

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2370**  
**ANSWERED ON 08.08.2025**

**RISHIKESH-KARNAPRAYAG NEW RAILWAY LINE PROJECT**

2370 # DR. KALPANA SAINI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the total length of the proposed tunnels in the Rishikesh-Karnaprayag new rail line project;
- (b) the percentage of overall progress of tunnel construction so far;
- (c) the new technical measures adopted by Rail Vikas Nigam Limited (RVNL) under this project, such as TBM (Tunnel Boring Machine), drone surveillance, etc., the details thereof; and
- (d) the expected timeline for completion of this strategically and economically important project for Uttarakhand?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Rishikesh-Karnaprayag new rail line project (125 km) is an important project for people of Uttarakhand. It 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, Rudrapur 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, 12 escape tunnels of about 98 km length and 10 km of adits/cross passages. So far, 13 main line tunnels and 9 escape tunnels 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 have also been completed.

Accordingly, tunneling of 199 Km against total scope of 213 Km has been completed.

The tunneling is being carried out with all precautions and latest technologies to ensure minimum damage to ecology and surroundings.

For the first time in Indian Railways, Tunnel Boring Machine (TBM) was deployed in the Himalayan Geology for faster execution of works of longest tunnel (T-8) which is 14.8Km long. Breakthrough of twin tunnels through TBMs has been achieved.

The advance technologies such as various project monitoring systems (ISETIA, SISO, THINK PROJECT, TILOS etc.) are used to monitor the day to day progress of the project.

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.

\*\*\*\*\*