

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

**RAJYA SABHA**  
**STARRED QUESTION NO-35**  
ANSWERED ON-23/07/2025

**SAFETY CHALLENGES DURING CONSTRUCTION OF TUNNELS**

35. DR. SIKANDER KUMAR:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the construction of four lane highway between Mandi and Pandoh has been approved;
- (b) if so, the details thereof and the time by when it is likely to be completed;
- (c) whether proposals for tunnel construction at various locations in Himachal Pradesh have been received and if so, the details thereof during the last three years; and
- (d) the measures taken by Government to enhance commuter safety by mitigating landslide risks especially during the monsoon season, when deep hill cuttings become unstable and pose life-threatening hazards in Himachal Pradesh?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF RAJYA SABHA STARRED QUESTION NO. 35 ANSWERED ON 23.07.2025 ASKED BY DR. SIKANDER KUMAR REGARDING SAFETY CHALLENGES DURING CONSTRUCTION OF TUNNELS.

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(a) & (b) Yes Sir. Four laning from Mandi to Pandoh having a length of 21 km has been taken up. Out of this, for 18 km of length, revised scheduled date of completion is 15.08.2025. The balance 3 km has been de-scoped, as it involved significant hill cutting. Further, Detailed Project Report (DPR) study has been initiated to examine the alternate alignment option.

(c) Details of the Tunnels sanctioned/under construction /made operational during 3 years in the State of Himachal Pradesh is Annexed.

(d) Measures taken by Government to enhance Commuter Safety are Annexed.

ANNEXURE REFERRED TO IN REPLY TO PART (c) OF RAJYA SABHA STARRED QUESTION NO. 35 ANSWERED ON 23.07.2025 ASKED BY DR. SIKANDER KUMAR REGARDING SAFETY CHALLENGES DURING CONSTRUCTION OF TUNNELS.

Sanctioned/Under Construction Tunnels in Himachal Pradesh

Sr. no	Project Name	Cumulative Tube Length of Tunnel (in meter)	Project Cost(Rs in Crore)
1	4 lane of Solan-Kaithilighat of NH-05	667	598
2	4 Lane, Shimla Bypass, Pkg-1 from Kaithlighat to Shakral NH- 05	3755	2278
3	4 Lane, Shimla Bypass, Pkg-2 from Shakral to Dhalli NH-05	6500	2070
4	Conversion of Partially Excavated Escape Tunnel to Uni-Directional 2-Lane Tunnel (Length-1.80 Km) from Km. 12+732 to Km. 14+568 of NH-21	1800	280
5	Construction of 4-Laning with Paved Shoulder of Bijni to Mandi Section from existing Km 202.815 to Km 208.000 of NH-20 (New NH-154)	3500	1113
6	Four laning of End of Pandoh bypass to Takoli section of NH-21 from Km 221.305 to Km 242.000	11064	2947
7	RCC artificial Tunnel with earth/Rubber Cushion after reclaiming the damaged NH-05 from km 347/250 to 347/510	250	41.4
8	Construction of new 4 lane with paved shoulder from Dareota village to Kalarbala Village of NH-205	605	542.37

Operational tunnels in last three years in Himachal Pradesh

Sr. no	Project Name	Cumulative Tube Length of Tunnel (in meter)	Project Cost(Rs in Crore)
1	Construction of new 4 Lane with paved shoulder from Bhangbar to Kangra bypass NH -303, 503 Pkg VB	1186	1322.95
2	4 lane of Parwanoo- Solan NH- 05	936	748.77
3	Mo to Sihuni NH- 154 of Pathankot – Mandi section in the state of Himachal Pradesh.	2300	529
4	Balance Work for Four laning of Kiratpur to Nerchowk section of NH-21 (from Km 12+750 to Km 26+500, Km 126+500 to Km 158+500	4820	2478
5	Four laning of End of Pandoh bypass to Takoli section of NH-21 from Km 221.305 to Km 242.000	9424	2947
6	Four laning of Nerchowk – Pandoh including Pandoh bypass section of NH-21 (Package-I km 190.000 to km 221.305)	1992	1479

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF RAJYA SABHA STARRED QUESTION NO. 35 ANSWERED ON 23.07.2025 ASKED BY DR. SIKANDER KUMAR REGARDING SAFETY CHALLENGES DURING CONSTRUCTION OF TUNNELS.

Measures taken by Government to enhance Commuter Safety by mitigating Land slide Risk:

- Expert Committee Report on Cost Effective Long-term Remedial Measures for Landslide Prone Areas in Hilly Regions has been issued by the Government to all its stakeholders.
- Memorandum of Understanding (MoU) has been signed for 'Proof of Concept (PoC): Deploying an InSAR-based landslide monitoring and early warning system along a 100-km stretch of the Chardham Pilgrimage Route, Uttarakhand'.
- Ministry has sanctioned research scheme 'Development of Guidelines for Instrumentation & Real Time Monitoring of Hill Slopes' to IIT Roorkee.
- Geotechnical and Geological Assessments of the terrain.
- Slope Stabilization Measures by providing retaining wall, Breast wall, Gabion wall, Secure Drapery System, Soil nailing, Rock bolting, Shot-creting etc.,
- Advanced technology in the form of Landslide Monitoring Systems is proposed to provide advance warnings of occurrence of any slide and settlement and helps in improving the emergency response thereby reducing likelihood of accidents.
- Tunnel are being proposed to avoid huge hill cutting.
- Improved Drainage Systems & regular monitoring of culvert, Bridges, drains & other structures during monsoon for efficient drainage.
- Routine inspections and pre-monsoon maintenance work are conducted to identify vulnerable stretches. Quick-response teams and emergency machinery are stationed in high-risk areas to ensure prompt clearance of debris and restoration of traffic in the event of a landslide.
- Collaboration with state Government (SDMA) for identification & immediate response.
- Identification and Monitoring of Unstable Hill Slopes and Evacuation Protocols in collaboration with State Government.

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