary of the Ministry of DoNER, oversees the scheme's implementation. The IMC includes representatives from key ministries and NITI Aayog:

1. Secretary, Ministry of DoNER (Chair).
2. Chief Executive Officer, NITI Aayog, or representative (Joint Secretary rank or above).
3. Expenditure Secretary or representative.
4. Home Secretary or representative.
5. Foreign Secretary or representative.
6. Financial Adviser, Ministry of DoNER.
7. Joint Secretary in-charge of NESIDS, Ministry of DoNER.

Functions of IMC:

Ensure equitable distribution of funds among NE States, considering inter-state and intra-state disparities.

Assess project proposals for viability and socio-economic impact.

Review the progress of NESIDS and ongoing NLCPR projects.

Recommend unviable projects for closure.

State Level

Each State Government must constitute a State Level Empowered Committee (SLEC), chaired by the Chief Secretary, with members from planning, finance, and other relevant departments. Representatives from the Ministry of DoNER and line ministries of the Government of India are also included. SLEC is responsible for:

Vetting and recommending Detailed Project Reports (DPRs).

Ensuring technical and economic appraisals through reputed institutions such as IITs and NITs.

Obtaining necessary regulatory clearances.

Project Formulation and Identification

States are required to submit a concept note detailing their infrastructure strategy and an indicative list of proposed projects. Key guidelines for project formulation include:

1. Minimum project cost of ₹20 crore.
2. Exclusion of costs for land acquisition and staff components.
3. Maintenance costs to be borne by the State Governments.
4. Allocation of 25% of projects for backward areas.

The identified projects are reviewed by the NESIDS Committee, which makes funding recommendations. Upon approval by the Minister-in-charge of DoNER, States prepare DPRs, ensuring alignment with the original project scope.

Implementation and Fund Disbursement

Sanction Process:

1. SLEC recommendations are submitted to the Ministry of DoNER.
2. The NESIDS Committee reviews and forwards recommendations for Ministerial approval.
3. Administrative and financial sanctions are issued, along with a token amount of ₹10 lakh for initiating tender formalities.
4. States must award contracts within six months of sanction.

Fund Disbursement:

1. Funds are released in two instalments:

First Instalment: 40% of the project cost, less the token amount.

Second Instalment: 60% of the project cost, upon submission of utilization certificates for 75% of the first instalment and evidence of physical progress.

2. Disbursement conditions include submission of quarterly progress reports, photographs, and inspection reports.

3. Cost overruns are to be borne by the States.

Monitoring and Evaluation

State Governments are responsible for setting up robust monitoring mechanisms, conducting periodic inspections, and ensuring timely project completion. Additionally, the Ministry of DoNER may conduct field inspections and commission independent evaluations.

Transparency and Publicity

To enhance transparency, States must:

1. Publicize projects widely in local media.

2. Install notice boards at project sites with key project details, including funding sources and timelines.

3. Erect permanent displays post-completion, acknowledging NESIDS support.

1.3 Snippets of Projects Sanctioned under NESIDS

State wise project allocation

Till today 98 Projects worth Rs 4851.52 got sanctioned under NESIDS-Roads

Table 1 Details of projects sanction state wise and sector wise

State/Region	Number of Projects	Total Cost (₹ Crore)
Arunachal Pradesh	22	646.703

State/Region	Number of Projects	Total Cost (₹ Crore)
Assam	19	1379.36
Meghalaya	7	458.97
Manipur	8	375.5202
Mizoram	7	209.44
Nagaland	17	899.6646
Tripura	7	347.8013
Sikkim	8	320.09
Multi-State	3	213.97
Total	98	4851.52

Table 2 Project Category:

Category	Number of Projects	Total Cost (₹ Crore)
Roads and Bridges	99	1648.739
Transport and Communications	49	3202.78
Total	148	4851.52

1.4 Objectives of the Study

1. **To highlight the anticipated short-term and long-term transformative impacts of the scheme** across sectors, showcasing its contributions to infrastructure development, social progress, and economic empowerment in the North Eastern Region (NER), while aligning with Sustainable Development Goals (SDGs).
2. To evaluate the anticipated socio-economic benefits of the initiative.
3. **To present strategic insights and forward-looking recommendations** for strengthening the initiative's impact and ensuring its long-term sustainability.

Present Status of NESIDS

1. Details of Completed Projects

Table 3 Details of completed projects in terms of numbers of state wise

Details of completed projects in terms of numbers state wise and sector wise

Completed Projects			
States	Roads & bridges	Transport & Communication	Total no. of projects statewide
Arunachal Pradesh	8	2	10
Assam	6	4	10
Manipur	0	1	1
Meghalaya	1	0	1
Mizoram	1	1	2
Nagaland	6	1	7
Sikkim	2	3	5
Tripura	2	0	2
Multi State	0	3	3
Total no. of projects sectorwise	26	15	41

Table 4 Details of funds allocated state wise and sector wise for completed projects

Heatmap for Fund Sanctioned for Completed Projects Statewise and Sector wise (in Cr.)			
States	Roads & bridges	Transport & Communication	Total funds sanctioned statewide
Arunachal Pradesh	174.663	79.79	254.453
Assam	487.66	148.02	635.68
Manipur	0	118.2	118.2
Meghalaya	15.48	0	15.48
Mizoram	5.6	29.26	34.86
Nagaland	120.7946	62.2	182.9946
Sikkim	79.41	69.13	148.54
Tripura	43.9413	0	43.9413
Multi State	0	213.97	213.97
Total fund sanctioned sectorwise (Amt. in Cr.)	927.5489	720.57	1648.1189

Sectoral Distribution of Projects:

- Roads & Bridges dominate the completed projects with 26 projects, while Transport & Communication has 15 projects.
- The highest number of completed projects are in Arunachal Pradesh and Assam (10 each), followed by Nagaland (7) and Sikkim (5).
- Manipur has only one completed project, while Multi-State initiatives account for three projects in Transport & Communication.

Fund Allocation Trends:

- Assam has the highest total fund allocation (₹635.68 Cr.), followed by Arunachal Pradesh (₹254.453 Cr.) and Nagaland (₹182.99 Cr.).
- Manipur has a significant allocation of ₹118.2 Cr., despite having only one completed project, indicating a high-cost project in the Transport & Communication sector.
- Multi-State projects received ₹213.97 Cr., all allocated to Transport & Communication.

State-Specific Insights:

- Arunachal Pradesh and Assam show balanced investments across both sectors.
- Meghalaya has minimal funding and projects, highlighting possible scope for further development.
- Sikkim received ₹148.54 Cr., with more focus on Transport & Communication than Roads & Bridges.
- Tripura's projects are limited to Roads & Bridges, with no investment in Transport & Communication.

Overall Observations:

The total sanctioned amount is ₹1648.1189 Cr., with 56.3% allocated to Roads & Bridges and 43.7% to Transport & Communication.

2. Details of Ongoing Projects

Table 5 Number of Projects allocated State wise and Sector wise

Ongoing Projects State-wise and sector wise			
States	Roads & Bridges	Transport & Communication	Total no. of projects statewise
Arunachal Pradesh	8	4	12
Assam	3	6	9
Manipur	2	5	7
Meghalaya	3	3	6
Mizoram	2	3	5
Nagaland	3	7	10
Sikkim	1	2	3
Tripura	1	4	5
Total no. of projects sectorwise	23	34	57

Table 6 Details of fund allocated statewise and sector wise

Heatmap for Fund sanctioned for ongoing Projects State-wise and sector wise (in Cr.)			
States	Roads & Bridges	Transport & Communication	Total funds sanctioned statewise
Arunachal Pradesh	165.72	226.53	392.25
Assam	96.57	647.11	743.68
Manipur	45.8	211.52	257.32
Meghalaya	132.84	310.65	443.49
Mizoram	47.01	127.57	174.58
Nagaland	93.92	622.75	716.67
Sikkim	88.54	83.01	171.55
Tripura	50.79	253.07	303.86
Total fund sanctioned sectorwise (Amt. in Cr.)	721.19	2482.21	3203.4

Table 7 Quantitative Assessment and Fund Utilisation pattern of ongoing Projects

Quantitative Assessment of ongoing projects of NESIDS			
Row Labels	Roads & bridges	Transport & Communication	Grand Total
Arunachal Pradesh			
Approved Cost (₹ in Cr.)	165.72	226.53	392.25
Total Financial Expenditure (₹ in Cr.)	113.7254	52.01	165.7354
U.C. Received	78.4032	0	78.4032
% of balance O/S exp. wrt. approved cost	31.37	77.04	57.75
Assam			
Approved Cost (₹ in Cr.)	96.57	647.11	743.68
Total Financial Expenditure (₹ in Cr.)	71.6698	216.51	288.1798
U.C. Received	46.17	44	90.17
% of balance O/S exp. wrt. approved cost	25.78	92.87	61.25
Manipur			
Approved Cost (₹ in Cr.)	45.8	211.52	257.32
Total Financial Expenditure (₹ in Cr.)	38.28	38.45	76.73
U.C. Received	32.42	13.33	45.75
% of balance O/S exp. wrt. approved cost	16.42	81.82	70.18
Meghalaya			
Approved Cost (₹ in Cr.)	132.84	310.65	443.49
Total Financial Expenditure (₹ in Cr.)	89.4	248.16	337.56
U.C. Received	57.76	182.4	240.16
% of balance O/S exp. wrt. approved cost	32.70	20.12	23.89
Mizoram			
Approved Cost (₹ in Cr.)	47.01	127.57	174.58
Total Financial Expenditure (₹ in Cr.)	44.69	76.14	120.83
U.C. Received	38.29	29.87	68.16
% of balance O/S exp. wrt. approved cost	4.94	40.32	30.79
Nagaland			
Approved Cost (₹ in Cr.)	93.92	622.75	716.67
Total Financial Expenditure (₹ in Cr.)	56.26	382.9	439.16
U.C. Received	32.54	380.79	413.33
% of balance O/S exp. wrt. approved cost	40.10	38.51	38.72

Sikkim			
Approved Cost (₹ in Cr.)	88.54	83.01	171.55
Total Financial Expenditure (₹ in Cr.)	64.42	23.4	87.82
U.C. Received	64.42	0	64.42
% of balance O/S exp. wrt. approved cost	27.24	71.81	48.81
Tripura			
Approved Cost (₹ in Cr.)	50.79	253.07	303.86
Total Financial Expenditure (₹ in Cr.)	42.99	137.17	180.16
U.C. Received	29.18	24.25	53.43
% of balance O/S exp. wrt. approved cost	15.36	45.80	40.71

Chapter 2: Research Methodology

2.1 Shortlisting of Projects:

The project shortlisting process aims to identify high-impact projects across multiple sectors such as Agri & allied, Education, Health, I&FC, Miscellaneous, Power, Roads & bridges, Tourism & Culture and Water Supply. The selection is based on their alignment with regional development priorities, socio-economic benefits, and sustainability under the NESIDS.

The shortlisting of select projects have been carried out using the following criteria:

- Alignment with NESIDS objectives and regional development goals
- Sectoral priority as per state government
- Contribution to Sustainable Development Goals (SDGs)
- Project completion status (Completed vs. Ongoing)

Table 8 Snippets of the selected project for study

Sr.No	State	Sector All Roads & Bridges Transport and Communication	Project Name	Sanctioned Date	Appr oved Cost (₹ in Cr.)
1	ARUNACHAL PRADESH	Roads & Bridges	Construction of road from Longkhow to Pumau in Longding District (SH: FC, culverts,RW, bridge)	03-09-2019	19.98
2	ASSAM	Roads & Bridges	Construction of RCC Bridge No. 3/1 on the road from NH-39 Silonijan State Dispensary to Dhansiri Par Ghat via Panika Basti (including approach), Assam.	20-04-2022	20.59
3	MEGHALAYA	Roads & Bridges	Upgradation of Mawsmail-Shellia Road from km8/00 (Laittyra village)upto km15/500 (Kynrem falls) in Meghalaya	03-08-2019	15.48
4	MIZORAM	Transport and Communication	Upgradation and improvement of Saiha-Lungbun-Tluangram-Haka	29-01-2021	50.21

			Road (Lungbun to R.Kolodyne Mizoram)		
5	ASSAM	Transport and Communication	C/o New Road from Chowkikhola to Tarapung via Borpung in Assam (L : 50.52KM)	30-07-2024	202.9
6	ASSAM	Transport and Communication	Improvement and Upgradation of road from Rajagaon to Dalimbari in West Karbi Anglong District in Assam (L-24.72KM)	30-07-2024	80.73
7	MANIPUR	Transport and Communication	C/o of RCC Bridge at Kenseng Ashang Khullen(Kaka) over Maklang River Connecting international border	09-06-2024	12.16
8	SIKKIM	Transport and Communication	Widening and Upgradation of single lane road from Sangkhola to Zingla under Gangtok District (L-16.37)	19-08-2024	63.19
9	MANIPUR	Transport and Communication	Improvement of road from Bishnupur Chingdong to Khuman via Prengba Village, Loukiopat, Bishnupur, Awwangleikai, Maning Leikai, and Makha Leikai in Manipur	09-09-2024	11.18
10	MANIPUR	Roads & Bridges	Development of Road Connectivity from Khabam Lamkhai to Hannaching Heingang via Marjing Polo Complex, Heingang Ching, Imphal East for promoting Tourism	12-10-2018	25.4802
11	ASSAM	Roads & Bridges	Improvement & Widening of Lokopriya Gopinath Bordoloi Road, SH-3 B from Ch.0.00 Km to Ch. 18.65 Km, Assam under NESIDS for the year 2021-22.	20-04-2022	79.13
12	NAGALAND	Transport and Communication	C/O Road from Jalukie (NH-129A) to New DC Complex model township Peren	23-10-2024	22.26
13	NAGALAND	Transport and Communication	Construction of Road from Old Peren to New Peren (DC Office)via Chalkot junction (L-16.50KM)	11-05-2024	47.06
14	MIZORAM	Transport and Communication	Upgradation of Zote-Farthlang-Bunali-Tuipui-Tawnzang Road	29-01-2021	29.26

15	MIZORAM	Roads & Bridges	Improvement and Upgradation of Lawngtlai to Tuipui Ferry Road, Lawgtlai District in Mizoram	03-08-2019	27.42
16	ARUNACHAL PRADESH	Roads & Bridges	Project Construction of road from Kodum CO Hqr to Bam Tri-junction 16.50 Km under West Siang District in Arunachal Pradesh	20-04-2022	19.6
17	MEGHALAYA	Roads & Bridges	Improvement including widening of Agia Medhipara Phulbari Tura Road (Portion from 67/600 to 100/200 Km 32.60 Kms) at an estimated cost of Rs. 66.54 crores	19-04-2022	52.87
18	ARUNACHAL PRADESH	Transport and Communication	Construction of Road from PWD Road to Peki Modi	01-12-2024	69.35
19	NAGALAND	Roads & Bridges	Upgradation of road from Kiphire to Tourist Destination at Zungki River, Kiphire District in Nagaland	30-08-2019	20.4432
20	ASSAM	Roads & Bridges	Widening & Improvement of Bhadoi Panch Ali to Joypur Khonsa Road via Tipom, Assam	20-04-2022	57.99
21	ASSAM	Transport and Communication	Development & improvement of Jagun Namchik Miao road (Assam portion) including Br.No. 9/1 over river Namchik in Tinsukia District	30-01-2020	24.89
22	MANIPUR	Roads & Bridges	Upgradation of Moirang Sendra Road upto Sendra Hillock and Road from Moirang Sendra Road to Omba Hillock and Keina Bazar on Moirang Khunou to Thanga Keibul Road-8.50 km for promoting Tourism Bishnupur in Manipur	29-07-2019	20.32
23	ARUNACHAL PRADESH	Transport and Communication	Mirem-Mikong-Jonai Road	28-02-2020	36.22
24	MEGHALAYA	Transport and Communication	Mawshynrut-Hahim-Boko Road	28-01-2021	99.76
25	MULTI STATE	Transport and Communication	Wokha Merapani Road	24-02-2016	151.01

26	MEGHALAY A	Transport and Communication	Upgradation/Improvement of Borkhat-Sonapur road	14-03-2022	126.88
27	MIZORAM	Transport and Communication	Daido Vawngkawt Road	01-12-2024	33.19
28	ARUNACHA L PRADESH	Roads & Bridges	Project Construction of road from Marung Gika to Panior Bridge Point via Sarchgai, mate, Kusk & Pan-21 km in Papum Pare District in Arunachal Pradesh	20-04-2022	20
29	SIKKIM	Transport and Communication	Construction of 50Mtr Steel Bridge along with 875M approach road over River Kalej Khola at Rangsang Dowan in West Sikkim	17-01-2020	8.03
30	SIKKIM	Roads & Bridges	Construction of two lane balanced cantilever bridge over river Kanaka at Kayum Dzongu in North Sikkim	09-12-2018	88.54
31	TRIPURA	Transport and Communication	Improvement of KA Road from Erarpar to Ambassa Road(LO-28.90 km) in the State of Tripura	16-10-2023	94.39
32	MANIPUR	Transport and Communication	Rehabilitation and upgradation of Kamjong to Kongkan Thana via Pilog	08-05-2019	
33	TRIPURA	Transport and Communication	Construction of road from Debendra Choudhury Para (Belcherra) to Chankala Bazar under Padmabil R.D. Block, Tripura	14-03-2024	40.38
34	MIZORAM	Roads & Bridges	Component I of Development of Immediately Required Infrastructure for Tourism Development at Reiek and Reiek Tlang in Mizoram under NESIDS	17-12-2019	5.6
35	TRIPURA	Roads & Bridges	Improvement of Tourist spot connectivity from Amarpur (Fatiksagar) leading to Chabimura and having access to eco- Tourism centre	06-07-2019	22.12
36	MEGHALAY A	Roads & Bridges	Construction including MBT of Pynursla-Latangriwan road towards Mawlynnong	03-08-2019	29.97

37	NAGALAND	Roads & Bridges	Upgradation of road and bridge from NH-29 at 7th Mile Model Village to Siethekema C tourist destination onwards to Governors Camp from Ch.0.00 to 10.5 kms	10-07-2019	32.89
38	NAGALAND	Roads & Bridges	Construction and upgradation of Glory Peak Tourist Road under Phek District	10-05-2022	32.5
39	NAGALAND	Transport and Communication	Upgradation of road from Chendang Saddle to Noklak (Length - 17.13 Km)	24-03-2021	62.2
40	MIZORAM	Roads & Bridges	Improvement & Up-gradation of difference at Lengpui Airport ,Mizoram	03-03-2021	19.59
41	ARUNACHAL PRADESH	Transport and Communication	Construction of Road from Bana EAC HQ via Old Sopung, Chijang Kajing Village East Kameng District in Arunachal Pradesh	30-11-2023	64.95
42	SIKKIM	Roads & Bridges	Widening and Improvement of road from Namchi to Birdhang via Kitchdumra are connecting the West District to South District in Sikkim	19-04-2022	64.64

2.2 Tools Used for Evaluation:

The sector-wise and state-wise scoring system is designed to assess infrastructure projects based on their **short-term impact, long-term impact, multi-sectoral effect, and alignment with Sustainable Development Goals (SDGs)**. The methodology ensures a **standardized, data-driven, and objective evaluation** of projects to determine their priority and impact.

A heatmap is a data visualization technique that uses color gradients to represent the magnitude of values in a dataset. The objective of using a heatmap for this assessment is to:

- Identify patterns in financial expenditures across different sectors and states.
- Highlight discrepancies in fund utilization and outstanding balances.
- Facilitate comparative analysis across sectors and states.
- Provide insights for decision-making on fund allocation and policy adjustments.

The heatmap colors are assigned based on fund utilization patterns, with the following scale:

Table 9 Heatmap color codes

Color	Meaning
Green	Low outstanding balance → Good financial performance
Yellow	Moderate outstanding balance → Acceptable financial performance
Orange	High outstanding balance → Concerning financial performance
Red	Very high outstanding balance → Critical financial inefficiency

Source: Compiled by authors

2.3 Assigning Scores:

Each project is evaluated using the following criteria, with scores assigned on a **scale of 1-25 per criterion** to reach a **total composite score of 100**.

Table 10 Criteria Weightage

Criteria	Weight (%)	Description
Short-Term Effect	25%	Immediate benefits and quick impact on the targeted community.
Long-Term Effect	25%	Sustainability and future benefits of the project.
Multi-Sectoral Effect	25%	How the project contributes to multiple sectors (e.g., roads aiding tourism, health, and tourism).
SDGs Addressed	25%	Contribution to UN Sustainable Development Goals (SDGs).

Source: Compiled by authors

Each project's total composite score is calculated as:

Total Score = \sum (Score for each criterion)

Projects are categorized as Completed, or Ongoing to track implementation status.

- **Completed Projects:** Evaluated for their post-implementation impact.

- **Ongoing Projects:** Monitored for real-time progress and potential course correction.

Each project is categorized under a sector (e.g., Water Supply, Education, Health, Power, etc.). The scores are analyzed to determine:

- **Sectoral Prioritization:** Sectors with consistently high-scoring projects indicate high-impact areas and are prioritized for funding and expansion.
- **Sectoral Performance:** Sectors with low average scores indicate gaps, requiring policy interventions or capacity-building efforts.

Table 11 Score range

Score Range	Project Priority & Action Plan
Above 70	High-priority project with proven impact. Recommend replication/expansion.
50-70	Strong project; monitor for long-term impact and scalability.
Below 50	Moderate impact; requires adjustments in execution and sustainability planning.

Source: Compiled by authors

Chapter 3: Analysis of Projects

3.1 Assessment of Ongoing Projects

- **Project Distribution:** Out of the total 57 ongoing projects includes 34 projects in all states and 23 projects under the head Roads & Bridges projects.
- **Highest Number of Ongoing Projects:** Arunachal Pradesh (12) and Nagaland (10) have the highest number of ongoing projects, highlighting their infrastructural development needs.

- **Fund Allocation Trends:**

The total fund sanctioned for ongoing projects amounts to ₹3,203.4 crore, with a notable skew toward Transport & Communication (₹2,482.21 crore) over Roads & Bridges (₹721.19 crore). Assam received the highest allocation (₹743.68 Cr.), followed by Nagaland (₹716.67 Cr.) and Arunachal Pradesh (₹392.25 Cr.).

Transport & Communication projects received significantly more funding (₹2482.21 Cr.) than Roads & Bridges (₹721.19 Cr.), reinforcing the priority on digital and communication infrastructure. Transport & Communication projects in Assam (₹647.11 crore) and Nagaland (₹622.75 crore) have received the highest funding, reflecting a focused effort to improve connectivity and logistics.

- **Sector-wise Allocation:** States like Meghalaya (₹443.49 Cr.) and Tripura (₹303.86 Cr.) have substantial ongoing projects in Transport & Communication, indicating a targeted approach towards improving connectivity in these regions.
- **State -wise Allocation:** States like Assam and Nagaland together account for approximately 46% of the total funding allocated for ongoing projects, showcasing their importance in the regional development strategy. States like Sikkim and Mizoram, receiving relatively lower funding, may need further interventions or policy support to accelerate infrastructure development.
- **The ongoing NESIDS projects** emphasize a strategic push towards improving transport and communication infrastructure across the Northeast, with significant financial support allocated to enhance regional connectivity and development.



3.2 Scores of Select Projects for study

Sr.No	State	Sector	Project Name	Short Term Effect (25)	Long Term Effect (25)	Multi sectoral Effect (25)	SDGs addressed (25)	Total Composite Score (100)
1	ARUNACHAL PRADESH	Roads & Bridges	Construction of road from Longkhow to Pumau in Longding District (SH: FC, culverts,RW, bridge)	20	21	21	20	82
2	ASSAM	Roads & Bridges	Construction of RCC Bridge No. 3/1 on the road from NH-39 Silonijan State Dispensary to Dhansiri Par Ghat via Panika Basti (including approach), Assam.	20	21	21	20	82
3	MEGHALAYA	Roads & Bridges	Upgradation of Mawsmail-Shella Road from km8/00 (Laittyra village)upto km15/500 (Kynrem falls) in Meghalaya	18	19	19	20	76
4	MIZORAM	Transport and Communication	Upgradation and improvement of Saiha-Lungbun-Tluangram-Haka Road (Lungbun to R.Kolodyne Mizoram)	18	19	19	20	76
5	ASSAM	Transport and Communication	C/o New Road from Chowkikhola to Tarapung via Borpong in Assam (L : 50.52KM)	18	18	19	20	75

6	ASSAM	Transport and Communication	Improvement and Upgradation of road from Rajagaon to Dalimbari in West Karbi Anglong District in Assam (L-24.72KM)	19	19	20	20	78
7	MANIPUR	Transport and Communication	C/o of RCC Bridge at Kenseng Ashang Khullen(Kaka) over Maklang River Connecting international border	20	20	21	20	81
8	SIKKIM	Transport and Communication	Widening and Upgradation of single lane road from Sangkhola to Zingla under Gangtok District (L-16.37)	18	18	19	20	75
9	MANIPUR	Transport and Communication	Improvement of road from Bishnupur Chingdong to Khuman via Prengba Village, Loukiopat, Bishnupur, Awwangleikai, Maning Leikai, and Makha Leikai in Manipur	18	18	19	20	75
10	MANIPUR	Roads & Bridges	Development of Road Connectivity from Khabam Lamkhair to Hannaching Heingang via Marjing Polo Complex, Heingang Ching, Imphal East for promoting Tourism	18	18	19	20	75

11	ASSAM	Roads & Bridges	Improvement & Widening of Lokopriya Gopinath Bordoloi Road, SH-3 B from Ch.0.00 Km to Ch. 18.65 Km, Assam under NESIDS for the year 2021-22.	18	18	18	20	74
12	NAGALAND	Transport and Communication	C/O Road from Jalukie (NH-129A) to New DC Complex model township Peren	17	17	17	20	71
13	NAGALAND	Transport and Communication	Construction of Road from Old Peren to New Peren (DC Office) via Chalkot junction (L-16.50KM)	20	20	19	20	79
14	MIZORAM	Transport and Communication	Upgradation of Zote-Farthlang-Bunali-Tuipui-Tawnzang Road	18	18	16	20	72
15	MIZORAM	Roads & Bridges	Improvement and Upgradation of Lawngtlai to Tuipui Ferry Road, Lawgtlai District in Mizoram	18	18	16	20	72
16	ARUNACHAL PRADESH	Roads & Bridges	Project Construction of road from Kodum CO Hqr to Bam Tri-junction 16.50 Km under West Siang District in Arunachal Pradesh	19	19	20	20	78
17	MEGHALAYA	Roads & Bridges	Improvement including widening of Agia Medhipara Phulbari Tura Road (Portion from 67/600 to 100/200 Km 32.60 Kms) at an estimated cost of Rs. 66.54 crores	18	18	19	20	75

18	ARUNACHAL PRADESH	Transport and Communication	Construction of Road from PWD Road to Peki Modi	19	19	19	20	77
19	NAGALAND	Roads & Bridges	Upgradation of road from Kiphire to Tourist Destination at Zungki River, Kiphire District in Nagaland	18	18	19	20	75
20	ASSAM	Roads & Bridges	Widening & Improvement of Bhadoi Panch Ali to Joypur Khonsa Road via Tipom, Assam	18	18	19	20	75
21	ASSAM	Transport and Communication	Development & improvement of Jagun Namchik Miao road (Assam portion) including Br.No. 9/1 over river Namchik in Tinsukia District	18	18	19	20	75
22	MANIPUR	Roads & Bridges	Upgradation of Moirang Sendra Road upto Sendra Hillock and Road from Moirang Sendra Road to Omba Hillock and Keina Bazar on Moirang Khunou to Thanga Keibul Road-8.50 km for promoting Tourism Bishnupur in Manipur	19	19	20	20	78
23	ARUNACHAL PRADESH	Transport and Communication	Mirem-Mikong-Jonai Road	18	18	20	20	76
24	MEGHALAYA	Transport and Communication	Mawshynrut-Hahim-Boko Road	18	18	20	20	76
25	MULTI STATE	Transport and Communication	Wokha Merapani Road	19	19	20	20	78

26	MEGHALAYA	Transport and Communication	Upgradation/Improvement of Borkhat-Sonapur road	18	18	20	20	76
27	MIZORAM	Transport and Communication	Daido Vawngkawt Road	18	18	20	20	76
28	ARUNACHAL PRADESH	Roads & Bridges	Project Construction of road from Marung Gika to Panior Bridge Point via Sarchgai, mate, Kusk & Pan-21 km in Papum Pare District in Arunachal Pradesh	19	19	20	20	78
29	SIKKIM	Transport and Communication	Construction of 50Mtr Steel Bridge along with 875M approach road over River Kalej Khola at Rangsang Dowan in West Sikkim	18	18	19	20	75
30	SIKKIM	Roads & Bridges	Construction of two lane balanced cantilever bridge over river Kanaka at Kayum Dzongu in North Sikkim	20	20	20	20	80
31	TRIPURA	Transport and Communication	Improvement of KA Road from Erarpar to Ambassa Road(LO-28.90 km) in the State of Tripura	18	18	20	20	76
32	MANIPUR	Transport and Communication	Rehabilitation and upgradation of Kamjong to Kongkan Thana via Pilog	19	19	20	20	78
33	TRIPURA	Transport and Communication	Construction of road from Debendra Choudhury Para (Belcherra) to Chankala Bazar under Padmabil R.D. Block, Tripura	19	19	20	20	78

34	MIZORAM	Roads & Bridges	Component I of Development of Immediately Required Infrastructure for Tourism Development at Reiek and Reiek Tlang in Mizoram under NESIDS	20	19	19	20	78
35	TRIPURA	Roads & Bridges	Improvement of Tourist spot connectivity from Amarpur (Fatiksagar) leading to Chabimura and having access to eco- Tourism centre	20	19	19	20	78
36	MEGHALAYA	Roads & Bridges	Construction including MBT of Pynursla-Latangriwan road towards Mawlynnong	19	19	20	20	78
37	NAGALAND	Roads & Bridges	Upgradation of road and bridge from NH-29 at 7th Mile Model Village to Siethkema C tourist destination onwards to Governors Camp from Ch.0.00 to 10.5 kms	16	16	18	20	70
38	NAGALAND	Roads & Bridges	Construction and up gradation of Glory Peak Tourist Road under Phek District	16	16	19	20	71
39	NAGALAND	Transport and Communication	Upgradation of road from Chendang Saddle to Noklak (Length - 17.13 Km)	16	16	18	20	70
40	MIZORAM	Roads & Bridges	Improvement & Up-gradation of difference at Lengpui Airport ,Mizoram	19	20	20	20	79

41	ARUNACHAL PRADESH	Transport and Communication	Construction of Road from Bana EAC HQ via Old Sopung, Chijang Kajing Village East Kameng District in Arunachal Pradesh	20	20	20	20	80
42	SIKKIM	Roads & Bridges	Widening and Improvement of road from Namchi to Birdhang via Kitchdumra are connecting the West District to South District in Sikkim	18	18	19	20	75

INFERENCE

The data analysis of select projects NESIDS highlights key patterns in project impact, sectoral focus, and alignment with Sustainable Development Goals (SDGs). The projects have been evaluated based on Short-Term Effects, Long-Term Effects, Multi-Sectoral Effects, and SDG Alignment, resulting in a Composite Score out of 100.

1. High Potential Impact Projects (Above 45 Total Score)

- All 42 projects fall within the High Potential Impact category, as their total scores range between 70 and 82 (well above the threshold of 45).
- This indicates that all selected projects under NESIDS have significant potential for short-term and long-term benefits, multi-sectoral impact, and alignment with Sustainable Development Goals (SDGs).
- The highest-scoring projects (82) in Arunachal Pradesh and Assam reinforce the strategic importance of road and bridge development in these states for economic growth and regional connectivity.

2. Distribution of Scores Within High Potential Impact

- Top Tier (80-82) Projects: Found in Arunachal Pradesh, Assam, Manipur, and Sikkim, indicating strong strategic planning and execution in infrastructure development.
- Mid Tier (76-79) Projects: Common in Meghalaya, Mizoram, Tripura, and multi-state projects, reflecting robust, but slightly less transformative impact compared to top-tier projects.
- Lower Tier (70-75) Projects: Primarily in Nagaland and some Mizoram projects, suggesting that while impactful, these projects may require additional planning to maximize long-term benefits and multi-sectoral linkages.

3. State-Level Insights

- Arunachal Pradesh, Assam, and Manipur dominate the highest-scoring projects, reinforcing their strategic focus on road infrastructure for economic integration and mobility enhancement.

- Nagaland has most of its projects scoring between 70-72, indicating comparatively lower multi-sectoral impact and SDG alignment, requiring better integration with economic and social development goals.

4. Sectoral Observations

- Roads & Bridges projects generally score higher than Transport & Communication projects, suggesting their stronger immediate and long-term benefits.
- Transport & Communication projects, particularly in Meghalaya, Mizoram, and Tripura, perform well in SDG alignment, reflecting a push towards sustainable connectivity solutions.

5. Policy Implications

- States with lower-scoring projects (Nagaland, Mizoram) may adopt best practices from high-scoring states (Arunachal Pradesh, Assam, Manipur) to improve future project impact.
- More emphasis on multi-sectoral integration and sustainable development goals can further enhance the effectiveness of NESIDS investments.
- Replicating the success of high-scoring projects across states will help ensure balanced infrastructure development in the Northeast region.

Chapter 4: Discussion

4.1 Review of NESIDS Scheme based on the finding of the Study

The North East Special Infrastructure Development Scheme (NESIDS) is a flagship initiative aimed at enhancing infrastructure in the North Eastern Region (NER) of India. It focuses on sectors like Roads & Bridges and Transport & Communication to strengthen connectivity and boost economic growth.

Key Findings from Data Analysis

1. Project Allocation and Fund Distribution

- A total of 57 ongoing projects are distributed across eight North Eastern states.
- The projects are categorized into two major sectors: Roads & Bridges: 23 projects and Transport & Communication: 34 projects
- The total sanctioned fund for ongoing projects stands at ₹3,203.4 crore, with: ₹721.19 crore allocated for Roads & Bridges and ₹2,482.21 crore for Transport & Communication
- A total 41 projects worth Rs 1648.1189 have been completed

2. State-Wise Observations

- Assam (₹743.68 Cr) and Nagaland (₹716.67 Cr) received the highest funding, reflecting their strategic importance in regional connectivity.
- Manipur (₹257.32 Cr), Mizoram (₹174.58 Cr), and Sikkim (₹171.55 Cr) received comparatively lower allocations, indicating the need for more focused infrastructure development.
- Arunachal Pradesh, Meghalaya, and Tripura secured moderate levels of funding, ensuring balanced development.

3. Project Impact Assessment

- Based on composite scoring, all analyzed projects fall under the High Potential Impact category (total scores above 45), signifying:
- Strong short-term and long-term benefits in terms of economic growth and regional integration.

- Significant multi-sectoral effects, indicating that NESIDS projects contribute beyond immediate infrastructure needs, impacting tourism, trade, and socio-economic development.
- Alignment with Sustainable Development Goals (SDGs), ensuring environmentally and socially responsible infrastructure growth.

4. Sectoral Insights

- Roads & Bridges projects generally scored higher than Transport & Communication projects, emphasizing the immediate necessity of road connectivity in remote areas.
- Transport & Communication projects performed well in SDG alignment, highlighting sustainable connectivity solutions.

Chapter 4: Summary of Findings

Strengths of NESIDS

- Strategic Infrastructure Development: The scheme effectively addresses connectivity gaps, particularly in remote areas.
- High Impact Projects: All projects analyzed have substantial potential to contribute to economic growth and sustainable development.
- Balanced State-Wise Distribution: While some states received higher allocations, funding is distributed across all states, ensuring regional parity.
- Alignment with National Goals: Projects complement national infrastructure initiatives and promote regional economic integration.
- The North East Special Infrastructure Development Scheme (NESIDS) has emerged as a crucial initiative in addressing the unique infrastructure challenges faced by the North Eastern region of India. By funding projects that are not covered under other central government schemes, NESIDS has played a significant role in improving connectivity, enhancing economic opportunities, and fostering regional development.
- NESIDS has been instrumental in filling critical gaps in infrastructure development, especially in remote and underdeveloped regions of the North East. Many of these areas have historically faced challenges in securing funding for essential projects, and NESIDS has stepped in to bridge this gap.
- The scheme has facilitated the construction of roads and bridges that connect isolated communities, providing access to essential services such as markets, healthcare facilities, and educational institutions.
- In states like Arunachal Pradesh, Manipur, and Nagaland, NESIDS has supported road-building efforts in challenging mountainous terrains, significantly improving intra-state connectivity.
- The enhanced infrastructure has reduced travel time, enabled smoother movement of people and goods, and strengthened economic linkages across districts and neighboring states.

Boosting Economic Growth Through Improved Connectivity

- Improving infrastructure has had a direct impact on economic development in the region. NESIDS-funded projects have contributed to boosting tourism, increasing trade opportunities, and enabling better transportation of goods and services.
- In Assam and Meghalaya, roads constructed under NESIDS have facilitated greater trade and commerce, benefiting local industries and small businesses.
- The development of roads and bridges has opened up remote regions for tourism, encouraging visitors and supporting local entrepreneurs in the hospitality sector.
- In Mizoram, NESIDS projects have focused on strengthening connectivity to markets, making it easier for farmers and small-scale industries to transport their produce and products.

Enhancing Security and Strategic Infrastructure

- NESIDS has played a crucial role in bolstering security in strategically important border areas. Infrastructure development has improved access for security personnel and enhanced the mobility of defense forces.
- Roads constructed in border districts of Arunachal Pradesh and Manipur have strengthened logistical support for security forces, ensuring better preparedness in strategically sensitive areas.
- Enhanced transportation networks have contributed to the socio-economic integration of border communities, reducing their isolation and promoting stability.

Promoting Tourism Through Infrastructure Development

The North East region is known for its breath-taking landscapes and cultural heritage, and NESIDS has played a key role in facilitating tourism development.

- The scheme has supported the construction of access roads, parking facilities, and other necessary amenities at popular tourist destinations.
- Improved road connectivity in states like Meghalaya, Tripura, and Mizoram has made it easier for tourists to explore offbeat locations, leading to increased footfall and economic benefits for local communities.

- Infrastructure development in and around eco-tourism sites has helped in promoting sustainable tourism, benefiting both the environment and the economy.

Addressing Unique Regional Challenges

NESIDS is designed to cater to the specific needs of the North Eastern region, considering its geographical, climatic, and socio-economic conditions.

- By providing funding flexibility, the scheme has enabled states to prioritize projects that have the highest impact on regional development.
- The initiative has ensured that even the most challenging terrains receive infrastructural support, thereby reducing regional disparities in development.

Chapter 5 Recommendations

1. Strengthen Administrative Processes

- **Streamline Mechanisms:** Simplify project approval and implementation procedures, fund utilisation, submission of Utilisation Certificate seamless to reduce delays.
- **Phased Disbursement Models:** Introduce incremental funding mechanisms based on measurable progress to address funding delays.
- **Performance-Based Incentives:** Reward states and agencies that demonstrate efficient fund utilization and timely project execution.

2. Enhance Monitoring and Evaluation

- **Real-Time Tracking:** Deploy digital tools like Geographic Information Systems (GIS) and project management software for real-time progress tracking.
- **Third-Party Audits:** Engage independent agencies to conduct regular audits and ensure transparency and accountability.
- **Socio-Economic Impact Assessment:** Establish a framework to evaluate the socio-economic benefits of projects, focusing on connectivity, healthcare, education, and tourism improvements.

3. Address Geographic and Logistical Barriers

- **Pre-Project Planning:** Develop comprehensive plans to mitigate logistical challenges in remote areas, including temporary access infrastructure.
- **Local Resource Utilization:** Encourage the use of locally available materials and technologies to minimize transportation costs and delays.
- **Dedicated Task Force:** Form a task force comprising representatives from the Ministry of Development of North Eastern Region (DoNER), state governments, and local implementing agencies.

4. Foster Community and Stakeholder Engagement

- **Local Involvement:** Actively involve local communities in project planning and implementation to ensure alignment with their needs and reduce resistance.
- **Skill Development:** Initiate training programs for local workers to create a skilled workforce for infrastructure projects.

5. Ensure Environmental and Social Compliance

- Sustainable Practices: Promote environmentally sustainable and climate-resilient construction techniques to protect fragile ecosystems.
- Community Impact Assessment: Ensure social compliance by addressing land acquisition challenges and prioritizing the well-being of affected communities.

6. Focus on Long-Term Sustainability

- Maintenance Funds: Allocate dedicated resources for the upkeep and maintenance of completed projects.
- Sustainability Plans: Integrate long-term maintenance strategies into project designs to ensure durability and continued benefits.

7. Leverage Technology and Innovation

- Smart Solutions: Incorporate technology-driven initiatives such as smart grids, e-learning platforms, and telemedicine facilities into infrastructure designs.
- Geospatial Tools: Use advanced mapping and data analytics tools for better planning and implementation.

8. Explore Innovative Financing Models (for project sustainability)

- Public-Private Partnerships (PPPs): Encourage private sector participation to complement government funding and accelerate project execution.
- Blended Finance: Explore diverse funding sources, including international grants, loans, and private investments, for critical projects.

9. Improve SDG Alignment

- Multi-Sectoral Integration: Align NESIDS projects with Sustainable Development Goals (SDGs) to ensure a broader impact on health, education, economic growth, and environmental sustainability.
- Collaborative Planning: Work closely with stakeholders across sectors to integrate SDG priorities into project objectives.