



## 2023 Regional Cooperation and Integration Conference

### *Showcasing PM GatiShakti National Master Plan*

*by Ms. Sumita Dawra, Special Secretary  
Government of India*

**06<sup>th</sup> September 2023, Georgia**

***“We consider **infrastructure** development as the **driving force** of the economy; India will achieve the target of becoming a developed nation by **2047** by following this path.”***

***- Hon'ble PM Shri Narendra Modi***

This is not an ADB material. The views expressed in this document are the views of the author/s and/or their organizations and do not necessarily reflect the views policies of the Asian Development Bank, or its Board of Governors, or the governments they represent. ADB does not guarantee the accuracy and/or completeness of the material's contents, and accepts no responsibility for any direct or indirect consequence of their use or reliance, whether wholly or partially. Please feel free to contact the authors directly should you have queries.

# Flow of Discussions:

S. No.	Topic	Time duration
1	Presentation on PM GatiShakti (PMGS) <i>For Integrated Planning Of Multimodal Connectivity Infrastructure</i>	10 minutes
2	Video showcasing PMGS	5 minutes

# PM GatiShakti – Conceptual, Operational & Implementation Framework

Integrated and holistic planning

Multimodal connectivity to various economic / industrial corridors, social institutions, etc.

Improving logistics efficiency and promoting balanced socio-economic development

Spatial transformation – Comprehensive Area Development Approach

## GIS Based Platform – National Master Plan / State Master Plan

- **Multi-sector** databases
- **Geospatial** Technology – GIS data / satellite imagery
- 1463 data layers [585 data layers of Central Ministries/ Departments & 878 of States/UTs integrated]
- **API** WMS based data/ information sharing
- 50+ planning tools/applications
- **Last & first** mile gap identification

## Whole of Govt approach - Institutional Mechanism

At Central and State/UT Levels

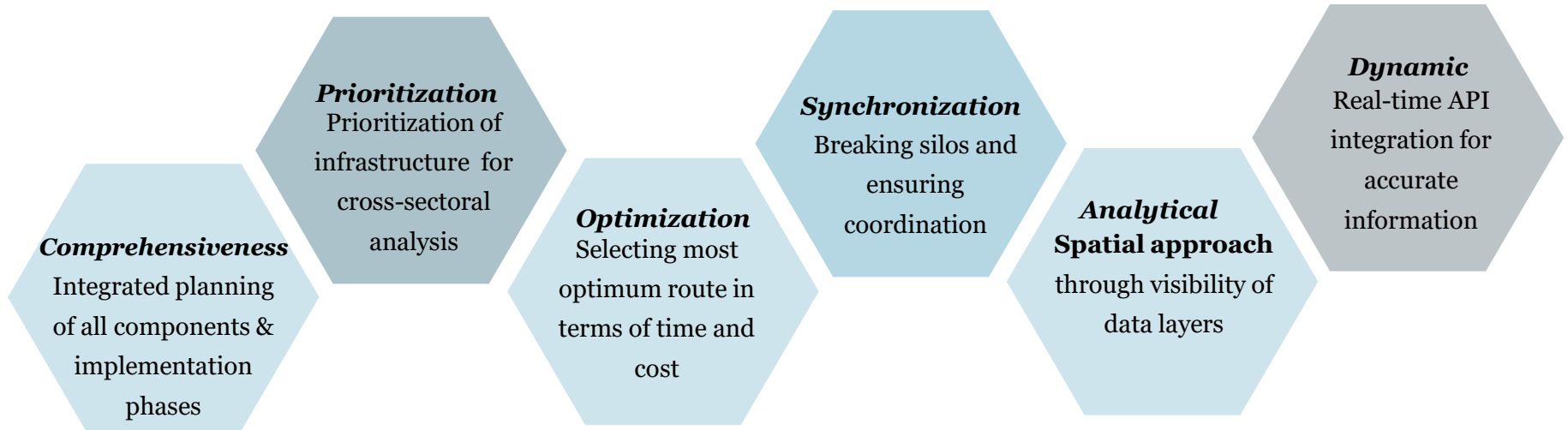
Empowered  
Group of  
Secretaries  
(EGoS)

Network  
Planning  
Group (NPG)

Technical  
Support  
Unit (TSU)

# PM GatiShakti Pillars

**A broad, multi-sector and integrated framework for socio-economic infrastructure development**



# Achievements (1/2)

**200+** projects of States for  
improving the logistics infrastructure  
recommended worth **USD 655.2 Million**

**300** projects of Central  
Ministries and States/ UTs worth  
**USD 71.87 billion planned  
using NMP** and evaluated at  
Central and State level

## Integrated Project

**Planning- 100** projects  
examined by NPG worth  
**USD 71.26 billion**



# Achievements (2/2)

156

**Critical infrastructure gap** projects for first and last mile connectivity.



## Critical gaps of major sectors

such as, **Coal, Steel, Fertilizer, Ports, Food and Public Distribution**, etc., have been identified by concerned Ministries/Departments using NMP



107/156

projects pertaining to **Port connectivity**.



The **Union Budget announcement of 2023-24 - USD 9.18**

**billion** earmarked for the 100 critical transport infrastructure projects.



**Before  
NMP**



**After  
NMP**

Pre alignment  
finalization - 3-4  
months.

**01**

**Time reduced  
~ 1 month**  
(Eg: Pune – Bengaluru  
Expressway)

Visibility of  
intersections -  
limited.

**02**

**GIS based  
layers visible  
on NMP**

NOC approvals -  
not integrated,  
manual.

**03**

**NOC approvals –  
digitized &  
integrated**  
(Eg: Coastal Corridor  
of Gujarat )

Discrepancies  
between Land  
Acquisition plan  
and ground realities

**04**

**Khasra no. wise  
land details  
available – accuracy  
in alignment  
planning**  
(Eg: Taranga hill-  
Ambaji rail line)

Social sector  
planning  
disjointed

**05**

**Integrated &  
holistic Planning  
of social infra and  
economic infra**  
(Eg: Anganwadi  
location planning,  
Gujarat)

# Benefits of PM GatiShakti NMP - Examples of MoPNG, MoR & MoRTH



## M/o Railways

- Construction of new rail lines increased from **4 km** per day to **12 km per day** in 2023;
- Increased rail electrification by **40%**;
- Automatic signaling increased by **144%**;
- Sanction of station redevelopment increased by **49 times** etc.;
- Number of Final Location Survey (FLS) increased from **57 in FY '21 to 449 in FY '22**.

**13,264 km**

Length of Rail Infrastructure Projects Planned on NMP

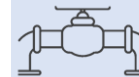


## M/o Road Transport & Highways

- DPR Preparation for more than **15 highway projects** under Bharatmala-2 using PM GatiShakti NMP
- Earlier the DPR preparation used to take as much as 6 months
- Now being done in about **15 days only**

**7,408 km**

Length of Road Infrastructure Projects Planned on NMP



## M/o Petroleum & Natural Gas

- **Electronic Detailed Report Survey (e-DRS)** tool generates DRS reports digitally in 24 hours, compared with 6-9 months taken earlier done manually without using PMGS-NMP.

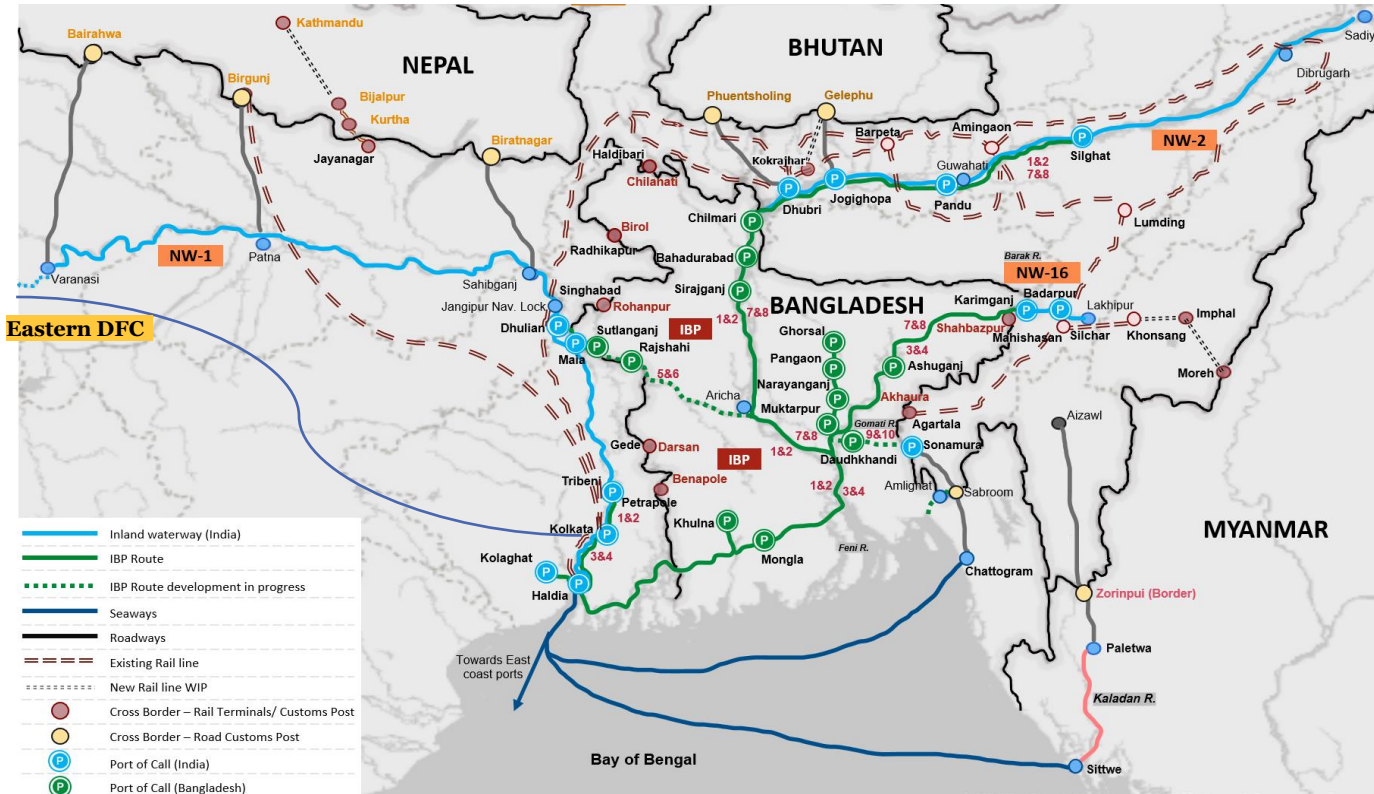
**924 kms**

Length of Pipeline Projects Planned on NMP



**Strengthening Regional Connectivity**  
**Case Study: Regional Waterway Grid**  
**(RWG)**

# Regional Waterway Grid (RWG) project is a waterway led regional connectivity project



RWG involves **development of waterways based multi-modal connectivity** with the regional countries (namely Bangladesh, Nepal, Bhutan, and Myanmar).

**Focus is on enhancing economic activity in the region by:**

- Boost economic and transport **corridors**
- Overall **regional development**
- Plugging **last & first mile gaps** to connect all economic centres and social sector institutions.

Using **PM GatiShakti approach**, multimodal connectivity to growth centres and border points will be facilitated, thereby enhancing connectivity with regional partners.

\*Map not to scale, all rail & road routes are illustrative

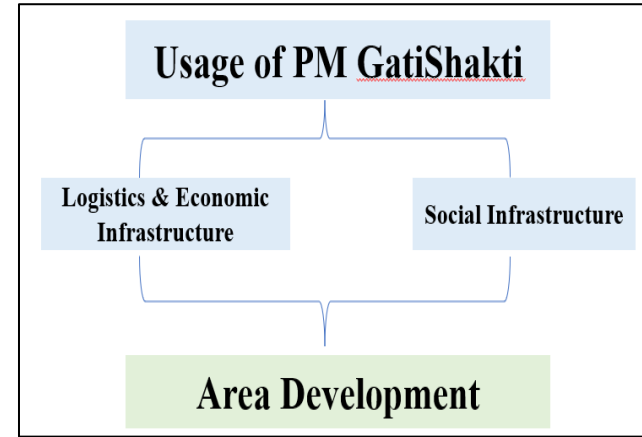
## **Spatial Transformation Principle Adopted**

*Area-based development through convergence approach by catalyzing **socio-economic development** in a sustainable manner.*

# Spatial Transformation / Area Development Approach

- **Objective:** (i) comprehensive and holistic infrastructure development, (ii) improving district/local level governance, (iii) easing movement of goods and people, (iv) promoting right modal mix, (v) attracting investments based on data based decisions, etc.
- **Major Aspects:** Planning for (i) **infrastructure**, (ii) **economic** development, (iii) **social** infra, (iv) agriculture & allied activities, (v) natural resources, (vi) **tourism**, etc., using institutionalised governance systems at *State/District/local levels*.
- Comprehensive **area-centric** planning for:

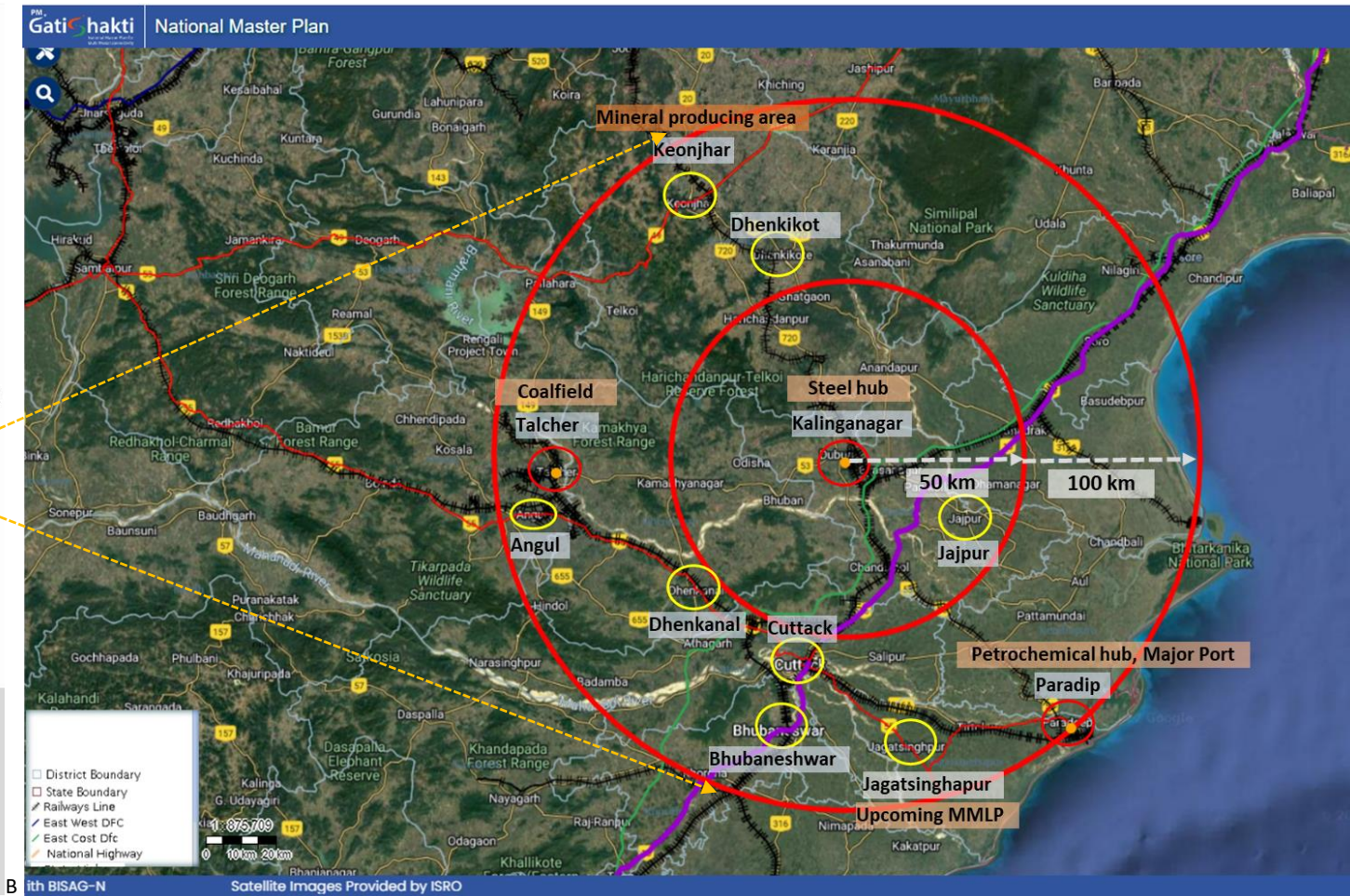
- ❑ **Economic/Commercial areas:** manufacturing clusters, District Industries Centres, ODOP & for district as Export Hub, Weavers villages, warehouses, cooperative centres, milk chilling routes, connectivity for farm produce, areas of cultural and tourist interest, etc.;
- ❑ **Social assets:** connectivity to schools, primary health centres, Anganwadi centres, colleges, etc.
- ❑ **Connectivity and infrastructure deficit/gap identification** for growth centres; production / consumption centres; social sector institutions, etc.



# **Spatial Transformation Case Study: Kalinganagar, Odisha**



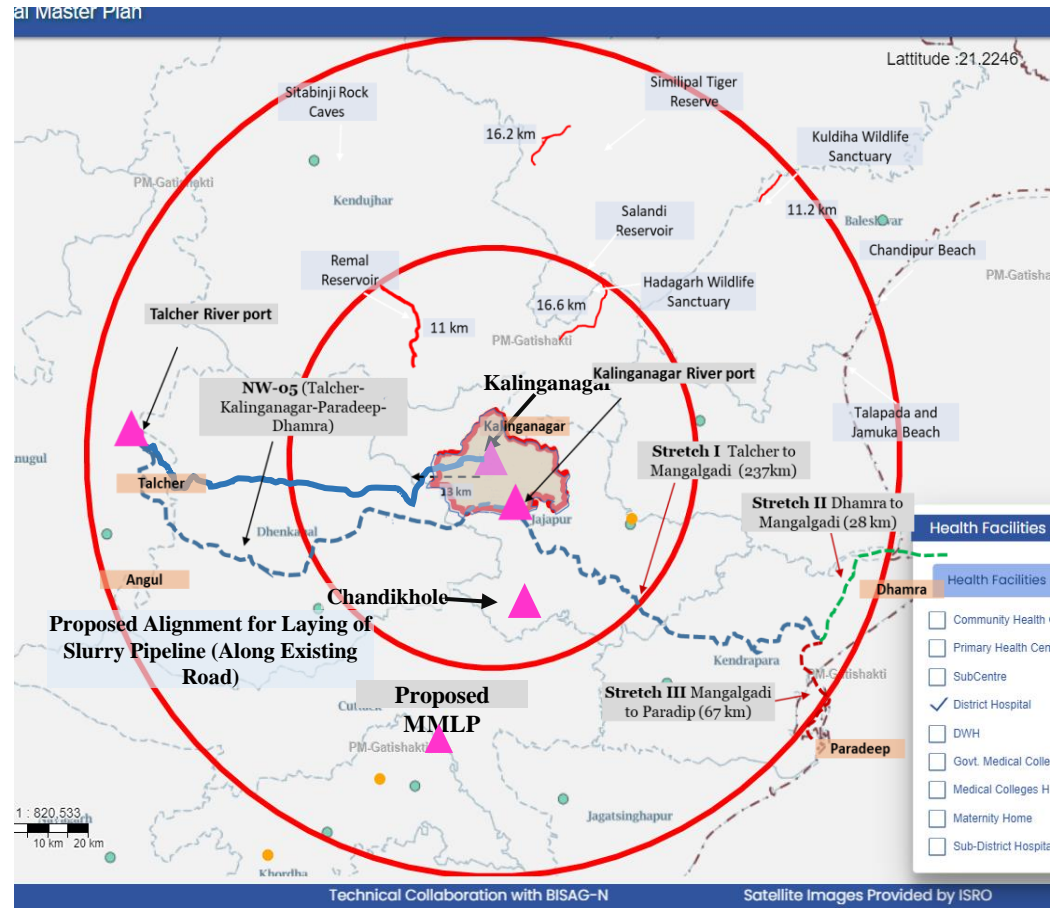
# Case Study #5: Area-based Approach Kalinganagar, Odisha



# Proposed Master Plan for Spatial Transformation

\* Identified **38 projects** based on Infra Gaps/Deficits

#	Proposed Projects
1	Development of <b>Multimodal Logistics Park (MMLP)</b> .
2	Development of <b>Tourism Circuit</b> (Remal dam, Salandi dam, Similipal national park and kuldiha wildlife sanctuary).
3	Development of <b>Inland waterway Navigable route (NW-05)</b> from Talcher to (Dhamra-Paradip)
4	Laying of <b>Slurry Pipeline</b> - Talcher Coalfields – Kalinganagar Steel Plant
5	Setting up a <b>multi specialty hospital</b> for the Kalinganagar industrial area as currently the population is depend on Cuttack (65km) and Bhubneshwar for advanced treatment.
6	Development of <b>Social Infrastructure (ITI, TFC)</b> in and around Kalinganagar
7	Mining sites can be developed in the area for <b>Mining Tourism</b> .
8	<b>Last mile connectivity</b> through rail from Daitari railway station to Baliparbat OMC Stock Yard.
9	<b>15+ Last Mile Connectivity Gaps</b> related to <b>Road and Rail</b> .
10	<b>Supporting infrastructure</b> - oxygen plant, Sewage treatment plant, Effluent treatment plant.
11	Feasibility of rapid rail transit system from Cuttack to Kalinganagar may be explored



# India's experience and lessons learned on Economic Corridor Development (ECD) [1/2]

- **PM GatiShakti** is a classic case of **comprehensive area-based development** including:
  - ❖ Economic Corridor Development;
  - ❖ Comprehensive Spatial Transformation;
  - ❖ Strengthening Regional Connectivity;
  - ❖ Integrated planning for multimodal connectivity infrastructure.
- **Conceptual** framework developed based on stakeholder consultations; **Operational** framework including institutional mechanism and GIS-data based platform, fully functional; **Implementation** in full swing; projects over USD 142 billion appraised.



# India's experience and lessons learned on Economic Corridor Development (ECD) [2/2]

- Government of India has various programmes for development of **transport arteries** including Bharatmala, Sagarmala, Udan and Industrial Corridor development programme.
- **PM GatiShakti Edge** for holistic and comprehensive infrastructure development:
  - ❖ **Synchronizing & integrating efforts** across different Ministries/Departments/States;
  - ❖ **Data based decision making;**
  - ❖ **Indigenous geospatial technology;** satellite imagery; GIS data.
  - ❖ **De-risking investments;**
  - ❖ **Last & first mile connectivity** to growth centres, social sector institutions, regional connectivity areas; border points, etc.;
  - ❖ **Predictive planning** based comprehensive area-development approach;

# Way Forward

- **Knowledge sharing & Capacity building** for development of Conceptual, Operational and Implementation framework for integrating spatial transformation with economic corridor development;
- Wider adoption of PM GatiShakti for de-risking investments; plugging last & first mile gaps & **strengthening regional cooperation**;
- Adoption of **advanced digital solutions** – Artificial Intelligence for enhanced demand-led / predictive planning;
- Improving **EXIM logistics** - Enhancing integration with **Global Value Chains**;
- **Convergence Approach**: Integrating initiatives / objectives of different Multilateral / Bilateral agendas (SASEC / BIMSTEC, etc.)

**Thank You**