

108th Meeting of Network Planning Group Evaluates Road Infrastructure Projects to Enhance Multimodal Connectivity under PM GatiShakti

NPG evaluates seven projects from Ministry of Road, Transport & Highways

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The 108th meeting of the Network Planning Group (NPG) was held at Department for Promotion of Industry and Internal Trade (DPIIT). The meeting was convened 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 07 Road 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 Road, Transport & Highways (MoRTH)

6 Laning of Salem – Kumarapalayam of NH 544 (Tamil Nadu) - The Ministry of Road Transport & Highways has proposed the development of a six-lane corridor from Salem to Kumarapalayam in Tamil Nadu, covering a total length of 102.035 km along the high-volume Kochi–Coimbatore–Bengaluru freight and passenger corridor. The project includes the provision of continuous service roads in built-up and industrial stretches in line with access management requirements, along with the upgradation of junctions, interchanges, and grade separators to improve road safety and traffic flow. It also includes the construction and widening of major and minor bridges, flyovers, Road-over-Bridges (ROBs), and culverts to meet future traffic demands.

The proposed corridor is expected to significantly enhance regional connectivity by improving access to industrial clusters, logistics hubs, Special Economic Zones (SEZs), and key freight infrastructure such as railway terminals, Inland Container Depots (ICDs), and logistics parks. By strengthening integration with the Kochi–Coimbatore–Bengaluru economic corridor, the project will support efficient freight movement, long-haul transport, and multimodal connectivity through improved road–rail–air–port linkages, while also enhancing first- and last-mile access, airport connectivity, and operational efficiency across national and state highways connecting Salem, Erode, Tiruppur, Coimbatore, and Hosur, benefiting sectors including textiles, agri-processing, manufacturing, and containerized cargo.

Construction of Amaravati Outer Ring Road (Andhra Pradesh) - The Ministry of Road Transport & Highways has proposed the development of the 189.93 km Amaravati Outer Ring Road (ORR) in Andhra Pradesh as a greenfield project to decongest urban areas and improve regional connectivity across the Amaravati capital region, including Vijayawada, Guntur, and Tenali. The ORR will divert through-traffic away from city centers, provide dedicated interchanges for seamless access to Vijayawada Airport, and allow for future rapid transit corridor integration.

Envisioned as a key multimodal logistics corridor, the ORR will integrate with National Waterway-4 and connect major ports such as Machilipatnam and Krishnapatnam with inland urban and industrial hubs. The project is expected to reduce travel time by 30–40 percent, lower fuel consumption, and cut vehicular emissions, supporting efficient freight movement and environmental sustainability.

Construction (widening / strengthening) of 2 lane with paved shoulders from Rafiabad-Kupwara-Chowkibal-Tangdhar (Jammu & Kashmir) - The Ministry of Road Transport & Highways has proposed the construction of a 62.10 km two-lane road from Rafiabad to Tangdhar in the Union Territory of Jammu & Kashmir to enhance strategic and regional connectivity in border areas. The corridor will link key locations including Kupwara, Chowkibal, Tangdhar, and Teetwal, improve access to villages along the Line of Control (LoC), and strengthen defence logistics by ensuring reliable movement for security forces and essential supplies.

Beyond its strategic significance, the project is expected to deliver socio-economic benefits by improving access to healthcare, education, and essential services in remote areas. It will also support tourism, horticulture, and local livelihoods, while integrating the region with NH-01, Srinagar Airport, and the rail network at Sopore and Baramulla, contributing to overall regional development.

Consultancy services for Construction of Leh Bypass to 2 Lane with paved shoulder specifications including LA & Utility Shifting on (i) Starting Near Phyang Village near HPCL plant and join Leh-Manali Highway(Leh) - The Ministry of Road Transport & Highways has proposed the construction of the 48.108 km Leh Bypass-1 from Phyang, connecting NH-01 (Srinagar–Leh) with NH-03 (Leh–Manali) in the Union Territory of Ladakh. This strategic greenfield corridor is aimed at diverting through-traffic away from congested stretches of Leh city, improving transport efficiency, and enhancing connectivity for goods, passengers, and remote areas, while supporting local trade and tourism.

The project will directly link NH-01, NH-03, and Leh Airport, improving logistics efficiency and access to regional markets. Enhanced connectivity to the Phyang and Leh industrial estates is expected to reduce travel time and transportation costs, stimulate industrial and commercial activity, attract new investments, and generate economic opportunities for nearby villages, contributing to overall regional development.

Widening of existing 2 lane to 4 lane divided carriageway with paved shoulder for Chitrakoot – Majhgawan – Satna section (Madhya Pradesh & Uttar Pradesh) - The Ministry of Road Transport & Highways has proposed the upgradation of the 77.102 km Chitrakoot–Satna corridor from a two-lane road to a four-lane divided carriageway across Madhya Pradesh and Uttar Pradesh. The project will strengthen regional and inter-state connectivity, enhance freight movement, reduce travel time and vehicle operating costs, and improve overall transport efficiency along a corridor linking key economic and urban centers.

The upgradation will also improve multimodal connectivity through better access to nearby airports, rail networks, and logistics facilities, while supporting heavy industrial traffic from major cement plants in the Satna region. By addressing existing bottlenecks, the project will facilitate industrial freight movement, enhance access to religious and tourist destinations in Chitrakoot, and promote balanced economic growth across both states.

Construction of Four lane access-controlled Greenfield highway from Rourkela to Sithiyo (Odisha & Jharkhand) - The Ministry of Road Transport & Highways has proposed the construction of a 156.10 km four-lane greenfield highway from Rourkela to Sithiyo, spanning Odisha and Jharkhand. The corridor will traverse five districts and is strategically aligned to connect PM GatiShakti economic nodes, including a seafood cluster and a Special Economic Zone (SEZ), strengthening regional and inter-state connectivity.

The proposed highway will interface with key social and logistics nodes and connect with major national and international corridors, including the Asian Highway network, NH-53, NH-19, the Raipur–Dhanbad corridor, and the Golden Quadrilateral. The project is expected to significantly enhance mobility, improve logistics efficiency, and strengthen connectivity between Odisha, Jharkhand, and neighbouring states.

Construction of Six Lane Greenfield Patna Ring Road Highway (NH- 131G) from Kanhauli to Sherpur (Bihar) - The Ministry of Road Transport & Highways has proposed the construction of a 9.98 km six-lane greenfield highway from Kanhauli to Sherpur in Bihar as part of the Patna Ring Road project. The corridor will connect with NH-30 and NH-922, strengthening regional connectivity and helping decongest traffic in Patna and its surrounding areas.

The project will enhance multimodal connectivity through improved access to nearby railway stations, the upcoming Bihta Airport, and the proposed Kanhauli Bus Terminal. By improving linkage to industrial and logistics hubs in the Bihta region, the corridor is expected to support efficient freight movement and contribute to economic development in the Patna metropolitan area.

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