

KALIGANDAKI CORRIDOR
(Gaindakot-Korala)
CONCEPT NOTE

कालिगण्डकी कोरिडोर (गैडाकोट-राम्दी-मालढुङ्गा-बेनी-जोमसोम-कोरला) सडक योजना

आयोजनाको परिचय:

राष्ट्रिय गौरवको योजना कालिगण्डकी कोरिडोर नेपालको उत्तर-दक्षिण जोड्ने महत्वपूर्ण सडकको रूपमा रहेको छ। कालिगण्डकी कोरिडोर नवलपुर जिल्लाको गैडाकोट देखि मुस्ताङ जिल्लाको कोरला नाकासम्म कालिगण्डकी नदीको किनाराबाट निर्माण भइरहेको River Alignment हो। यसको लम्बाई करिब 495 कि.मि. रहेको छ। देशको आर्थिक, सामाजिक, साँस्कृतिक, पर्यटकिय एवं धार्मिक महत्व बोकेको यस सडकले विशेषगरी दुई छिमेकी मित्रराष्ट्र भारत र चीनबाट प्राप्त हुने व्यापार र त्यसबाट देशलाई प्राप्त हुने Trade Transit मा महत्वपूर्ण भुमिका खेल्ने देखिन्छ।

नेपाल सरकारले आ.व. २०६७/०६८ वाट विधिवत रूपमा योजना कार्यालय स्थापना गरी आयोजनाको निर्माण कार्य लाई अगाडी बढाएकोमा वि.सं.२०७५ सालबाट राष्ट्रिय गौरवको आयोजनामा रूपान्तरण गरेर आयोजनालाई थप व्यवस्थित र सुदृढ ढंगबाट अगाडी बढाएको अवस्था छ। सोहि अन्तर्गत नेपाल सरकारबाट यसको निर्माण व्यवस्थापनका लागि दुईवटा कार्यालयहरु कालिगण्डकी कोरिडोर (गैडाकोट-राम्दी-मालढुङ्गा) सडक योजना पाल्पा र कालिगण्डकी कोरिडोर (मालढुङ्गा-बेनी-जोमसोम-कोरला) सडक योजना, जोमसोम स्थापना गरी निर्माण कार्य भइरहेको छ।

मुख्य विशेषताहरु:

१. प्राविधिक पक्ष

- कालिगण्डकी नदीको किनारसँगै निर्माण गरिएको नदी-अलाइनमेन्ट सडक
- जटिल पहाडी तथा हिमाली भू-भाग हुँदै गुज्रने
- सबै मौसममा सञ्चालन योग्य कालोपत्रे सडकमा स्तरोन्नति भइरहेको
- समावेश:
 - रिटेनिड तथा ब्रेस्ट वाल
 - ग्याबियन संरचना
 - ढलान स्थिरीकरण
- निकास प्रणाली (साइड ड्रेन, कल्भर्ट) को व्यवस्था
- बहुसंख्यक पुलहरुको निर्माण
- हेयरपिन मोड तथा नियन्त्रित ढलान
- पहिरो तथा बाढी प्रभावित क्षेत्रमा उपयुक्त डिजाइन

२. आर्थिक पक्ष

- कोरला नाका सम्म जोड्ने (व्यापारिक मार्गको सम्भावना)
- यात्रा समय तथा ढुवानी लागतमा कमी
- कृषि तथा स्थानीय व्यापारको प्रवर्द्धन
- पर्यटन विकासमा सहयोग (जस्तै: मुक्तिनाथ मन्दिर)
- जलविद्युत तथा पूर्वाधार विकासमा सहयोग
- क्षेत्रीय आर्थिक एकीकरणमा वृद्धि

३. सामाजिक पक्ष

- दुर्गम क्षेत्रहरुको पहुँचमा सुधार
- निम्न सेवाहरुमा सहज पहुँच:
 - स्वास्थ्य सेवा
 - शिक्षा

- रोजगारीका अवसर सिर्जना
- गरिबी तथा एक्लोपनमा कमी
- सांस्कृतिक तथा धार्मिक आवागमनमा प्रवर्द्धन
- ग्रामीण क्षेत्रबाट बसाइँसराइ कम गर्न सहयोग

४. वातावरणीय पक्ष

- नदी उपत्यका हुँदै जाने (वन विनाश कम तर संवेदनशील क्षेत्र)
- पहिरो तथा भू-क्षयको उच्च जोखिम
- नदी प्रणाली तथा जैविक आवासमा प्रभाव
- न्यूनीकरण उपायहरू:
 - बायो-इन्जिनियरिङ
 - निकास व्यवस्थापन
- समस्याहरू:
 - निर्माण क्रममा धुलो तथा प्रदूषण
 - फोहोर (स्पोइल) व्यवस्थापन चुनौती

Kaligandaki Corridor (Gaindakot-Ramdi-Maldhunga-Beni-Jomsom-Korala) Road

Project Introduction:

The Kaligandaki Corridor, a national pride project, is an important road connecting the north and south of Nepal. It is a river-aligned road being constructed along the banks of the Kaligandaki River, extending from Gaindakot in Nawalpur District to Korala border in Mustang District. The total length of this corridor is approximately 495 km.

This road carries significant economic, social, cultural, touristic, and religious importance for the country. In particular, it is expected to play a vital role in facilitating trade with Nepal's two neighboring friendly countries, India and China, and in enhancing the country's trade and transit opportunities.

The Government of Nepal formally established a project office in the fiscal year 2067/068 (2010/11 AD) and initiated construction activities. Later, in 2075 BS (2018/19 AD), the project was upgraded to a National Pride Project, and since then it has been implemented in a more systematic and strengthened manner.

For effective construction management, the Government of Nepal has established two project offices:

Kaligandaki Corridor (Gaindakot–Ramdi–Maldhunga) Road Project, Palpa

Kaligandaki Corridor (Maldhunga–Beni–Jomsom–Korala) Road Project, Jomsom

Construction activities are currently ongoing under these offices.

Project Salient Features:

1. Technical Aspects

- River-aligned road along Kaligandaki River
- Passes through difficult mountainous terrain
- Upgrading to all-weather blacktopped road
 - Includes:
 - Retaining & breast walls
 - Gabion structures
 - Slope stabilization
- Provision of drainage system (side drains, culverts)
- Construction of multiple bridges
- Hairpin bends and controlled gradients
- Designed for landslide and flood-prone areas

2. Economic Aspects

- Connects to Korala Pass (trade route potential)
- Reduces travel time and transportation cost
- Promotes agriculture and local trade
- Boosts tourism (e.g., Muktinath Temple)
- Supports hydropower and infrastructure development
- Enhances regional economic integration

3. Social Aspects

- Improves connectivity of remote areas
- Better access to:
 - Health services
 - Education
- Generates employment opportunities
- Reduces poverty and isolation
- Promotes cultural and religious movement
- Helps reduce migration from rural areas

4. Environmental Aspects

- Alignment along river valley (less deforestation but sensitive area)
- High risk of landslides and erosion

- Impacts river ecosystem and habitat
- Mitigation measures:
 - Bio-engineering
 - Drainage management
- Issues:
 - Dust and pollution during construction
 - Spoil disposal challenges

Concept Note

Kaligandaki Corridor (Gaindakot-Ramdi-Maldhunga-Beni-Jomsom-Korala) Road Project

1. Background

The Kaligandaki Corridor is one of Nepal's "National Pride Projects," designed as a transformative north-south link connecting the Indian border in the south to the Chinese border in the north. By following the deep gorge of the Kaligandaki River, this corridor serves as the shortest viable transit route between Asia's two largest economies, positioning Nepal as a strategic bridge for regional trade and energy.

Historically, the Kaligandaki valley has served as an ancient trade route between the Tibetan plateau and the Indian plains. Modernizing this route into a highway aims to revive this historical connectivity while integrating the remote mountain districts of Nepal into the mainstream economy.

Key benefits include:

- Enhancing bilateral trade with China through shortest connection from Sunauli Border to Korala.
- Providing easy access to running no of hydropower projects at Kaligandaki River.
- Enhancing trade and economic activities by linking Eastern Nepal to regional economies.
- Boosting tourism, particularly for visitors to **Annapurna, Nilgiri, Dhawalagiri Mountain, Rani-Mahal, Muktinath Temple, Kalika Temple** and the famous waterfall **Rupse**.
- Supporting regional integration by connecting remote areas to national infrastructure and fostering cross-border relationships.

This corridor is vital for Nepal's development, creating a robust transportation system, fostering economic growth, and strengthening Nepal's position in the regional geopolitical and economic landscape.

2. Objectives

- Establish a direct trade route between Nepal and China (Korala of Tibet) via Mustang.
- Promote regional economic development by improving transport infrastructure.
- Support access to tourism, hydropower projects, and agriculture in Central Nepal.
- Strengthening and maintaining friendly relationship with good harmony and beliefs between two neighboring countries.

3. Location and Land Availability

- **Location:** Nawalpur, Palpa, Gulmi, Baglung, Parbat, Myagdi, Mustang Districts, Gandaki and Lumbini Province, Nepal.
- **Land Availability:**
Most of the track alignment follows public land and existing rural trails. However, land acquisition challenges persist in market areas like Beni and Jomsom. Significant portions pass through the Annapurna Conservation Area (ACAP), requiring strict adherence to environmental regulations and forest land clearance protocols.

4. Estimated Cost

- Total Estimated cost for road and bridge construction **(A+B) = NPR 30.00 billion** [Nepalese Rupees 30,00,00,00,000.]

5. Timeline

- **Project Commencement:** Initial track opening began in the early 2000s; formalized as a National Pride Project in 2012.
- **Extended Date of Completion:** F.Y. 2082/083

6. Project Status

- Pre-feasibility, feasibility studies, and detailed project reports (DPR) are completed.
- Environmental Impact Assessment (EIA) is **finalized**.
- Track opening for all 495 km stretch has already been achieved.

7. Implementation Modality & Responsibilities

- **Nepal Government Responsibilities:**

Planning, surveying, and land acquisition for the entire stretch.

Funding and execution of the southern and middle segments (Sunauli to Beni).

Environmental impact assessments and management of the Annapurna

Conservation Area segments.

Security and administrative oversight of the Korala border point.

- **Chinese Government Role:**

While primarily a Nepal-led project, the Chinese side has expressed commitment to infrastructure development at the Korala border (Dry Port/Customs).

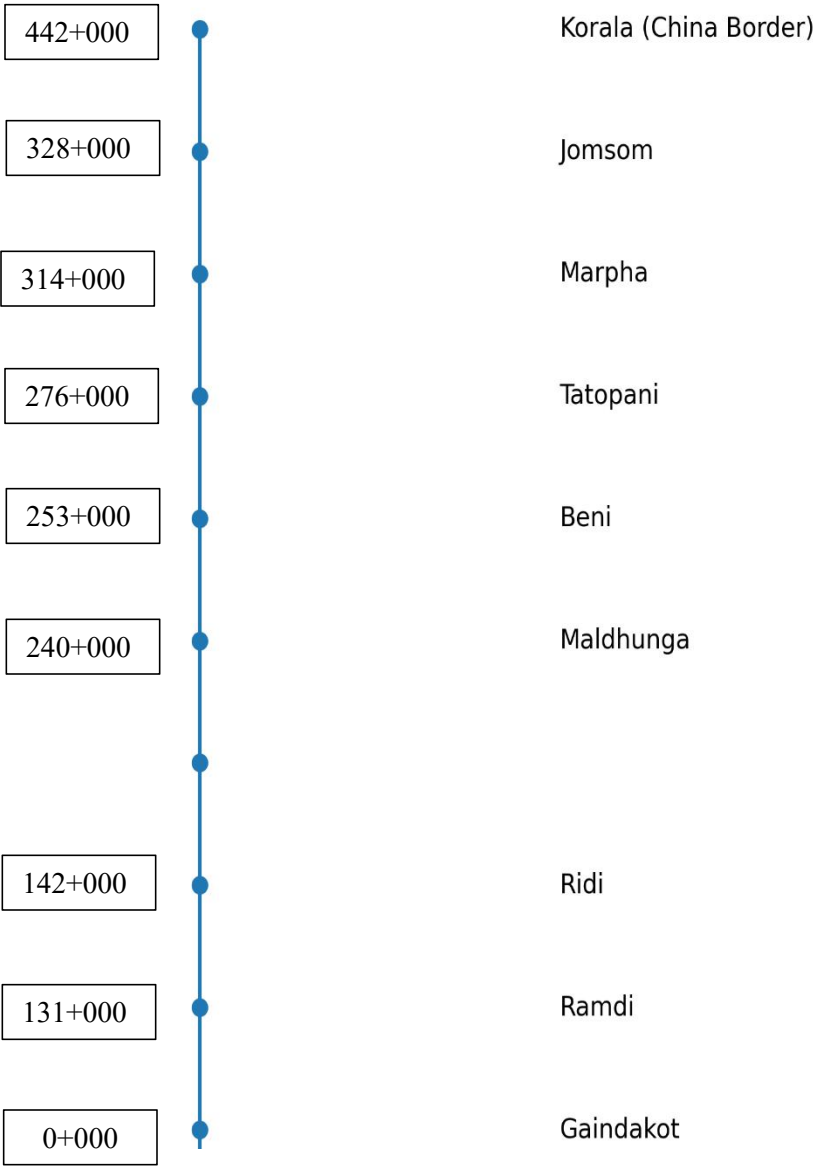
Technical collaboration for the trans-Himalayan connectivity under the "TransHimalayan Multi-dimensional Connectivity Network."

Construction of logistics infrastructure on the Tibetan side (Zhongba County) to match the corridor's capacity.

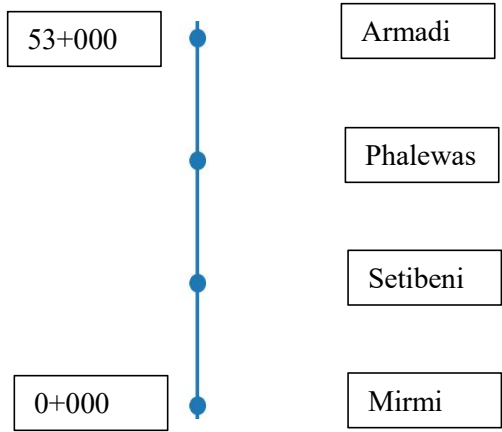
8. Economic and Strategic Significance

- **Trade & Economic Growth:** Lower transport costs, enhanced cross-border trade, and support for local exports like Yarsagumba, Alaichi, and other agricultural products.
- **Tourism Development:** Improved connectivity to key attractions, including Annapurna, Nilgiri, Dhawalagiri Mountain, Rani-Mahal, Muktinath Temple, Kalika Temple and the famous waterfall Rupse, enhancing both cultural and adventure tourism.
- **Hydropower Potential:** Easier access to hydropower projects in the region.
- **Strategic Importance:** The shortest India-China route through Nepal, this project enhances border security, boosts cross-border trade, and promotes economic integration with India and China.

SCHEMATIC DIAGRAM OF KALIGANDAKI CORRIDOR ROAD NETWORK



**SCHEMATIC DIAGRAM
OF
KALIGANDAKI LOKMARGA ROAD NETWORK**



**SCHEMATIC DIAGRAM
OF
OTHER CONNECTING ROAD NETWORK**

