TAMOR CORRIDOR
(Fungling-Tiptala)
CONCEPT NOTE

तमोर कोरिडोर (सुभाङखोला-दोभान-ओलाङचुङगोला) सडक योजना, ताप्लेजुङ

मुख्य विशेषताहरु:

- **<u>उत्तर दक्षिण जोड्ने सबैभन्दा छोटो सडक</u>** » रानी (नेपाल/भारत सिमाना)-मूलघाट-सुभाङखोला-दोभान-ओलाङचुङगोला-तिप्साला (नेपाल/चीन सिमाना) लम्बाई ३०३ कि.मी रहको ।
- **<u>सिगात्से पुग्ने छोटो सडक</u>** » तिप्साला-रियू-सिगात्से लम्बाई ३३३ कि.मी रहेको ।
- **<u>एसियन हाइवे सँगको लिंक</u>** » एसियन हाइवे हुँदै पश्चिम बंगाल, आसाम, पूर्वी एसिया ,बर्मा आदिको छोटो दुरी (ईटहरी - काकडभिट्टा ९२.२ कि.मी) रहेको ।
- **<u>मध्यपहाडी राजमार्ग सँगको लिंक</u>** » सिक्किम (भारत) सम्मको पहुच रहेको (माझीटार-चिवाभन्जयाङ (नेपाल/भारत सिमाना) लम्बाई ९५ कि.मी रहेको ।
- **<u>उत्तर-दक्षिण कोशी कोरीडोर सँगको लिंक</u>** » मूलघाट (धनकुटा)मा जोडिने
- **<u>हाइड्रोपावर सँगको लिंक</u>** » तमोर नदिमा संचालित/निर्माणाधीन दर्जनौ हाइड्रोपावर आयोजना सम्मको सहज पहुच उपलब्ध हुने।
- **<u>जलासय युक्त हाइड्रोपावर आयोजनाको रुट</u>** » ७५६ मेगावाट क्षमताको तमोर जलासय युक्त हाइड्रोपावर आयोजनाको रुट (भुल्के, पाँचथर) मा पर्ने।
- **<u>पर्यटनको विस्तार</u>** » कन्चनजंघा हिमाल (८५८६ मी), पाथिभरा मन्दिर, डिकी छोलिङ गुम्बा आदि सम्म पहुँच हुने ।
- **<u>बजार विस्तार</u>** » यार्शागुम्बा, अलैची, घ्यु, गलैंचा, चौरी लगायतको व्यापार तथा बजार विस्तार हुने।
- **<u>पूर्व तयारीको अवस्था</u>** » सडकको DPR, EIA र ट्रयाक खोल्ने कार्य सम्पन्न भइसकेको र फुङलिङ बसपार्क देखि दगुर्ने फुङलिङसम्म ९.५ कि.मी सडक कालोपत्रेको ठेक्का व्यवस्थापन भई निर्माण कार्य भइरहेको।
- **<u>अनुमानित लागत :</u>**

  क) तिप्सला-दगुर्ने फुङलिङ (८५.५ कि.मी) सडक कालोपत्रेको लागत अनुमान (७ करोड प्रति कि.मी) ने.रु ५ अर्ब ९८ करोड (चाइनिज युवान ३१३ मिलियन)

  ख) तिप्सला- दगुर्ने फुङलिङमा पर्ने १६ वटा पूल गरी जम्मा ५५९ मी पूल निर्माण गर्न लागत अनुमान (२५ लाख प्रति मी) ने.रु १ अर्ब ३९ करोड ८० लाख (चाइनिज युवान ७३ मिलियन)

  ग) सडक र पूल निर्माण निर्माणको जम्मा लागत (क+ख) = ने.रु ७ अर्ब ३७ करोड ८० लाख (चाइनिज युवान ३८७ मिलियन) लाग्ने।
- **<u>सडक निर्माणको विकल्प</u>** » तिप्सालाबाट १२ कि.मी ओलाङचुङगोला तर्फको दुरीमा रहेको मौमाटारबाट सुरुङ निर्माण गरी सिधै रियू (चिन) सम्म जोड्न सकिने जसको कारण सडकको दुरी कम हुने ।

Tamor Corridor (Subhangkhola-Dovan-Olangchunggola) Road Project, Taplejung

Salient features:

- **Shortest North-South Connecting Road**: Rani (Nepal-India border)-Mulghat-Suvangkhola-Dovan-Olangchunggola-tiptala (Nepal-China border), with a total length of **303 km**.
- **Shortest Route to Shigatse**: The route from Tiptala to Riwu to Shigatse has a total length of **333 km**.
- **Asian Highway Link**: Provides a shorter connection to West Bengal, Assam, East Asia, and Burma via the Asian Highway (**Itahari-Kakarbhitta: 92.2 km**).
- **Mid-Hill Highway Link**: Provides access to Sikkim (India) via the Majhitar-Chiwabhanjyang (Nepal-India border) route, with a total length of **95 km**.
- **North-South Koshi Corridor Link**: Connects to **Mulghat (Dhankuta)**.
- **Hydropower Connectivity**: Ensures smooth access to several operational and under-construction hydropower projects along the Tamor River.
- **Reservoir-Based Hydropower Project Route**: Falls on the route(Bhulke,sPanchthar) of the **756 MW Tamor Reservoir-Based Hydropower Project**.
- **Tourism Expansion**: Provides access to **Mount Kanchanjunga (8,586m), Pathibhara Temple, and Diki Choling Monastery**.
- **Market Expansion**: Facilitates trade and market expansion for **Yarsagumba, cardamom, ghee, medicinal herbs, yak farming, and other local products**.
- **Current Status**
    - **a)** The **DPR (Detailed Project Report), EIA (Environmental Impact Assessment), and track opening** have been completed.
    - **b)** **Blacktopping work** on the **9.5 km Fungling Bus Park to Dagurne Fungling section** is under construction.
- **Estimated Cost**
    a) **Tiptala to Dagurne Fungling (85.5 km) Road Blacktopping**
        - Estimated cost: **NPR 5.98 billion (Chinese Yuan 313 million)**
        - Cost per km: **NPR 70 million**

    b) **Construction of 16 Bridges (Total Length: 559m) on Tiptala - Dagurne Fungling Section**
        - Estimated cost: **NPR 1.398 billion (Chinese Yuan 73 million)**
        - Cost per meter: **NPR 2.5 million**

    c) **Total Estimated Cost (Road + Bridges)**
        - **NPR 7.3780 billion (Chinese Yuan 387 million)**
- **Alternative Construction Approach:** A **tunnel** can be built from **Moumatar (12 km from Tiptala towards Olangchunggola)** to directly connect to **Riwu (China)**. This would **reduce the road distance significantly**.

Concept Note

Tamor Corridor (Suvang Khola -Dovan-Olangchunggola), Taplejung

1. Background

The **Tamor Corridor Road** spans 303 km, connecting South to North sector through Rani (Biratnagar) in Morang District in southern Nepal to Tiptala at the Nepal-China (Tibet) border in Taplejung District in the north (Rani-Itahari=30 km, Itahari-Mulghat=52 km, Mulghat-Majhitar=79 km, Majhitar-Suvang Khola=16 km, Suvang Khola-Limbunipul=14 km, Limbunipul-Dovan=21 km, Dovan-Dugurney=5.5 km, Dugurney-Thiwa=16.5 km, Thiwa-Olangchunggola=45 km, Olangchunggola-Tiptala=24 km, Total=303 km). The distance from Tiptala to Riwu Port is 30 km. This strategic project is set to redefine Nepal's role as a transit hub, facilitating trilateral trade between Nepal, India, and China.

This route is the **shortest possible connection between India and China through Nepal**, offering significant advantages in terms of time and cost efficiency. The project culminates at **Tiptala Bhanjyang**, a mountain pass located at an elevation of **5,200 meters**, marking Nepal's northern border with Tibet.

Key benefits include:

- Enhancing bilateral trade with China through shortest connection from Riwu Port to Shigatse city (303 km)
- Easy access to West Bangal Asam (India), East Asia, Burma etc through shortest connection with Asian Highway at Kakarbhitta (92.2 km from Itahari)
- Connecting Sikkim (India) at Chiyobhanjyang through mid hill highway
- Connection with another North-South road named Koshi Corridor (Rani-Itahari-Khandbari-Kimathanka) at Mulghat,Dhankuta
- Providing easy access to running no of hydropower projects at Tamor River
- Supporting a game changer project for eastern Nepal i.e. Tamor Storage Hydroelectric Project (756 MW)
- Enhancing trade and economic activities by linking Eastern Nepal to regional economies.
- Boosting tourism, particularly for visitors to **Kanchanjunga Mountain (8586 m)**, **Pathivara Temple** and the historic **Dikyi Choeling Monastery**, a 1,000-year-old cultural landmark.
- 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 (Riwu of Tibet) via Taplejung.
- Promote regional economic development by improving transport infrastructure.
- Support access to tourism, hydropower projects, and agriculture in Eastern Nepal.
- Strengthening and maintaining friendly relationship with good harmony and beliefs between two neighboring countries.

3. Location and Land Availability

- **Location:** Taplejung District, Koshi Province, Nepal.
- **Land Availability:** Land acquisition has been completed.

4. Estimated Cost

- Total Road Length from **Tiptala to Dugurney Fungling** (District Headquarter of Taplejung) = 85.5 km. Estimated cost for upgrading the road up to Double-Lane Blacktop Standard = **NPR 5.98 billion** [Nepalese Rupees 5,98,00,00,000. Chinese Yuan 313.0 million] **(A)** (85.5 km @ Nrs 70 million per km)
- Total Bridge Length from **Tiptala to Fungling Buspark** (District Headquarter of Taplejung) = 559.0 m (16 nos of bridges). Estimated cost for construction of 559.0 m length Bridges = **NPR 1.39 billion** [Nepalsese Rupees 1,39,80,00,000. Chinese Yuan 73.0 million] **(B)** (559.0m @ 2.5 million per m)
- Total Estimated cost for road and bridge construction **(A+B)** = **NPR7.38 billion [**Nepalese Rupees 7,37,80,00,000. Chinese Yuan 387.0 million]

5. Timeline

- **Earliest Commencement Date:** Pending finalization of funding agreements.
- **Projected Completion:** Within 3 **years** of commencement.

6. Project Status

- Pre-feasibility, feasibility studies, and detailed project reports (DPR) are completed.
- Environmental Impact Assessment (EIA) is finalized.
- Track opening for all 85.5 km stretch has already been achieved.

7. Implementation Modality

The project is proposed under a **grant-based model**, with financial, technical and executional assistance from the **Government of Tibet**, Dinggye (Dingji) County

8. Responsibilities

Nepal's Responsibilities

- Facilitate land acquisition and manage resettlement.
- Coordinate utility relocation (electric poles, water supply systems).
- Provide administrative and local-level support for project implementation.

China's Responsibilities

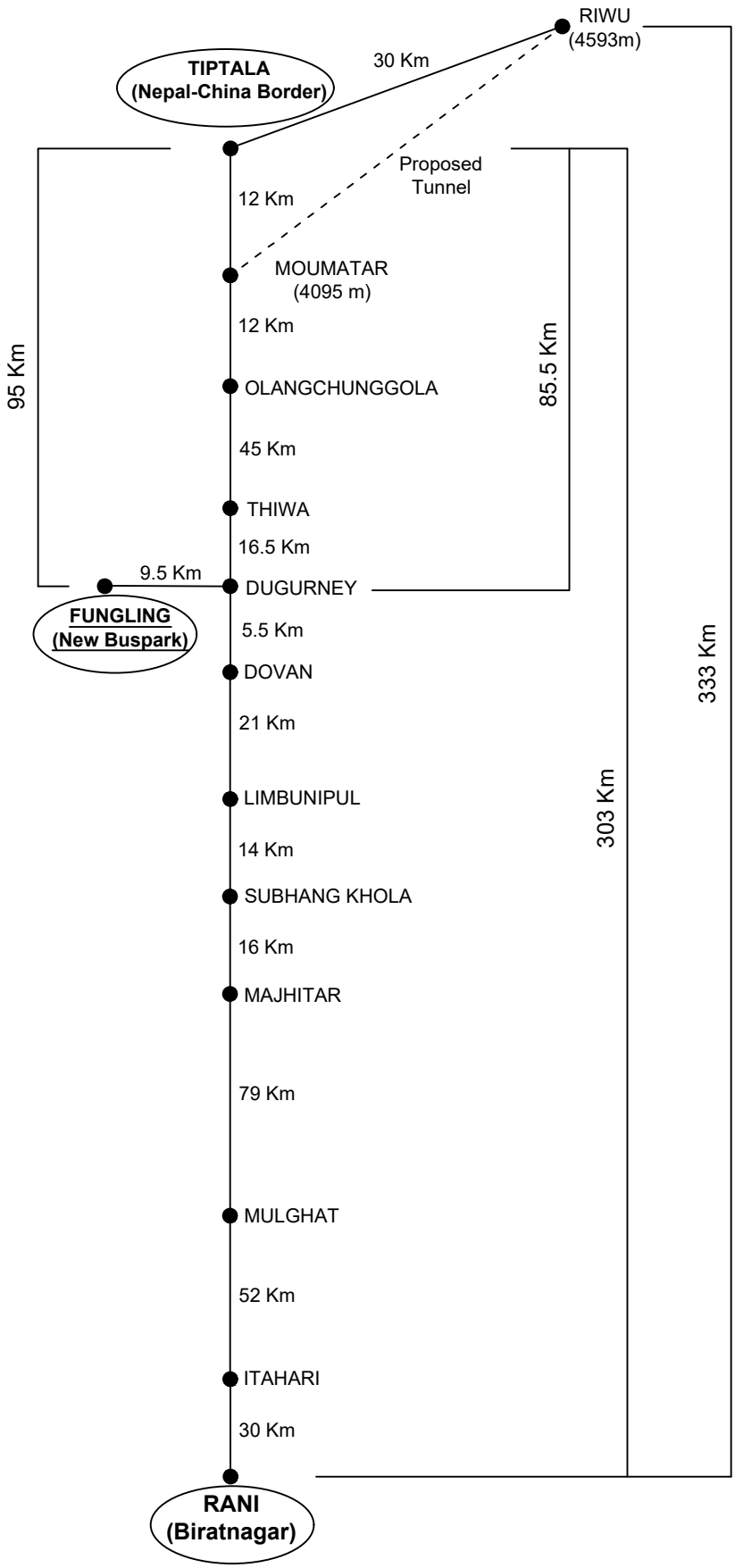
- Funding and construction of double lane black top road and bridges along Tiptala-Dugurney Fungling Sector (85.5km).
- Supply advanced technology and construction procedures.
- Provide technical expertise and innovation.

9. 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 **Kanchanjunga Mountain, Pathivara Temple** and the **Dikyi Choeling Monastery**, 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
TAMOR CORRIDOR ROAD NETWORK

ROUTE	LENGTH
TAMOR CORRIDOR (*Rani-Mulghat- Subhang Khola Dovan-Olangchunggola-Tiptala*)	**303 KM**



SCHEMATIC DIAGRAM
OF
OTHER CONNECTING ROADS

ROUTE	LENGTH
TAMOR CORRIDOR (*Rani-Mulghat-Subhang Khola-Dovan-Olangchunggola-Tiptala*)	**303 KM**
KOSHI CORRIDOR (*Rani-Dharan-Dhankuta-Khadbari-Kimathanka)*	**347 KM**
MECHI HIGHWAY (*Rani-Itahari-Charali-ilam-Phidim-Bahanandey*)	**331 KM**
MADAN BHANDARI MARGA (*Rani-Dharan-Dhankuta-Basantapur-Dovan)*	**204 KM**