

103rd Meeting of Network Planning Group under PM GatiShakti evaluates key Infrastructure projects

NPG evaluates 03 projects from Ministry of Railways (MoR)

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The 103rd meeting of the Network Planning Group (NPG), convened today to evaluate infrastructure projects. The meeting focused on enhancing multimodal connectivity and logistics efficiency in alignment with the PM GatiShakti National Master Plan (PMGS NMP).

The NPG evaluated 03 projects in which 03 Rail projects for their conformity to the PM GatiShakti principles of integrated multimodal infrastructure, last-mile connectivity to economic and social nodes and 'Whole of Government' approach. These initiatives are expected to boost logistics efficiency, reduce travel times, and deliver significant socio-economic benefits to the catchment areas of the project. The evaluation and anticipated impacts of these projects are detailed below:

Ministry of Railways(MoR)

1. Barbenda -Damrughutu doubling and Damrughutu - Bokaro 3rd and 4th line (West Bengal & Jharkhand) : The Ministry of Railways has proposed the construction of a third and fourth railway line between Barbenda and Damrughutu, spanning 51.761 km across the State of West Bengal and Jharkhand. The project involves augmenting the existing Barbenda–Damrughutu–Bokaro Steel City corridor under the South Eastern Railway to meet rising traffic demands and enhance operational efficiency.

The scope of work includes the construction of one major bridge, eighteen minor bridges, one Road Under Bridge (RUB), and the extension of an existing level crossing. As part of the third-line development, upgrades will be undertaken across five station yards, including block cabins, along with the construction of five major bridges, fifty-two minor bridges, five RUBs, and the extension of five additional level crossings.

This corridor is a vital freight route serving major industrial establishments such as Bokaro Steel Plant (BSL), Tata Steel Limited, Dalmia Cement, and Hindustan Petroleum Corporation. The proposed enhancement will significantly improve freight mobility, reduce congestion and delays, support industrial growth in the region, and strengthen the overall reliability of the BBDA–DRGU–BKSC railway corridor.

2. Jamalpur Munger Sabdalpur Double line including bridge over Ganga including Jamalpur avoiding line (Bihar): The Ministry of Railways has proposed the construction of the Jamalpur–Munger Double Line along with a new bridge over the River Ganga and the Jamalpur avoiding line under the Eastern and East Central Railway in Bihar. The 15 km project, which includes the double line, Ganga bridge, and bypass alignment, is planned for completion by July 2030.

The corridor passes through the densely populated Gangetic plains of Munger and Begusarai and holds strategic importance as a key link between North Bihar and the southeastern regions of Bihar and Jharkhand. The alignment will enhance connectivity for major industrial hubs including ITC Ltd. (India Tobacco Division, Dairy Plant, and Packaging & Printing Unit), Sitakund Industrial Area, the Ordnance Gun Factory, Jamalpur Railway Workshop, Bhagalpur Mega Handloom Cluster, Kahalgaon and Barauni Thermal Power Stations, Barauni Refinery, Hindustan Urvarak & Rasayan Ltd., and the Kanti Thermal Power Plant.

The project is expected to significantly boost economic and social development by providing faster, safer, and seamless rail connectivity. It will also serve as a vital link between industrial and mining zones, lowering transportation costs and improving the global competitiveness of Indian industries. Additionally, the project will generate substantial direct and indirect employment opportunities during both construction and operation, particularly in loading and unloading facilities, industrial areas, and railway yards.

3. 4th Line between Santragachi -Panskura-Kharagpur (West Bengal): The Ministry of Railways has proposed the construction of a fourth railway line between Santragachi and Kharagpur in the State of West Bengal, aimed at strengthening one of the region's most vital and heavily utilized corridors. The route currently handles substantial freight and passenger traffic, facilitating the movement of essential commodities such as food grains, coal, cement, clinker, and steel, while also accommodating approximately 115 coaching trains each day.

The proposed fourth line will extend across 110.919 km, with a total track length of 133.781 km. It traverses 50.319 km in Howrah district, 26.70 km in East Medinipur, and 33.9 km in West Medinipur. The project scope covers upgrades across 30 station yards and the construction of one important bridge, 15 major bridges, 100 minor bridges, and 12 Road Under Bridges (RUBs). With freight volumes projected to rise from 20.37 MTPA in Year 1 to 28.12 MTPA by Year 11, the expansion is essential to easing congestion, enhancing operational capacity, and ensuring more reliable movement of goods and passengers. The project is expected to significantly improve the efficiency and resilience of rail transport across this critical corridor.

The meeting was chaired by Joint Secretary, Logistics, Department for Promotion of Industry, and Internal Trade (DPIIT)

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