

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

**LOK SABHA
UNSTARRED QUESTION NO. 1879
ANSWERED ON 11th DECEMBER, 2025**

IMPACT OF MONSOON ON NHS IN HIMACHAL PRADESH

1879. SHRI ANURAG SINGH THAKUR:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) the details of National Highways damaged during the 2025 monsoon season due to landslides, flashfloods and cloudbursts in Himachal Pradesh along with the type and extent of damage recorded at each location;

(b) the estimated repair and reconstruction costs for each damaged highway stretch, categorised under immediate restoration, permanent rectification works and long-term resilience-enhancement measures;

(c) whether slope instability due to weak rock formations, intense rainfall patterns, cloudbursts exceeding normal precipitation in affected areas and anthropogenic activities such as inadequate slope protection and drainage systems played a role in such damage and if so, the details thereof;

(d) the timeline for restoration of traffic flow on critical corridor;

(e) the implementation status of disaster-resilient infrastructure measures, including geo-synthetic reinforcement, slope stabilisation and installation of mesh barriers for landslide prevention, and early warning systems for cloudburst-prone areas; and

(f) whether funds under the SDRF, NDRF and recovery reconstruction fund are also being used for highway restoration projects and if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (f) The details of National Highways (NHs) damaged during the 2025 monsoon season due to landslides, flashfloods and cloudbursts in Himachal Pradesh along with status of restoration of traffic, status of temporary and permanent restoration works including status of sanction and the timeline for permanent restoration is annexed.

The primary reasons for such damages include breach of embankments, landslides, slips, damages of protection work, culverts, etc. due to rainfall, floods, erosion, drainage / associated hydraulic conditions, etc.

Government encourages the adoption of innovative technologies or methods to enhance the durability and reduce the maintenance requirements of NHs (depending upon factors such as rainfall, terrain type, soil category, etc.). Such technologies or methods include stabilization of subgrade, geosynthetic reinforced layer(s) in sub-base / base, concrete roads / white-topping, perpetual pavement, High performance bituminous mixes, modified bitumen / bituminous mixes, Fiber Reinforced Concrete, Cement Grouted Bituminous Mixes, etc. Automated and Intelligent Machine-Aided Construction has been adopted which ensures cloud-based maintenance records and quality work.

Various initiatives taken for developing disaster resilient NHs infrastructure including NHs in Hilly States/Union Territories with specific focus on excavation / cutting / stabilization of slopes includes: -

i. Memorandum of Understanding (MoU) signed with Tehri Hydro Development Corporation India Ltd (THDCIL) for specialized landslide treatment measures for the States of Uttarakhand and Arunachal Pradesh.

ii. Decision taken in November, 2024 for implementation of cost-effective long term remedial measures of landslide prone areas in hilly regions as per Expert Committee Report.

iii. Decision taken to henceforth ensure implementation of slope cutting and stabilization works in the first instance to be followed up by road construction works for NHs in Hilly/Mountainous terrain. Road works are to commence only after protection measures are completed section-wise.

iv. Finalization of a comprehensive policy circular in November, 2025 for additional augmented and systematic remedial measures to address concerns regarding construction of NHs in Hilly Regions.

v. MoU signed with Defence Geo-informatics Research Establishment (DGRE) for Technological collaboration of Geo-hazard mitigation measures on National Highways.

vi. MoU signed with Geological Survey of India (GSI) on Geological investigation for tunnels and sharing of data for Geohazard Studies.

vii. MoU signed by National Highways Infrastructure Development Corporation Limited (NHIDCL) with National Institute of Rock Mechanics (NIRM) for broad area of collaboration in geotechnical Investigation scrutiny for tunnel projects, road projects, review/ proof check of design and drawings of tunnel during DPR /construction stage, checking of adequacy of instrumentation and monitoring devices, tunnel safety audit, formulation of scientific investigation based on rock mechanics and rock engineering for work package, training to officials, etc.

viii. MoU signed with NIRM for peer review of Detailed Project Report for Shillong – Silchar Greenfield high-speed corridor.

Initiatives have also been taken through funding a research scheme to IIT Roorkee for Development of Guidelines for the Assessment of Hillslope Instability using Instrumentation & Real Time Monitoring; an MoU has also been signed separately for study of Interferometric Synthetic Aperture Radar (InSAR)-based landslide monitoring and early warning system along a 100-km stretch of the Chardham Pilgrimage Route, Uttarakhand. It is also planned to install Early Warning & alert System capable of detecting landslide, land sinking, water table movement and communicating the location and daily status of the rockfall area covered with Protection Meshes / Rockfall barriers in Parwanoo-Solan section of NH-5 in the State of Himachal Pradesh.

Funds under NDRF and SDRF are not earmarked for restoration of NHs damaged due to disasters.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (a) TO (f) OF LOK SABHA UNSTARRED QUESTION NO. 1879 FOR ANSWER FOR 11.12.2025 ASKED BY SHRI ANURAG SINGH THAKUR REGARDING IMPACT OF MONSOON ON NHS IN HIMACHAL PRADESH.

The details of National Highways (NHs) damaged during the 2025 monsoon season due to landslides, flashfloods and cloudbursts in Himachal Pradesh along with status of restoration of traffic, status of temporary and permanent restoration works including status of sanction and the timeline for permanent restoration

Section	NH No.	Length of damage (m)	Status of Traffic Restoration	Target for completion of permanent restoration works	Tentative cost of permanent restoration works (Rs. Cr.)	Status of Sanction of temporary restoration works	Status of Sanction of permanent restoration works	Status of implementation of restoration works
Sections entrusted to NHAI								
Kiratpur-Manali	205, 154, 03	15,165	(i) Traffic restored in full width in 3230	June, 2026	544	Rs. 80.42 cr sanctioned;	Rs. 388 cr sanctioned	By temporary restoration Kullu Manali connected and traffic plying in 2

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			(ii) mtr. Traffic restored in partial/reduced width in 11,935 mtr					lane and Manali Bypass connectivity restored. Bids for permanent restoration of 9 Nos. locations received and for other locations bids invited.
Parwana-Solan-Shimla	5	680	Muck Removed from all locations; Service road closed in 50 mtr length;	March, 2026	26	Rs. 3.5 cr sanctioned	-	Landslide removed from all locations and traffic is through

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Shimla-Matar	205, 103, 03, 503	2,595	Traffic restored in full width except for 100 mtr length	Dec. 2025	7	Temp. restoration under scope of contract	Rs. 7.87 cr sanctioned	Temp. restoration completed. Permanent restoration completed except at 2 locations.
Pathankot-Mandi	154	2,165	Traffic restored in full width except in 600 m.	Dec., 2025	32	Rs. 0.88 cr sanctioned.	Rs 13.47 cr sanctioned.	Temp. restoration works completed. Permanent restoration works taken up.

Section	NH No.	Length of damage (m)	Status of Traffic Restoration	Target for completion of permanent restoration works	Tentative cost of permanent restoration works (Rs. Cr.)	Status of Sanction of temporary restoration works	Status of Sanction of permanent restoration works	Status of implementation of restoration works
Sub-Total (NHAI)		20,605			609	Sanctioned - Rs.84.80 Cr	Sanctioned - Rs. 409.34 cr.	
Sections entrusted to State PWD/MoRTH PIUs								
Banikhet - Chambar - Bharmour	154A	13,500	Traffic through	June, 2026	235	Rs. 2.41 cr sanctioned in FY 24-25; FDR for	Rs. 3.29 Cr sanctioned under emergency provision of PBMC works;	Sanctioned works taken up.

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						Rs.19.5 Cr allocated and till 09.12.2025 estimate	Estimate for Special repair amounting to Rs. 93.36 cr sanctioned.	
Sainj – Luhri - Aut	305	21,380	Traffic through	June, 2026	50	s amounting to Rs. 26.78 Crore Sanction	Rs. 2.58 cr sanctioned under PBMC emergency works; Rs. 2.44 cr sanctioned.	Sanctioned work taken up.

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Theog - Hatkoti	705	9,350	Traffic Through	May, 2026	10	ed	-	-
Shimla - Rampur - Wangtoo-Kaurik	5	38,750	Traffic Through	May, 2026	30		Rs. 0.89 cr sanctioned under PBMC.	Sanctioned work taken up
Snail - Hatkoti	707	3,160	Traffic Through	Jan, 2026	5		-	Restoration works undertaken under EPC contract

Section	NH No.	Length of damage (m)	Status of Traffic Restoration	Target for completion of permanent restoration works	Tentative cost of permanent restoration works (Rs. Cr.)	Status of Sanction of temporary restoration works	Status of Sanction of permanent restoration works	Status of implementation of restoration works
Mcleodganj - Dharamshala	503	1,560	Traffic through except from km 14/590 to km 16/00 for which traffic is through from alternate route. Likely to be restored by end of Dec., 2025.	May, 2026	25		Emergency work for 0.94 cr approved.	Sanctioned work under implementation
Bankhandi - Bhota	503A	230	Traffic Through	June, 2026	-		Rs. 0.17 cr sanctioned.	Sanctioned work of Rs. 0.17 cr taken up.
Hamirpur-Karno	3	11,080	Traffic Through.	May, 2026	10	-	-	Works undertaken under EPC

Section	NH No.	Length of damage (m)	Status of Traffic Restoration	Target for completion of permanent restoration works	Tentative cost of permanent restoration works (Rs. Cr.)	Status of Sanction of temporary restoration works	Status of Sanction of permanent restoration works	Status of implementation of restoration works
hal-Kalwan-Mandi								contract
PIU Paonta Sahib	707	1,250	Traffic Through	June, 2026	10	-	-	Works undertaken under EPC contract
Sub-Total (State PWD+PIUs of MoRT&H)		1,00,260			375	Sanctioned - Rs.29.19 cr.	Sanctioned - Rs. 103.67 Cr.	
Total		1,20,9			984	Sanction	Sanctioned -	

Section	NH No.	Length of damage (m)	Status of Traffic Restoration	Target for completion of permanent restoration works	Tentative cost of permanent restoration works (Rs. Cr.)	Status of Sanction of temporary restoration works	Status of Sanction of permanent restoration works	Status of implementation of restoration works
		10				ed – Rs.114 cr.	Rs.513 cr.	
