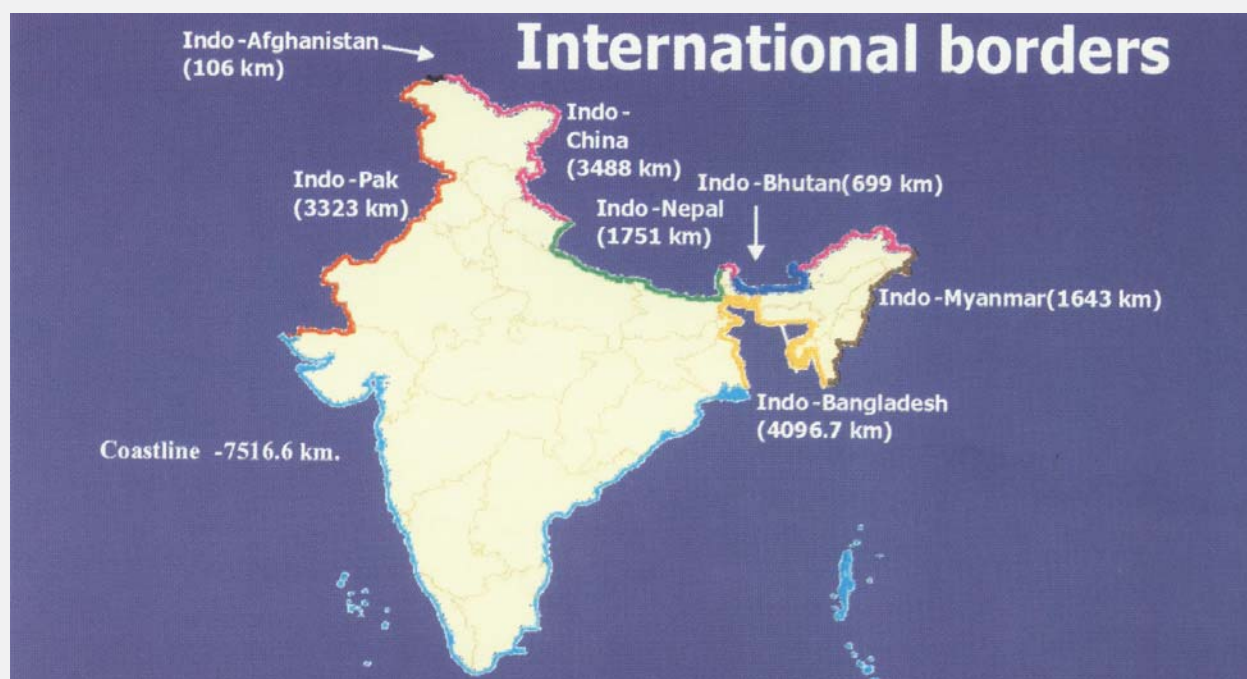


CHAPTER

III

BORDER MANAGEMENT



3.1 India has 15,106.7 km. of land border and a coastline of 7,516.6 km. including island territories. The length of India's land borders with neighbouring countries is as under :

Name of the country	Length of the border (in km)
Bangladesh	4,096.7
China	3,488.0
Pakistan	3,323.0
Nepal	1,751.0
Myanmar	1,643.0
Bhutan	699.0
Afghanistan	106.0
Total	15,106.7

3.2 Securing the country's borders against interests hostile to the country and putting in place systems that are able to interdict such elements while facilitating legitimate trade and commerce are among the principal objectives of border management. The proper management of borders, which is vitally important for national security, presents many challenges and includes coordination and concerted action by administrative, diplomatic, security, intelligence, legal, regulatory and economic agencies of the country to secure the frontiers and subserve its best interests.

3.3 The Department of Border Management was created in the Ministry of Home Affairs in January, 2004 to pay focused attention to the issues relating to management of international land and

coastal borders, strengthening of border policing & guarding, creation of infrastructure like roads, fencing & floodlighting of borders and implementation of the Border Area Development Programme (BADP).

3.4 As a part of the strategy to secure the borders as also to create infrastructure in the border areas of the country, several initiatives have been undertaken by the Department of Border Management. These include expeditious construction of fencing, floodlighting & roads along Indo-Pakistan and Indo-Bangladesh borders, development of Integrated Check Posts (ICPs) at various locations on the international borders of the country, construction of strategic roads along India-China, Indo-Nepal and Indo-Bhutan borders. In addition, various developmental works in the border areas have been undertaken by the Department under the Border Area Development Programme as a part of the comprehensive approach to border management.

Vigil Along The International Borders

Fencing and floodlighting of borders

3.5 Fencing and floodlighting of the border are important constituents of maintaining vigilance along the borders. In order to curb infiltration, smuggling and other anti-national activities from across Indo-Pakistan and Indo-Bangladesh borders, the Government have undertaken the work of construction of fencing, floodlighting and roads along these borders.

Indo-Bangladesh Border (IBB)

3.6 The Indian side of the Indo-Bangladesh border passes through West Bengal (2,216.7 km.), Assam (263 km.), Meghalaya (443 km.), Tripura (856 km.) and Mizoram (318 km.). The entire stretch consists of plains, riverine belts, hills, jungles with hardly any natural obstacles. The area is heavily populated and cultivated right upto the border.



Fencing constructed along Indo-Bangladesh Border

3.7 The Indo-Bangladesh border is marked by a high degree of porosity and checking illegal cross border activities has been a major challenge. The main problem is of illegal migration from Bangladesh into India. In order to prevent illegal immigration and other anti-national activities from across the border, the Government of India had sanctioned the construction of border roads and fencing in two phases. The total length of Indo-Bangladesh border to be fenced is 3,436.56 km.; out of which 2,649.74 km. of fencing has so far been completed and the work of construction of fencing in approximately 787 km. is under

implementation. There have been some problems in construction of fencing in certain stretches on this border due to riverine/low lying areas, population within 150 yards of the border, pending land acquisition cases which has led to delay in completion of the project. The project is now expected to be completed by March, 2010.

3.8 In addition, 3,326.82 km. of border roads have also been constructed out of sanctioned length of 4,326.24 km. The phase wise progress of fencing and roads is as under:

FENCING						
(Length in Km.)						
Name of State	PHASE-I		PHASE-II		TOTAL(PH-I + PH-II)	
	Sanctioned	Completed	Sanctioned	Completed	Sanctioned	Completed
W. Bengal	507.00	507.00	1021.00	686.29	1528.00	1193.29
Assam	152.31	149.29	77.72	70.09	230.03	219.38
Meghalaya	198.06	198.06	272.17	180.19	470.23	378.25
Tripura	-	-	855.97	708.67	855.97	708.67
Mizoram	-	-	352.33	150.15	352.33	150.15
Total	857.37	854.35	2579.19	1795.39	3436.56	2649.74

BORDER ROADS						
(Length in Km.)						
Name of State	PHASE-I		PHASE-II		TOTAL(PH-I + PH-II)	
	Sanctioned	Completed	Sanctioned	Completed	Sanctioned	Completed
W. Bengal	1770.00	1616.57	0.00	0.00	1770.00	1616.57
Assam	186.33	176.50	138.70	74.56	325.03	251.06
Meghalaya	211.29	211.29	327.87	200.85	539.16	412.14
Tripura	545.37	480.51	564.12	252.45	1109.49	732.96
Mizoram	153.40	153.06	429.16	161.03	582.56	314.09
Total	2866.39	2637.93	1459.85	688.89	4326.24	3326.82

3.9 277 km. of floodlighting has been completed in West Bengal as a pilot project. Government has decided to undertake floodlighting along a length of 2,840 km. in the states of West Bengal, Meghalaya, Assam, Mizoram and Tripura along Indo-Bangladesh border at an estimated cost of Rs.1,327 crore. The work has been assigned to Central Public Works Department (CPWD), National Buildings Construction Corporation (NBCC) and National Project Construction Corporation (NPCC). The work is scheduled to be completed by 2011-12.

Replacement of fencing constructed under Phase-I

3.10 Most of the fencing constructed under the Phase-I in West Bengal, Assam and Meghalaya has been damaged due to adverse climatic conditions, repeated submergence, etc. The Government of India has sanctioned a project named Phase-III for erection of 861 km. of fencing replacing the entire fencing constructed under Phase-I at an estimated cost of Rs.884 crore.

3.11 The work has been assigned to Central Public Works Department (CPWD), National Buildings Construction Corporation (NBCC) and National Project Construction Corporation (NPCC). So far, 375 km. of fencing has been replaced.

3.12 The works under Phase-III were originally scheduled to be completed by 2007-08. However, the scheduled date could not be adhered to because of the need for realignment of fencing in certain stretches, objections raised by Bangladesh Rifles for construction of fencing within 150 yards, limited working season, difficult topographical features, etc. The works are now expected to be completed by March, 2010.

Indo-Pakistan Border (IPB)

3.13 India shares 3,323 km. [including Line of Control (LoC) in Jammu & Kashmir (J&K) sector]

of its land border with Pakistan. This border runs along the States of Gujarat, Rajasthan, Punjab and J&K. The Indo-Pakistan border has varied terrain and distinct geographical features. This border is characterized by attempts at infiltration by terrorists and smuggling of arms, ammunition and contraband, the LoC being the most active and live portion of the border.

3.14 A total length of 462.45 km. and 461 km. has been fenced and flood lit respectively in the entire Punjab sector, except some gaps in riverine areas. In Rajasthan sector also, the work of construction of fencing and floodlighting in 1,048 km. and 1,023 km. respectively has been completed except in certain shifting sand dune areas.

3.15 In Jammu sector, the work of construction of 185 km. of fencing has been completed. 176.40 km. of floodlighting works have also been completed and work on 9.96 km. will be undertaken after realignment of fencing.

3.16 The Government had approved a comprehensive proposal for erecting fencing, floodlighting and construction of border/link roads and Border Out-Posts (BOPs) for Border Security Force in the Gujarat sector of the Indo-Pak border. Works of 217 km. of fencing, 202 km. of floodlighting and 241 km. of border roads have been completed so far in this sector out of 340 km. sanctioned. 35 BOPs have also been established out of 70 BOPs sanctioned.

3.17 There has been time overrun in completing the project due to unforeseen circumstances and natural calamities including devastating earthquake in 2001, unprecedented rains and consequential floods in 2003 & 2006. The cost of the project has also increased considerably due to price escalation, increase in the scope of work, upgradation of specifications for roads and electrical works etc. In addition, an expenditure of Rs.223 crore is estimated for upgradation works as per Central Road Research Institute (CRRI) recommendations after the floods in 2006.

3.18 The Cabinet Committee on Security

(CCS), in its meeting held on January 5, 2009, considered a proposal for extension of time for completion of fencing/floodlighting and revised cost for completion of the project amounting to Rs.1,201 crore against original sanction of Rs.380 crore. CCS directed that while payment may be made for the works already completed, a detailed proposal for new works should be brought for CCS approval after internal examination.

3.19 In terms of the directions of CCS, an internal review of the proposal was undertaken with CPWD and NBCC. It has been considered pragmatic/appropriate to continue with CPWD and NBCC to complete the remaining and new upgradation works as recommended by CRR in 2006. Further, it has been felt necessary to have a Supplemental Agreement with the two executing agencies laying down strict conditions which should, inter-alia, contain the clauses that will

freeze the cost, fix the new timeline/deadline, stipulate penalties for time and cost overrun etc.

3.20 Accordingly, approval is being sought on the revision of cost for completion of the project amounting to Rs.1,201 crore and extension of time upto financial year 2011-12 or three working seasons from the date of CCS approval whichever is later, for completion of the remaining works, including the new upgradation works.

Shifting of fencing close to the border

3.21 It has been decided to shift 42.855 km. of fencing erected on Jammu International Border and 23.38 km. of fencing and floodlighting in Punjab sector close to the border to facilitate the border inhabitants to cultivate their lands without problems. The work of shifting the fencing and floodlighting has commenced.



Fencing constructed along Indo-Pakistan border

3.22 The status of progress of fencing and floodlighting on the Indo-Pak border as on March 31, 2009 is indicated below :

FENCING				
(Length in km.)				
Name of the State	Total length of border	Total length of border to be fenced	Length of the border fenced so far	Remaining length of the border proposed to be fenced
Punjab	553	461	462.45*	—
Rajasthan	1037	1056.63	1048.27*	—
Jammu International Border	210	186	185	1
Gujarat	508	340	219	121
TOTAL	2308	2043.63	1914.72	122

* Length is more due to topographical factors/alignment of fencing

Floodlighting				
(Length in km.)				
Name of the State	Total length of border	Total length of border to be floodlit	Length of the border floodlit so far	Remaining length of the border proposed to be floodlit
Punjab	553	460.72	460.72	—
Rajasthan	1037	1022.80	1022.80	—
Jammu International Border	210	186	176.40	9.60
Gujarat	508	340	202	138
TOTAL	2308	2009.52	1861.92	147.60

CONSTRUCTION OF ADDITIONAL BORDER OUT POSTS (BOPs) ALONG INDO-BANGLADESH AND INDO-PAKISTAN BORDERS

3.23 There already exist 802 BOPs on Indo-Bangladesh border and 609 BOPs on Indo-Pakistan border for effective domination of these borders. In order to reduce the inter-BOP distance for effective border management, a proposal for construction of additional 509 BOPs (383 along Indo-Bangladesh border and 126 along Indo-Pakistan border) at an estimated cost of Rs.1,832.50 crore has been approved by the Government on February 16, 2009. Construction of these additional BOPs will provide all necessary infrastructures for the accommodation, logistic support and the combat functions of the BSF troops deployed on Indo-Bangladesh and Indo-Pakistan borders.

3.24 The project is targetted to be completed by 2012-13. The construction work will commence from 2009-10.

Development of Integrated Check Posts

3.25 Existing infrastructure available with

Customs, Immigration and other regulatory agencies at the Land Custom Stations (LCSs) is generally inadequate. Support facilities such as warehouses, parking lots, banks, hotels, fuel outlets, etc. are inadequate. Regulatory and support functions in an integrated manner are not available in one complex. There is no single agency responsible for co-ordinated functioning of various Government authorities/service providers.

3.26 To redress this situation, Government have decided to set up 13 Integrated Check Posts (ICPs) at identified entry points on the international land borders of the country through a Plan Scheme in the 11th Plan. The ICPs shall be a sanitized zone with dedicated passenger and cargo terminal providing adequate customs and immigration counters, X-ray scanners, passenger amenities and other related facilities like service stations, fuel stations etc. in a single modern complex equipped with state of the art amenities. An institutional framework viz. Land Ports Authorities of India (LPAI) will be established and charged with the responsibility to undertake the construction, management and maintenance of ICPs. A list of 13 ICPs proposed to be set up is as under :

PHASE-I				
Sl. No.	Location	State	Border	Estimated Cost including land acquisition (Rupees in crore)
1.	Petrapole	West Bengal	India-Bangladesh	172.00
2.	Moreh	Manipur	India-Myanmar	136.00
3.	Raxaul	Bihar	India-Nepal	120.00
4.	Attari (Wagah)	Punjab	India-Pakistan	150.00
5.	Dawki	Meghalaya	India-Bangladesh	50.00*
6.	Akhaura	Tripura	India-Bangladesh	60.00*

Phase-II				
Sl. No.	Location	State	Border	Estimated Cost (Rupees in crore)
7.	Hili	West Bengal	India-Bangladesh	78.00*
8.	Chandrabangha	West Bengal	India-Bangladesh	64.00*
9.	Sutarkhandi	Assam	India-Bangladesh	16.00*
10.	Kawarpuchiah	Mizoram	India-Bangladesh	27.00*
11.	Jogbani	Bihar	India-Nepal	34.00*
12.	Sunauli	Uttar Pradesh	India-Nepal	34.00*
13.	Rupaidiha/ Nepalganj road	Uttar Pradesh	India-Nepal	29.00*

* Cost yet to be firmed up and the same will vary depending upon the extent of land acquisition.

Land Ports Authority of India (LPAI)

3.27 The Land Ports Authority of India (LPAI) would function as a body corporate under the administrative control of the Department of Border Management, Ministry of Home Affairs. The LPAI will provide better administration and cohesive management of entry points/land ports on border and would be vested with powers similar to those with bodies like the Airports Authority of India. The LPAI Bill was introduced in the Parliament (Lok Sabha) on December 18, 2008 and referred to Parliamentary Standing Committee. Two meetings of the Parliamentary Standing Committee were held. No report has been submitted.

3.28 LPAI Bill will be reintroduced during the Parliament Session to be convened after the formation of the new Government.

Status of land acquisition for ICPs

3.29 Possession of land to the extent of 177 acres and 189 acres has been taken in respect of Raxaul and Jogbani ICPs, respectively. It has also been planned to acquire additional lands to the tune of 68.5 acres for Raxaul ICP.

3.30 For Attari ICP, possession of 120 acres land has been taken on February 24, 2009 and compensation of Rs.33.15 crore has already been paid to the State Government of Punjab. The process of acquisition of 38.34 acres land for Moreh ICP is under way. The process of acquisition of land to the extent of 187 acres and 177 acres for Sonauli and Rupaidiha ICPs, respectively, are also under way. 88 acres of land has been identified for Petrapole ICP and a proposal for the acquisition has been submitted on February 27, 2009. Land acquisition process for other ICPs has been/is being initiated.

Budgetary support for ICPs

3.31 Government have approved Rs.635 crore for setting up of Integrated Check Posts in the XIth Five Year Plan. A budget provision of Rs.100 crore in the financial year 2009-10 has been made.

3.32 It has been decided to undertake construction of ICPs with Government funding while authorising the Empowered Steering Committee (ESC)/Land Ports Authority of India to consider and assign non-sovereign functions for development/management in the private sector.

Construction of roads of operational significance in border areas along India-China border

3.33 To redress the situation arising out of poor road connectivity which has hampered the operational capability of the Border Guarding Forces deployed along the India-China border, the Government had decided to undertake phase-wise construction of 27 road links totaling 804 km. in the border areas along the India-China border in the States of Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh at an estimated cost of Rs.1,937 crore.

Preparation of Detailed Project Reports

3.34 The work of construction of 27 ITBP roads has been assigned to BRO (15 roads), CPWD (8 roads), NPCC (2 roads) and HP PWD (2 roads). These agencies were directed to prepare Detailed Project Reports (DPRs) in respect of roads assigned to them.

3.35 Out of 27 roads, DPRs/cost estimates in respect of 24 roads have been submitted by the executing agencies. The work of preparation of DPRs/cost estimates of remaining 3 roads is under progress and is likely to be finalized shortly. The High Level Empowered Committee (HLEC) has approved DPRs/cost estimates of 24 roads amounting to Rs.1,522.37 crore.

Status of forest/environmental clearance

3.36 Since large parts of the approved roads would pass through forest areas, their construction would require diversion of forest land and, therefore, clearance under the Forest Conservation Act, 1980. In addition, diversion of forest land for non-forestry purposes falling under Wildlife Sanctuaries/National Parks requires prior permission of National Board for Wildlife (NBWL) as well as the Supreme Court before the diversion proposal can be considered under the Forest Conservation Act, 1980.

3.37 Action was accordingly initiated for obtaining forest/environmental clearance. There are 11 roads, passing through Wildlife Sanctuaries/National Parks, where wildlife/environmental clearance would also be required in addition to forest clearance. While the forest clearance in respect of 11 roads has been obtained, other proposal of forest and environmental clearance are at advance stage of consideration with the Supreme Court, Standing Committee, National Board for Wild Life and State Government of Himachal Pradesh and Sikkim.

3.38 Construction work has started in respect of 7 roads. Construction work of 3 roads, where in-principle approval has been obtained, is likely to start from May, 2009 onwards.

Management of Indo-Nepal border

3.39 In order to check anti-national activities on the Indo-Nepal border which is open and porous as also to improve the security along this border, 27 battalions of Sashastra Seema Bal (SSB) have been deployed as the Border Guarding Force. Out of a total 450 BOPs to be established on this border, 436 BOPs have been established so far.

3.40 Bilateral mechanisms in the form of Home Secretary-level talks and Joint Working Group at the level of Joint Secretaries exist between the two countries. In addition, there is a mechanism of Border District Coordination Committee Meetings between the district officials of the two countries. These mechanisms serve as platforms for discussing issues of mutual concern like containing cross-border crimes, smuggling, situation arising out of terrorist activities, etc. at national, regional and local levels.

Management of Indo-Bhutan border

3.41 To improve the security environment along this border, 13 battalion of Sashastra Seema Bal (SSB) have been deployed as the Border Guarding

Force (BGF). Out of a total 132 BOPs to be established on this border, 127 BOPs have been established so far.

3.42 A Bilateral mechanism in the shape of an India-Bhutan Group on Border Management and Security has been meeting regularly. This mechanism has proved to be very useful in assessing threat perception to the two countries from groups attempting to take advantage of this open border and in discussing ways of improving the security environment in border areas.

Coastal Security

3.43 A supplemental scheme called 'Coastal Security Scheme' is under implementation in the 9 coastal States and 4 coastal UTs since 2005 for strengthening infrastructure for coastal patrolling and surveillance. Under the scheme, assistance has been/is being given to the coastal States of Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa and West Bengal and the Union Territories of Daman & Diu, Lakshadweep, Puducherry and Andaman & Nicobar Islands to set up 73 coastal police stations, 97 check posts, 58 outposts, and 30 operational barracks, and to equip them with 204 boats, 153 jeeps and 312 motorcycles for mobility on the coast and in close coastal waters. A lump-sum assistance of Rs.10 lakh per police station is also given for equipment, computers and furniture.

3.44 The approved outlay of the scheme is Rs.400 crore for non-recurring expenditure and Rs.151 crore for recurring expenditure for 5 years on fuel, repair and maintenance of boats and training of manpower.

Progress of implementation

3.45 55 out of 73 coastal police stations proposed have been made operational in Gujarat (10), Andhra Pradesh (6), West Bengal (4), Goa (3), Tamil Nadu (8), Kerala (1), Maharashtra (12), Karnataka (5), Puducherry (1), Lakshadweep (4) and Daman & Diu (1).

3.46 The implementation of this scheme is being done by the concerned State Governments/ UT Administrations. A statement of physical and financial progress under the scheme, as on March 31, 2009, is at **Annexure-VII**.

Procurement of boats

3.47 Boats for coastal patrolling by the coastal police stations are being procured centrally by the Ministry of Home Affairs through PSUs viz. M/s GSL, Goa and M/s GRSE, Kolkata under Ministry of Defence. The delivery of 84 boats (5 Tonnes) each costing Rs.105 lakh and 110 boats (12 Tonnes) each costing Rs.215 lakh at a total cost of Rs.324.70 crore is starting from April, 2009. An expenditure of Rs.101.87 crore has been incurred for procurement of boats so far.

3.48 The delivery of the first batch of 24 boats (12 each of 12 tonnes and 5 tonnes) is scheduled to commence from April, 2009, followed by the next batch of 60 Interceptor Boats from October 1, 2009. The entire process of procurement will be completed by September, 2010.

3.49 Coast Guard is imparting training to the State Police personnel in maritime activities. The training is being imparted in the District Headquarters of the Coast Guard.

Review of Coastal Security

3.50 In the backdrop of the 26/11 terror attack in Mumbai, the coastal security of the country came under thorough scrutiny. Several meetings were, therefore, held in the Ministry of Home Affairs and other concerned Ministries to address coastal security and related issues. The Union Home Secretary undertook detailed review meetings on December 5, 2008, December 18, 2008 and January 21, 2009. Secretary (Border Management), Ministry of Home Affairs convened a meeting on December 29, 2008. Ministry of Shipping, Road Transport & Highways also convened a meeting

on December 22, 2008. During these meetings, *inter-alia*, it was decided that coastal States/UTs will carry out vulnerability/gap analysis of their coasts in consultation with Coast Guard and based on these analysis, they will submit their additional requirements in respect of police stations, check-posts, out-posts, vehicles, etc. Thereafter, a comprehensive proposal, to be named as 'Phase-II of the Coastal Security Scheme' will be formulated and approval of the competent authority obtained.

Review of the coastal security by the Cabinet Secretary

3.51 In a meeting held on February 28, 2009, the Cabinet Secretary comprehensively reviewed/discussed issues relating to coastal/maritime security and the follow-up actions taken on the decisions arrived at in several meetings held at different levels in the Government of India following the 26/11 incidents in Mumbai. The

meeting was attended by the Union Home Secretary, Deputy National Security Advisers, Defence Secretary, Secretary Shipping, Secretary, Fisheries, Secretary (Border Management), Secretary (West) Ministry of External Affairs, DG NIC, Dy. Chief of the Naval Staff, Registrar General of India, DDG Coast Guard and other senior functionaries of Government of India. The Home Secretaries and Secretaries (Fisheries) or their representatives of nine coastal States and four Union Territories viz. Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa, West Bengal, Puducherry, Lakshadweep, Daman & Diu and Andaman & Nicobar Islands also participated in the meeting.

3.52 The meeting focused on the implementation aspects and progress vis-a-vis the entire range of issues relating to maritime/coastal security which, *inter-alia*, included the Coastal Security Scheme, uniform system for registration



Review of the Coastal Security Scheme by the Cabinet Secretary on February 28, 2009

for fishing and other vessels, uniform system of issuance of ID cards to fishermen, issuance of Identity Cards to the population living in the coastal villages under Multi-purpose National Identity Card (MNIC) scheme on priority, installation of navigational and communication equipments on the fishing vessels. The review of the initiatives in respect of coastal/maritime security has enabled further streamlining of the implementation of time-lines and in resolving cross-cutting issues/problems.

Decisions taken

3.53 Following important decisions were taken:

- (i) Department of Shipping will put in place a uniform system of registration of all types of vessels, after taking into account the legal aspects in consultation with the coastal States/UTs and Ministry of Law.
- (ii) A Group will be constituted by the Department of Fisheries with representatives from NIC, RGI, State Governments of Tamil Nadu and Gujarat to finalize the design and inter-operability of the two types of ID cards viz. ID cards to the fishermen and MNIC cards to the population in coastal villages.
- (iii) Additional requirements for Coastal Police Stations and other infrastructure will be finalized by the coastal States/UTs based on the vulnerability and gap analysis in consultation with Coast Guard and will be the basis for formulating Phase-II of the Coastal Security Scheme.
- (iv) Nautical Advisor will work out the technical details of the AIS transponders in consultation with the coastal States/UTs, NIC, ISRO, Coast Guard and NTRO.

3.54 Follow up action on these decisions is being taken by the Ministries/Departments concerned.

Scheme for strengthening joint coastal patrolling off the coast of Gujarat and Maharashtra

3.55 Keeping in view the vulnerability of the Maharashtra and Gujarat coasts to illegal cross border activities, Joint Coastal Patrolling has been introduced off the coasts of Maharashtra and Gujarat. Under this arrangement, patrolling of the close coastal water is being undertaken by a joint contingent of Navy, State Police and Customs. For making the joint coastal patrolling more effective, a scheme has been formulated for providing additional infrastructure to the Coast Guard to enable them to undertake joint coastal patrolling of the close coastal waters in Coast Guard vessels. For this purpose, assistance will be given to Coast Guard to procure 15 interceptor boats suitable for patrolling of the close coastal waters and for setting up 3 Coast Guard Stations (2 in Maharashtra and 1 in Gujarat). The scheme is being implemented jointly by Ministry of Home Affairs by meeting the non-recurring expenditure and Ministry of Defence by meeting the recurring expenditure.

3.56 Land for the Coast Guard Stations at Dhanu, Murud Janjira and Veraval has been offered to Coast Guard by the respective State Governments. So far, total Rs.131.961 lakh have been released to Ministry of Defence for (i) Rs.1.29 crore for one piece of land measuring 4980 sq. mtr. (1.2 acres) for Veraval Station and (ii) Rs.2.961 lakh for Murud Janjira station.

3.57 The Ministry of Defence has signed a contract in March, 2009 for procurement of 15 interceptor boats. As provided in the contract, an advance payment of 10% of the contract value i.e. Rs.28.1232 crore has been released to the Ministry of Defence in March, 2009.

Deployment of hi-tech electronic surveillance equipments on the International Borders

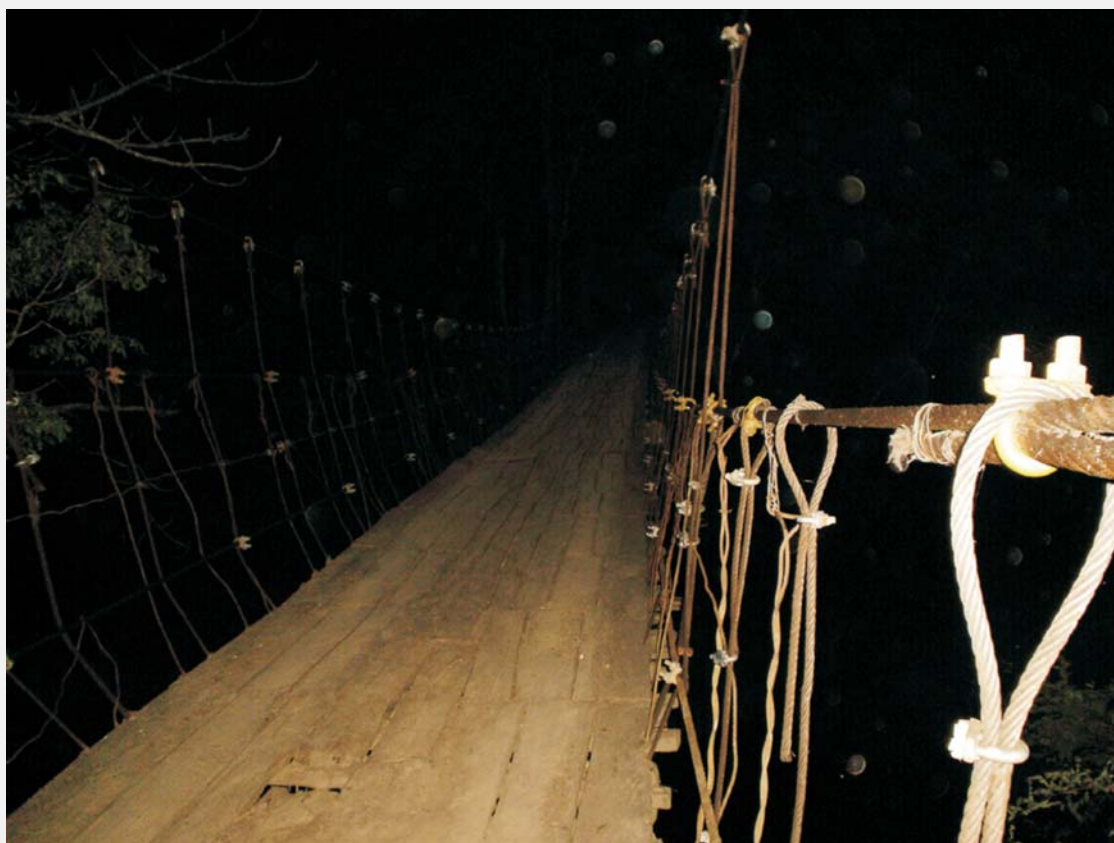
3.58 The need for deployment of a suitable mix and class of various types of hi-tech electronic surveillance equipment like Night Vision Devices, Hand Held Thermal Imagers, Battle Field Surveillance Radars, Direction Finders, Unattended Ground Sensors, High Powered Telescope etc. on the International Borders of the country, to act as a force multiplier for effective border management, has been recognized by the Government. The procurement process was started during 2006-07. 398 Hand Held Thermal Imagers, 45 Battle Field Surveillance Radars, 12 Long Range Reconnaissance and Observation System (LORROS), 9 Spotter Scopes and 94 Passive Night Vision Binocular have been procured/deployed on Indo-Pakistan, Indo-Bangladesh, Indo-China and Indo-Myanmar borders.

3.59 During 2009-10, it is proposed to procure additional Hand Held Thermal Imagers, Passive

Night Vision Binoculars, Spotter Scopes and Mobile Surveillance Vehicles.

BORDER AREA DEVELOPMENT PROGRAMME (BADP)

3.60 The Department of Border Management, Ministry of Home Affairs has been implementing a Border Area Development Programme (BADP) through the State Governments as a part of a comprehensive approach to Border Management with the aim to provide balanced development of border areas through growth and improvement of infrastructure and promotion of a sense of security and well being among the border population. The programme covers 362 border blocks of 94 border districts of 17 States located along the international land border. The programme is a 100% centrally sponsored scheme. Funds are provided to the States as a non-lapsable Special Central Assistance (SCA) for execution of projects relating to infrastructure, livelihood, education, health, agriculture and allied sectors.



Hanging Bridge over Zungki River built under BADP

Guidelines of BADP

3.61 The Border Area Development Programme (BADP) is being implemented under the guidelines framed by the Planning Commission. The funds are allocated by the Planning Commission annually which are re-allocated to the Border States taking into consideration (i) length of International Border (km.); (ii) Population of the border block and (iii) Area of the border block (Sq. km.). Weightage of 15% over and above the total allocation is also given to States having hilly/desert/Kutchh areas. The funds are an additive to normal Central assistance and are allocated for addressing the special problems faced by the people of the border areas. Funds are released to the States in two installments. 1st installment comprises of 90% of total allocation of the State and 2nd installment comprises of the balance 10%.

3.62 The Schemes under this programme are prepared by the State Government and approved by the State Level Screening Committee headed by the Chief Secretary of the State and executed by the agencies of the State Government. Security related schemes can be taken up under BADP but the expenditure on such schemes should not exceed 10% of the total allocation in a particular year. The funds under BADP are to be used for schemes in the identified border blocks only.

Empowered Committee

3.63 The policy matters relating to the scope of the programme, prescription of geographical limits of areas in the States within which schemes will be taken up, allocation of funds to the States and modalities for proper execution of the programme are laid down by an Empowered Committee constituted under the Chairmanship of the Secretary (Border Management) in the Ministry of Home Affairs

Revision of guidelines of BADP

3.64 A Task Force was constituted earlier under the chairmanship of Shri B.N. Yugandhar, Member, Planning Commission, for revamping the Border Area Development Programme. In accordance with the recommendations of the Task Force, guidelines of BADP were revised in May, 2008. The revised

guidelines emphasized the need for participatory planning, convergence of all Centrally Sponsored Schemes with BADP funds, filling up critical gaps in infrastructure, providing livelihood opportunities. In the new guidelines, emphasis has been given on the need for organized work selection, effective monitoring and review of the programme.

3.65 In order to ensure more qualitative implementation of BADP and to ensure implementation of schemes in those villages which are located closer to the border, guidelines of BADP have been further revised on February 19, 2009 and communicated to the State Governments.

3.66 The emphasis is now on specific socio-economic and infrastructure development of villages falling 'between 0 to 10 km.' from the border. The villages have been arranged in an order from the zero line to 10 km. The village development profile of each and every village is being prepared. All the major developmental infrastructure facilities like pucca road connectivity, electricity, safe drinking water, telephone facilities, primary school building, PDS shop, and community center are being developed in a planned way. Village plan and block plan of each and every village are being prepared. After saturating the villages falling between zero to 10 km from the border, the next set of villages falling between 10-15 Km and 15-20 km. will be taken up for implementing the schemes under the BADP. The State Governments have been directed that ad-hoc projects should not be taken at all. The village plan should be integrated with district plan for the proper and sustainable development of the remote villages. The selection of the projects are, therefore, expected to be more organized and responsive to area needs.

3.67 In the 11th Plan, the emphasis would be on allocation of more resources from the Centre and dove-tailing other on-going schemes and adopting bottom-up area planning approaches, so as to augment the resources and to upgrade infrastructure and socio-economic services. The review and monitoring of BADP is being done at the district level, State level and in the Ministry of Home

Affairs. Periodical visits of the officers from the State level and Government of India are being undertaken.

Optimal Utilization of Waters of Eastern Rivers of Indus River System

3.68 Given the importance of Optimal Utilization of Waters of the Eastern Rivers of Indus River System Projects have been taken up under the Border Area Development Programme (BADP) in States of Punjab (03 projects) and Jammu & Kashmir (06 projects) as a special initiative. An amount of Rs.5023.50 lakh [Punjab (Rs.1994.00 lakh) & J&K (Rs.3029.50 lakh)] has been released

during the year 2005-06; 2006-07, 2007-08 and 2008-09. Work on two projects (Madhopur & Hussainiwala headwork) in Punjab has been completed and work on third project (Harike headwork) is under progress whereas work on the projects in J&K is going on.

Flow of funds

3.69 An allocation of Rs.635 crore was made during 2008-09 which was entirely utilized. During 2009-10, budget allocation of Rs.635 has been made for BADP. The details of funds allocated and released to the States under BADP during the year 2006-07, 2007- and 2008-09 are as under :-

Sl. No.	Name of States	2006-07		2007-08		2008-09	
		Final Allocation	Release	Final Allocation	Release	Allocation	Release (As on 31.03.2009)
1.	Arunachal Pradesh	4498.00	4498.00	6608.00	6608.00	5772.00	7965.62
2.	Assam	2338.34	2338.34	1969.00	1969.00	2470.00	2106.87
3.	Bihar	3119.00	3119.00	3172.00	3172.00	3732.00	3358.80
4.	Gujarat	2096.00	2096.00	2249.7	22249.72	2818.00	2144.48
5.	Himachal Pradesh	1269.00	1269.00	1119.00	1119.00	1297.00	1297.00
6.	Jammu & Kashmir	9793.05	9793.05	10583.00	10583.00	10500.00	10394.88
7.	Manipur	1250.00	1250.00	1244.63	1244.63	1357.00	1533.37
8.	Meghalaya	1313.36	1313.36	1127.80	1127.80	1267.00	1267.00
9.	Mizoram	2262.00	2262.00	2086.00	2086.00	2535.00	2535.00
10.	Nagaland	1577.00	1577.00	1000.00	1000.00	1150.00	2674.47
11.	Punjab	3641.12	3641.12	2173.94	2173.94	2218.00	2218.00
12.	Rajasthan	5731.36	5731.36	7659.00	7659.00	8849.00	8916.23
13.	Sikkim	1566.04	1566.04	1000.00	1000.00	1150.00	1150.00
14.	Tripura	2678.48	2678.48	2282.89	2282.89	2793.00	2604.11
15.	Uttar Pradesh	2231.00	2231.00	2369.15	2369.15	2924.00	2385.52
16.	Uttara-khand	871.00	871.00	1191.82	1191.82	2297.00	1915.90
17.	West Bengal	5765.25	5765.25	10164.05	10164.05	9992.00	9032.75
	Total	52000.00	52000.00	58000.00	58000.00	63121.00	63500.00
						+379.00*	

*Kept reserved for contingencies etc.
