



**Shri Narendra Modi**  
Hon'ble Prime Minister



# NEW RAILWAYS NEW LADAKH





*Desh ko Gati rail se*  
*Pragati bhi rail se*

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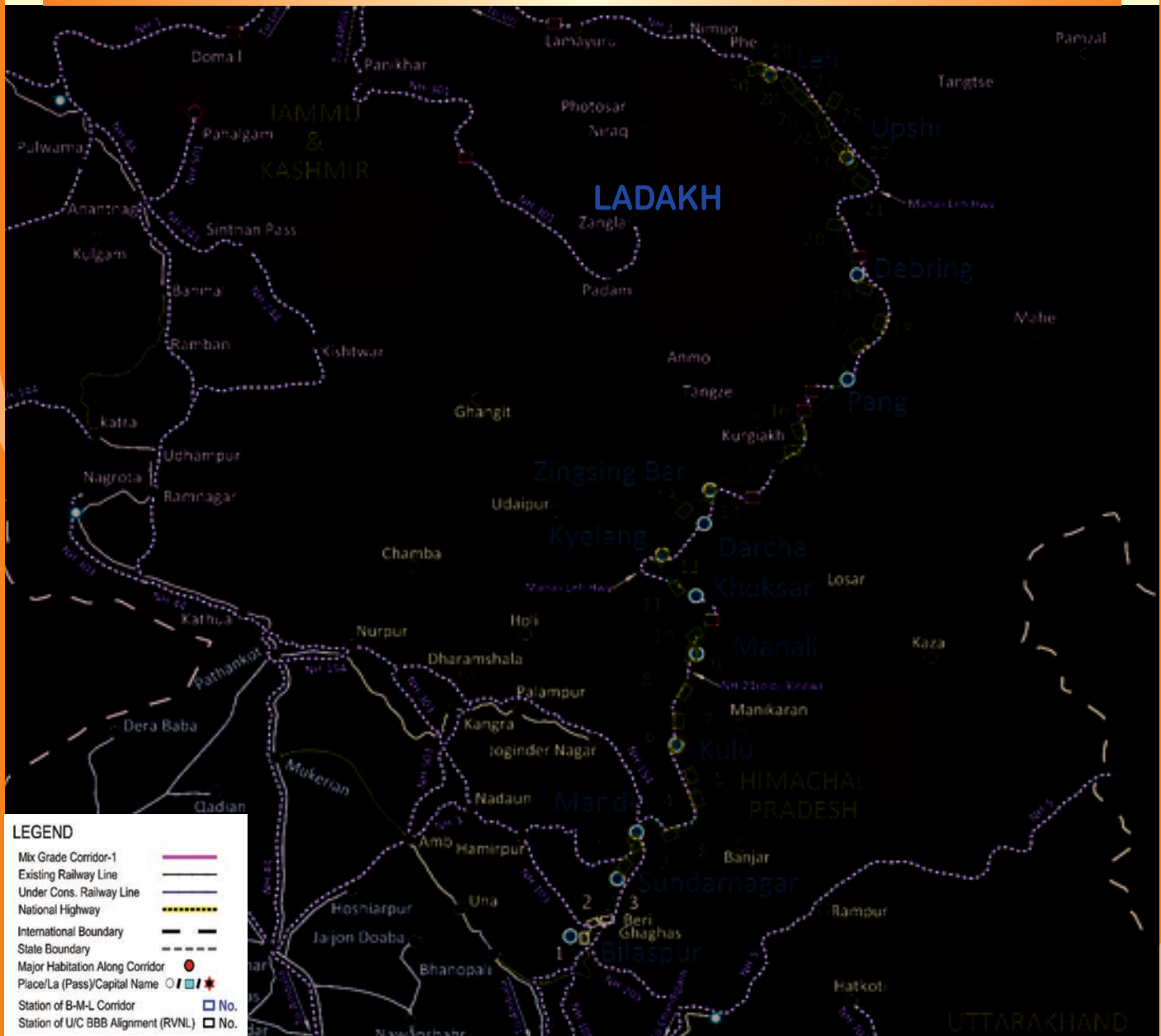
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# ONGOING FINAL LOCATION SURVEY OF BILASPUR - MANALI - LEH NEW RAIL LINE (475 KMS.)



*Line diagram of Bilaspur - Manali - Leh proposed broad gauge railway line*



*Proposed site for Leh railway station*



## **BILASPUR - MANALI - LEH RAILWAY LINE**

### **Proposed Project**

- ❖ One of the highest railway track in the world passing through difficult, treacherous, inaccessible and rugged area
- ❖ Traverse areas with challenging geology, geography and specially challenging engineering requirements
- ❖ Expected to have large number of tunnels and deep viaducts
- ❖ Most difficult project in the country, much larger than Udhampur - Srinagar - Baramula Railway Line project in extent, an engineering and logistic challenge

### **Challenges**

- ❖ **Difficult terrain**
  - Valley heights range from 2,500 m to 4,600 m and peaks reaching above 7,600 m
- ❖ **Limited accessibility**
  - Roads connecting Ladakh to the mainland remain operational only during summer months (May - October)
  - During winter, highway remains closed for more than 6 months due to closure of the passes (Zoji La Pass, Rohtang Pass, Bara - Lacha La Pass, Lachulung La Pass and Taglang La Pass) because of excessive snowfall
- ❖ **Hostile Weather**
  - Region experiences long and severe winters with scanty rainfall
  - Temperature falls as low as minus 30°C in the months of December - March
  - Lack of Oxygen due to high altitudes and less vegetation
  - Tectonically unstable geological formations prone to severe seismic activity (Zone - IV & V)
  - The unique geo-climatic conditions in this area is a major challenge, as it is vulnerable to various kinds of disasters like earthquakes, flash floods, cloud bursts, landslides, avalanches and drought



## INFRASTRUCTURE THRUST

### Importance of Proposed Rail Line to Leh

- ❖ Strategic importance due to presence of two International borders
- ❖ All weather surface connectivity to far flung areas of Ladakh region
- ❖ Increase in economic activities
- ❖ Beneficial for the local population
- ❖ Travel time through surface mode will be reduced to half  
{From 40 hours to 20 hours between Delhi and Leh}
- ❖ Comfortable and convenient rail travel

### Work done

- ❖ Final Location Survey Phase - I completed
- ❖ Fund sanctioned at a cost of ₹ 158 Cr. for final location survey work

### Obligatory Points (Stations)

- ❖ **Major :** Bilaspur, Mandi, Tandi, Debring, Kharu and Leh
- ❖ **Minor :** Khoksar, Keylang, Darcha, Patsio, Upshi and Sheshherthang







*Survey in progress*



*Survey team in high mountains*



*Survey team at Tanglangla Pass*



*Helicopter being used for survey*



*Survey team*

