GOVERNMENT OF INDIA
MINISTRY OF COMMERCE & INDUSTRY
DEPARTMENT FOR PROMOTION OF INDUSTRY AND INTERNAL TRADE

LOK SABHA

STARRED QUESTION NO. 327.
TO BE ANSWERED ON TUESDAY, THE 11TH AUGUST, 2026.

LOGISTICS EFFICIENCY UNDER PMGS-NMP

***327. SHRI YOGENDER CHANDOLIA:**
DR. SANJAY JAISWAL:

Will the Minister of **COMMERCE AND INDUSTRY** be pleased to state:
वाणिज्य एवं उद्योग मंत्री

(a) the progress made in improving logistics efficiency and reducing logistics costs under the PM GatiShakti National Master Plan (PMGS-NMP) and other related initiatives;

(b) the details of the logistics infrastructure projects undertaken and completed during the last three years; and

(c) whether any assessment has been carried out to evaluate the impact of these measures on trade competitiveness and exports and if so, the details thereof?

ANSWER
वाणिज्य एवं उद्योग मंत्री (श्री पीयूष गोयल)
THE MINISTER OF COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)

(a) to (c): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY OF PARTS (a) to (c) OF LOK SABHA STARRED QUESTION NO. 327 FOR ANSWER ON 11.08.2026 REGARDING 'LOGISTICS EFFICIENCY UNDER PMGS-NMP'

(a): Various initiatives such as PM GatiShakti National Master Plan (PMGS NMP), National Logistics Policy (NLP), Logistics Ease Across Different States (LEADS), Sectoral Plan for Efficient Logistics (SPEL), Unified Logistics interface Platform (ULIP), Logistics Data Bank (LDB), etc. have been undertaken to improve logistics efficiency, reduce logistics cost and improve multi-modal connectivity.

PM GatiShakti National Master Plan (PMGS NMP), launched in October 2021, is a transformative "Whole of Government" approach to bring together various Central Ministries/Departments and States/UTs to ensure integrated planning and coordinated execution of infrastructure projects. PMGS NMP aims to facilitate Ministries/States in data driven decision making by utilizing geospatial data, satellite imagery and API integration to monitor, plan, and optimize infrastructure development. The PMGS NMP is facilitating Ministries/States in planning of their respective infrastructure projects, including social infrastructure projects, in integrated, synchronized and coordinated manner to provide seamless and efficient connectivity for the movement of people, goods, and services across various modes of transport, thereby enhancing last-mile connectivity and reducing travel time.

Further, in order to improve the logistics efficiency and reduce logistics cost, Ministry of Road Transport & Highways has focussed on construction of Access controlled National High-Speed Corridors (HSCs) / Expressways, ring roads / bypasses and providing connectivity to Ports/ Airports and Industrial Corridors/Nodes.

Indian Railways has imbibed the principles of PM GatiShakti in its project planning process, expediting appraisal, sanction and execution of projects. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost. Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM GatiShakti framework for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughout enhancement and remove gaps for seamless movement of people, goods/ commodities.

The National Logistics Policy (NLP), launched in September 2022, aims to: (i) reduce cost of logistics in India; (ii) improve the Logistics Performance Index ranking, and (iii) create data driven decision support mechanism for an efficient logistics ecosystem. Key achievements of the NLP include:

- As per the latest assessment of Logistics Costs in India conducted by DPIIT in association with National Council of Applied Economic Research (NCAER), the logistics cost is estimated at about 7.9% of GDP, which is comparable to the advanced economies.
- India's position in the latest World Bank's global Logistics Performance Index

(LPI) ranking has improved to 38th rank - an advancement of 6 positions.

- 29 States and Union Territories (UTs) have formulated their own Logistics Policies. 32 States/UTs have granted industry status to the logistics sector.
- An integrated logistics digital platform - Unified Logistics interface Platform (ULIP), which integrates various digital platforms of the logistics sector to facilitate data sharing through API, has been launched and made operational.
- Logistics Data Bank (LDB) has been developed which tracks all EXIM (Export-Import) containers across Ports, CFS (Container Freight Stations) and Inland Container Depots (ICD).
- A Service Improvement Group (SIG) has been institutionalized to address grievances/issues and suggest reforms in the logistics sector.
- To assess the performance of States/UTs in different domains of logistics sector, Logistics Ease Across Different States (LEADS) framework has been institutionalized.
- Sectoral Plan for Efficient Logistics (SPEL) have been initiated for major commodities such as Coal, Steel, Fertilizers, Cement, Pharmaceutical, Food etc.
- Logistics-related courses introduced in more than 100 Universities/Institutes.
- Total 68 Qualification Packs (QPs) for skill development in logistics sector made operational to improve efficiency, standardize training, and help bridge the skill gap in the logistics sector. Digital literacy has been embedded into these QPs to ensure that every trainee is equipped with essential digital competencies as part of their skill development.
- Standardization of processes have been undertaken at Ports, including land ports, and Airports.
- Various other initiatives such as launch of model guidelines for preparing City Logistics Plan, E-Handbook on Warehousing Standards, NLP-Marine etc. have been undertaken to address logistics-related issues to improve overall efficiency of the logistics sector.

(b): The Network Planning Group (NPG), constituted under the PMGS NMP framework, evaluates the critical infrastructure projects of the Central Government to ensure integrated planning, multimodality, inter-modality, synchronization of efforts, last mile connectivity, comprehensive development in and around the project location, data driven decision makings, etc at the planning stage. As on date, 396 infrastructure projects with total estimated cost of about ₹ 18.66 Lakh Crore have been evaluated through the NPG mechanism. Out of these 396 projects, 256 projects have been sanctioned - out of which, 198 projects are under implementation. Ministry-wise details are given at **Annexure-A**.

During last 03 years, Government of India has approved 1,115 National Highway (NH) projects of about 18,493 km length costing about ₹4.75 Lakh Crore and has constructed 32,370 km NH length during the last 03 years. Similarly, 237 projects of 9,703 Km length of Indian Railways (40 New Line, 17 Gauge Conversion and 180 Doubling) costing approx. ₹1,90,333 Crore have been sanctioned.

(c): Government carries out assessment of its initiatives/schemes from time to time through various studies, surveys, etc. Apart from these, there are several studies by universities and research scholars in this respect. As per these assessments, the integrated planning initiatives like, PM GatiShakti, National Logistics Policy, PRAGATI, Sagarmala, development of connectivity infrastructure (expressways/ national highways/ dedicated rail freight corridors and rail tracks, industrial corridors/hubs), etc. have shaped the vision of connected and competitive India and have improved logistics efficiency, turn-around time, ease of doing business, industrial growth and reduced logistics cost in country; all these improvements have direct bearing on enhancing trade competitiveness and exports. An assessment of logistic cost has been carried out by DPIIT in the year 2025 in collaboration with National Council of Applied Economic Research (NCAER). As per the assessment, the logistics cost in India is estimated at 7.9% of the GDP, which is at par with the advanced economies in the world. The Economic Survey 2023-24 highlighted that these measures have improved domestic manufacturing and export competitiveness. A study by Indian Institute of Management, Bangalore on impact of development of National Highway projects underlines that every-one rupee expenditure in National Highways development leads to a ₹3.2 increase in Gross Domestic Product (GDP).

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ANNEXURE-A

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF THE LOK SABHA STARRED QUESTION NO. 327 FOR ANSWER ON 11.08.2026.

Ministry-wise details of Projects evaluated through NPG Mechanism

Ministry/Department	Number of Projects	Sanctioned	Yet to be Sanctioned	Under Implementation	Estimated Cost (Rs. in Crore)
Ministry of Road Transport and Highways	171	108	63	53	9,01,668
Ministry of Railways	162	102	60	102	5,43,315
Ministry of Housing and Urban Affairs	31	17	14	17	2,88,614
Ministry of Petroleum and Natural Gas	4	4	0	3	9,271
Ministry of Ports, Shipping and Waterways	3	2	1	2	49,759
Ministry of Civil Aviation	6	4	2	2	10,005
NICDC, Department for Promotion of Industry and Internal Trade	12	12	0	12	28,693
Ministry of New and Renewable Energy	01	1	0	1	20,774
Ministry of Electronics and Information Technology	01	1	0	1	4,680
Ministry of Textiles	05	05	0	05	9,760
Total	**396**	**256**	**140**	**198**	**18,66,539**

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