

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

LOK SABHA

**UNSTARRED QUESTION NO. 1850
ANSWERED ON 9TH DECEMBER, 2021**

ROAD CONNECTIVITY IN UT OF LADAKH

1850. SHRI JAMYANG TSERING NAMGYAL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government is aware that ageing narrow infrastructure, road congestion, growth in heavy vehicle traffic and insufficient maintenance etc. have rendered the road transport system inefficient in the Union Territory of Ladakh especially towards the border areas;**
- (b) if so, the details thereof along with the reaction of the Government thereto;**
- (c) whether research and development efforts are needed in theme areas such as development of smart materials, innovative design and maintenance technologies in view of geoclimatic conditions of Ladakh;**
- (d) if so, the details thereof and the reaction of the Government thereto; and**
- (e) the steps taken by the Government to meet the challenges of developing long-lasting and low-maintenance road to border areas of Ladakh to ensure connectivity around the year?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) Most of the road infrastructure in Ladakh has been developed by BRO as per strategic importance over period of time. Due to increase in tourism in the region, vehicular traffic has increased manifold rendering certain roads not capable of taking on the increased traffic. To overcome this, following roads & tunnels are under upgradation to NHDL/NHSL specifications from existing CI-9/CI-5 specifications:

1. **Sumdo-Photoksar-Yalchung (CI -5 to NHSL)**
2. **Wangle-Fangi La-Sumdo (CI-5 to NHSL)**
3. **Sanku-Kunnore-Sapi La-Mulbek (CI-9 to NHDL)**
4. **Leh-Upsi-Sarchu (CI-9 to NHDL)**
5. **Leh-Loma (CI-9 to NHDL)**
6. **Mahe-Debring (CI-5 to NHSL)**
7. **Karu-Tangtse ICI-9 to NHDL)**
8. **Leh-Chalunka ICI-9 to NHDL)**
9. **Loma –Dungti (CI-9 to NHDL)**
10. **Hanuthang-Handen Broke (CI-9 to NHDL)**
11. **Turtuk-Zingpal (CI-9 to NHDL)**
12. **Khaltse-Batalik (CI-9 to NHDL)**
13. **Kargil-Dumgil (CI-9 to NHDL)**
14. **Shyok-Agham- Khalsar (CI-9 to NHDL)**
15. **Tangtse-Lukung (CI-9 to NHDL)**
16. **Tunnel across Hamboting La pass (2.20 km) on road Khaltse-Kargil**
17. **Tunnel at Key La on road Zingral-KelaTso-Tangtse**
18. **Saser La-Saser Brangsa (NHSL)**
19. **Nimmu-Padam-Darcha (NHDL)**
20. **Chisumle-Demchok (CI-9)**
21. **Loma-Hanle (CI-9)**
22. **Phobrang-Marsimik – La(CI-9)**
23. **Koyul-Phole-Chusmile-Zursar (CI-9 through MHA funding)**
24. **Kargil-Zanskar (SI/IL/gravel road to 2L with paved shoulder by NHIDCL)**

(c) & (d) BRO has undertaken many new initiatives to speed up road construction. BRO has taken in hand execution of surfacing works with cementitious base/sub base in eastern Ladakh. BRO has constructed a 1400 ft span Permanent Bridge using micro piling in substructure at an altitude of 14500 ft in record 17 working months. In addition Geo-Web and Geo-Cell are being used extensively for surfacing and permanent works.

(e) Following steps have been taken by the Govt. to meet the challenges of developing long-lasting and low-maintenance roads to border areas of Ladakh to ensure connectivity around the year.

1. **Interlocking blocks are being used in mountain passes to provide good riding surface in all weather.**
2. **Geo cells are also being used in surfacing in various stretches.**
3. **Tunnels i.e., Tanglanla, Shinkunla, Lachungla are also being planned to further improve the connectivity in the region for which DPRs are under progress.**
