

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3275**  
**ANSWERED ON 28.03.2025**

**STATUS OF RISHIKESH-KARNAPRAYAG RAILWAY PROJECT**

3275 # SHRI MAHENDRA BHATT:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current progress report of the Rishikesh Karnaprayag Railway Project;
- (b) the number of tunnels to be constructed in the said project along with the number of tunnels in respect of which construction - work has been completed; and
- (c) the timeline by when the work on the proposed railway line will be completed?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (c): Rishikesh-Karnaprayag new rail line project (125 km) passes through difficult geological and challenging terrain of Himalayas. This project is aimed at transforming connectivity in Uttarakhand.

The project alignment passes through Dehradun, Tehri Garhwal, Pauri Garhwal, Rudrapryag and Chamoli Districts of Uttarakhand and will provide rail connectivity to Devprayag and Karnaprayag religious and tourist spots with Rishikesh and National Capital of India.

The alignment of the project predominantly passes through tunnels. The project involves construction of 16 main line tunnels of 105 km length and 12 escape tunnels of about 98 km length. So far, 9 main line tunnels of 94 Km length and 8 escape tunnels of over 88 km length have been completed.

To increase progress of works, 08 Adits in various tunnels were also identified. These adits created additional work faces of tunnel excavation expediting early completion of long tunnels. Works of all 8 Adits (4.822 km) have also been completed.

The longest tunnel (T8) in this project is 14.59 km long. After its completion, it will become the longest railway tunnel in India. Tunnel Boring Machine (TBM) has been deployed for construction of this tunnel. The tunneling is being carried out with all precautions and latest technology to ensure minimum damage to ecology and surroundings.

The project also involves construction of 19 Important./Major Bridges. 8 out of 19 Important./Major Bridges have also been completed. Works in balance bridges have also been taken up.

Construction of 12 new stations have been taken up in this project. These are Yognagari Rishikesh , Shivpuri, Byasi, Devprayag, Janasu, Maletha, Ranihat Naithan (Srinagar), Dhari Devi, Tilani, Gholtir, Gauchar and Karnprayag.

Since 2014, there has been substantial increase in Budget allocation for the projects falling fully/ partly in Uttarakhand. Annual Budget allocation for Infrastructure and other works, falling fully/partly in the State of Uttarakhand is as under:-

Period	Outlay
2009-14	Rs. 187 Cr./Yr
2025-26	Rs. 4,641 Cr. (More than 24 times)

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

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