



PM to Inaugurate Z-Morh Tunnel

Why in News?

The Prime Minister is going to inaugurate [the Z-Morh tunnel](#) on 13th January 2025, marking the **first major milestone** in establishing a year-round **strategic corridor between Kashmir and Ladakh**.

Key Points

- **Strategic Importance of the Z-Morh Tunnel:**
 - **Year-Round Access:**
 - The Z-Morh tunnel, located in **Ganderbal district of central Kashmir**, is crucial for keeping Sonamarg open to tourists throughout the year.
 - It **addresses the previous issue where [snowfall and avalanches](#) would block access** to the tourist spot in winters.

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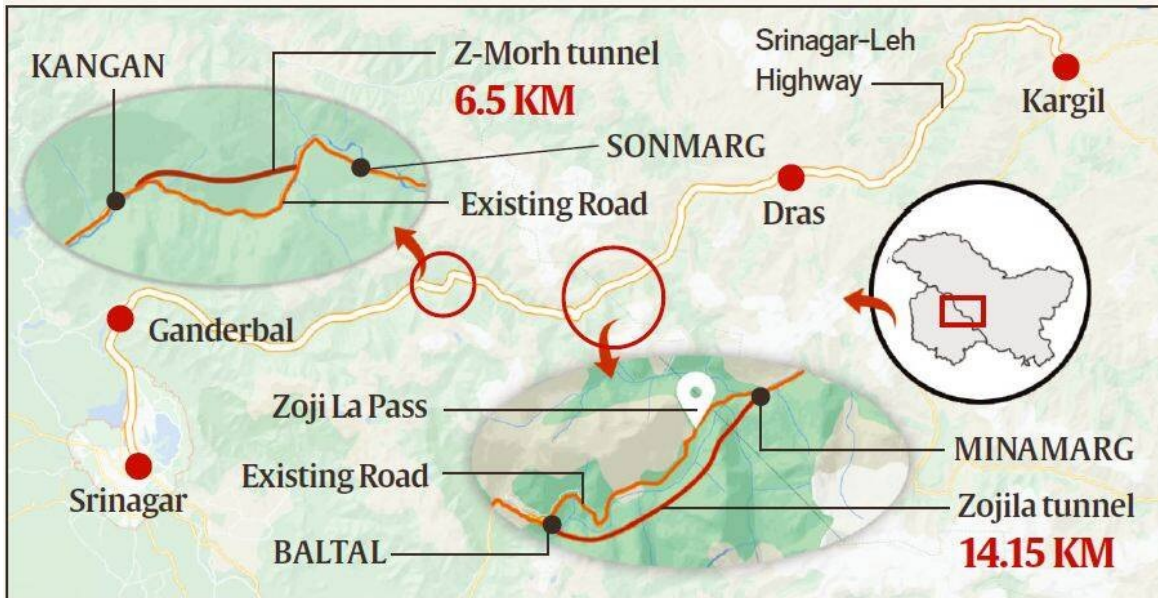
- **Tunnel Features:**
 - The Z-Morh tunnel, located **under the Thajiwas Glacier**, **bypasses** areas prone to **[landslides and avalanches](#)**.
 - An **intelligent traffic management system** will help regulate vehicle flow and will also facilitate adventure tourism at Thajiwas Glacier and **[the Sindh River](#)**.
- **Cultural and Tourism Boost:**
 - The tunnel was praised as a **major infrastructure asset for central Kashmir**, with significant potential to **boost [winter tourism](#) in the region**.
- **Details of the Tunnel Project:**
 - **Cost and Length:**
 - The Z-Morh tunnel, built at a cost of Rs 2,680 crore, is 6.5 km long and features a two-lane passage.
 - It includes a 10.8-meter main tunnel, a modified horseshoe-shaped escape tunnel, and several culverts.
 - **Connectivity:**
 - The Z-Morh tunnel is part of the larger strategic route to Ladakh, linking to the

Zojila tunnel.

- **The Zojila tunnel**, Asia's longest, will reduce travel time between Ganderbal and Kargil from three hours to just 20 minutes.

▪ **Geopolitical and Strategic Significance:**

- The Zojila and Z-Morh tunnels are **vital for the movement of goods and personnel**, especially for security forces stationed in Ladakh.
- **The Zojila Pass** is currently the **only road linking Kashmir to Ladakh** but is often closed during the winter months due to heavy snow.
- Both tunnels are located in **seismic Zone IV**, necessitating the implementation of robust safety measures to prevent structural damage.



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