



Mera New Viksit Bharat With Special Reference To Communication And Transportation

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Abstract

*Any nation's ability to develop must start with sophisticated communication and transportation systems. In terms of communication and transportation, Bharat does not trail behind the industrialised countries of the globe. **Method:** This study is primarily descriptive and employs quantitative and qualitative methodologies. **Result and Discussion:** Metro rail projects have reached twenty cities in the past ten years. The initiative measures were taken in the aviation segment to make it accessible and inexpensive. In the past ten years, 74 new airports have been constructed and put into service. One hundred and eleven more waterways were designated as national waterways. The 29 tunnels that are now being built or have recently been completed span around 79 kilometres. **Suggestions:** Bharat must perform many things to become a developed nation. **Conclusion:** The dream of a 'New Biksit Bharat' represents the spirit and the desire of people and the country ready for a quantum change to a new development phase.*

INTRODUCTION

Any nation's ability to develop must start with sophisticated communication and transportation systems. In terms of communication and transportation, Bharat does not trail behind the industrialised nations of the globe. Any nation's rich infrastructure is defined by its tunnel network. In addition to being incredibly practical for commuting, tunnels are vital to military strategic sites. Tunnels have been shown to drastically cut down on the amount of on-road traffic, tenfold shorten travel times, and provide quick and seamless mobility. The tunnel system is an essential component in illustrating the nation's degree of development. Additionally, Bharat has some of the most impressive large and small tunnel networks [<https://www.namasteindiatrip.com/blog/longest-tunnel-in-india/>]. One of the world's longest railway tunnels is located in Bharat. The idea and construction of any tunnel, whether road or railway, is simply an attempt to bring two places closer together and somewhat more accessible than they were

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previously. Airways and waterways may have become more popular recently, but it is safe to say that the Indian network of railways and roads is the most common method of communication for the average man [<https://www.holidify.com/pages/longest-tunnel-in-india-4456.html>].

Design and Methodology: This study is mainly descriptive and employs quantitative and qualitative methodologies. Its design was derived from secondary data. The information is obtained from secondary sources of Indian knowledge, which include websites only over time.

Analysis: In order to preserve the required presentation and conclusion, a number of resources from various sources have been thoroughly inspected, validated, and organised under pertinent themes.

RESULT AND DISCUSSION

Metro rail projects have reached twenty cities in the past ten years. The initiative measures were taken in the aviation segment to make it accessible and inexpensive. In the past ten years, 74 new airports have been constructed and put into service. One hundred and eleven more waterways were designated as national waterways. The 29 tunnels that are now being built or have recently been completed span around 79 kilometres. Twelve tunnels total are being built: six in Jammu and Kashmir, two in Maharashtra, one in Madhya Pradesh, one in Karnataka, one in Chhattisgarh, one in Uttarakhand, and one in Delhi.

Some of the ongoing tunnel projects in the northern region are under the Jammu-Udhampur-Katra-Qazigund-Baramulla Railway Line Project. Again, the Sela tunnel, tunnels under the Delhi Metro Rail project, Mumbai Sewerage Disposal Project, etc. are under construction.

The longest tunnels in Bharat: Bharat, a nation of astounding diversity, displays not only the depth of its cultural heritage but also amazing feats of engineering, the longest of which is a monument to the ingenuity and tenacity of humankind. Even if air and sea travel are becoming more common, roads and railroads are still essential for the typical traveller's experience. Tunnels are engineering marvels that save travel times and increase public accessibility. The development of these tunnels is evidence of the Indian government's dedication to efficient connectivity. The 11 longest tunnels in Bharat are listed here; they easily cross rivers, weave through mountains, and connect areas. Bharat, a land of many delights, boasts amazing tunnels connecting different locations in addition to a rich cultural heritage. These tunnels connect places and make travel more exciting. They are like magical passageways created by clever individuals. Let's examine Bharat's top 11 longest tunnels that enhance the trip quality!



Table 1: Some Important Largest Tunnels in Bharat

Sl. No	Tunnels
1.	Patalpani Rail Tunnel (49 km)
2.	Tunnel T-49 (12.7 km)
3.	Pir Panjal Railway Tunnel (11.21 km)
4.	Syama Prasad Mookerjee Tunnel (9.028 km)
5.	Atal Tunnel (9.02 km)
6.	Trivandrum Port Tunnel (9.02 km)
7.	Banihal Qazigund Road Tunnel (8.45 km)
8.	Sangaldan Railway Tunnel (7.1 km)
9.	Rapuru Tunnel (6.6 km)
10.	Natuwadi Tunnel (4.8 km)
11.	Tike Tunnel (4.07 km)

Some Discussions from the above Table 1

Patalpani Rail Tunnel (49 km): It is planned to open in 2025 and connect Mumbai and Indore, making it one of the longest railway tunnels in the world. In addition to facilitating travel, the 49-kilometre tunnel will allow access to the breathtaking Patalpani waterfall.

Tunnel T-49 (12.7 km): This 45-kilometre railway tunnel on the Katra-Banihal segment is a marvel amid the hilly terrain of Jammu and Kashmir. It has two tubes for efficiency and safety.

Pir Panjal Railway Tunnel (11.21 km): The 11.21-kilometre Pir Panjal Railway Tunnel connects Banihal to Jammu Tawi or Udhampur and significantly cuts travel time. It is tucked away in the Pir Panjal Mountain Range of Jammu and Kashmir.

Syama Prasad Mookerjee Tunnel (9.028 km): The longest road tunnel in Bharat, the 9.028-kilometre Syama Prasad Mookerjee Tunnel (also called the Chenani-Nashri Tunnel), was opened for traffic in 2017. It guarantees all-season connectivity over a 9 to 10 km distance, even in inclement winter weather.

Atal Tunnel (9.02 km): This engineering marvel connects Manali and Keylong beneath the Rohtang Pass, cutting the journey time from five to six hours to barely fifteen minutes. Since its opening in 2022, it has drawn tourists.

Trivandrum Port Tunnel (9.02 km): Trivandrum Port Tunnel (9.02 km): Constructed in 1867, this ancient Keralan building is called the Varkala Tunnel. It constructed an



inland waterway of 1.06 km that connected Kollam and Trivandrum, enabling cargo movement and people.

Banihal Qazigund Road Tunnel (8.45 km): The 8.45 km Banihal Qazigund Road Tunnel, which was excavated out of the Jammu and Kashmir highlands and opened in 2021, is a crucial section of NH 44 that eases traffic and shortens the travel time between Srinagar and Jammu.

Sangaldan Railway Tunnel (7.1 km): One of the longest railway tunnels in Bharat, the Sangaldan Railway Tunnel (7.1 km) connects the Jammu and Kashmiri railway stations of Katra and Banihal across a distance of around 8 km. It was inaugurated in 2017.

Rapuru Tunnel (6.6 km): The Rapuru Tunnel (6.6 km) is an essential part of the Obulavaripalli-VVenkatachalam Railway line and is Bharat's longest electrified rail tunnel. It is located in Andhra Pradesh.

Karbude Tunnel (6.5 km): Since its inauguration in 2019, this significant 6.5-kilometre stretch of the Konkan Railway near Ratnagiri, Maharashtra, has significantly improved commuter travel.

Natuwadi Tunnel (4.8 km): The Natuwadi Tunnel (4.8 km) is the second-longest rail tunnel on the Maharashtra Konkan railway line. It was finished in 1997 and adds to the natural splendour of the Western Ghats.

OTHER SOME LONGEST TUNNELS IN BHARAT

With a length of around 9 to 10 kilometres, the Chenani-Nashri Tunnel—also referred to as the Dr. Syama Prasad Mookerjee Tunnel—is the longest road tunnel in Bharat. Its 2017 opening greatly enhanced connection, reduced travel times, and guaranteed all-season connectivity—even during the most severe winter weather.

With a length of 1,024 metres, the Bhanwar Tonk Tunnel in Chhattisgarh is the shortest tunnel in Bharat. This tunnel is essential for enhancing regional connections and transportation infrastructure, even if it is not very long.

With a length of over 11.21 kilometres, the Pir Panjal Railway Tunnel is one of Bharat's longest railway tunnels and a stunning technical achievement. It is located in Jammu and Kashmir and is an essential component of the Jammu Baramulla Railway line, which cuts down on the amount of time needed to go across difficult hilly terrain.

In addition to the above, there are some other tunnels. These are Karbude Tunnel (6.5 km), Maliguda Tunnel (4.4 km), Berdewadi Tunnel (4 km), Savarde Tunnel (3.5 km),



Barcem Tunnel (3 km), Borali BG Tunnel (3.2 km), Karwar Tunnel (2.9 km), and Honnavar Tunnel (2.8 km).

SUGGESTIONS

During his Independence Day speech, PM Modi has hoped to make Bharat a developed nation by 2047. Bharat was one of the wealthiest countries in the world and the treasurer of wealth. Once, she was a leader and showed the way in the world. To this day, Bharat has the power and potential in all respects to be the most developed nation in the world. To get a developed nation, the following matters must be considered as early as possible, without hesitation. These are Atma Nirbhar Bharat, Potential of Bharat in the Field of Science and Technology, Space Mission of Modi Government, Agnipath Defence Policy Reform, Ayushman Bharat Health Scheme, Make in India, Skill India Mission, Sukanya Samridhi Scheme – Beti Bachao Beti Padhao, Stand-Up India, National Education Policy 2020, Skill Development and Digital India, Clean India Mission (Swaach Bharat Abhiyaan), Soft Diplomacy and Global Leadership, Uniform Civil Code (UCC), Financial Inclusion Scheme (Pradhan Mantri Jan-Dhan Yojana), Housing for All (Pradhan Mantri Awas Yojana), The Big Dream: A \$5 Trillion Economy, Control of Population Explosion.

CONCLUSION

The dream of a 'New Biksit Bharat' represents the spirit and the desire of people and country ready for a quantum change to a new development phase. Through collaborative strategies in economic liberalisation, technology, a tough infrastructural plan, and social integration, Bharat is possible to be among the world's leaders. This vision is anchored on the cardinal principle of sustainable development and has emphasised equitable growth and the utilisation of the country's comparative advantages. Through encouraging innovation, improvement in education, and fulfillment of the entire potential, 'New Biksit Bharat', aims at creating a society in which each person can prosper.

Realising this goal will not be without challenges; Bharat and its people will need to exhibit the ability to rise from the challenges while coming together to steer the nation to the progressive future it can attain, which is why this mission is possible. These activities, like digitalisation, investing in green energy, or improving healthcare, will be major elements of this transformation. The youth will be empowered, and the instinct to enter the business will prepare Bharat for great heights.

Only when the country realigns its priorities and people come together, inspired by the heritage of the nation, can they design a future for Bharat. The moment when the



government joins hands with this great nation's industries and the public will lead to a developed and prospering Bharat. This congenial endeavour and aspiration will transform the vision of 'New Biksit Bharat' into a splendid reality and inspire the world with the accomplishment of excellence across all domains.

NB.: The author has written Bharat in place of India in some places.

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