

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1572
ANSWERED ON 15TH DECEMBER, 2022**

REVIEW OF PROJECTS UNDER PM GATI SHAKTI NMP

**1572. SHRI CHANDRA SEKHAR SAHU:
SHRI GIRISH BHALCHANDRA BAPAT:
SHRI RAHUL RAMESH SHEWALE:
DR. PRITAM GOPINATHRAO MUNDE:
Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the number of road projects examined during the last one year by using the National Master Plan (NMP) and the PM Gati Shakti institutional structure in the country, including Odisha;**
- (b) whether a Detailed Project Report (DPR) module for the Ministry on the NMP platform was a novel initiative to study and modify corridor alignments;**
- (c) if so, the details thereof;**
- (d) whether the availability of various decision-making tools has helped the Government to optimise alignments with lesser requirements of clearances under the scheme; and**
- (e) if so, the details thereof and the extent to which the decision-making tools help to speed up the construction of road projects?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (e) The Ministry is primarily responsible for development and maintenance of National Highways (NHs). 61 NHs / road projects / Corridors in about 13,858 km, including in the State of Odisha, for a total tentative cost of Rs. 6,68,808 Crores have been examined

leveraging the PM Gati Shakti National Master Plan (NMP) Portal and were consulted within the Network Planning Group (NPG) of PM Gati Shakti NMP headed by the Ministry of Commerce and Industry.

The Detailed Project Report (DPR) module tool developed by the Ministry through Bhaskaracharya National Institute for Space Applications and Geoinformatics (BISAG-N) along with the available features in the dynamic Geographic Information System (GIS) platform based PM Gati Shakti NMP Portal is helpful for optimizing the NHs project alignments and planning of projects considering information related to existing physical / geographical features, forest areas, eco-sensitive areas, etc., in minimizing ecological impacts, requirements of clearances and faster and more effective project preparation. This is expected to contribute significantly in faster implementation of projects by obviating need for mid-course corrections / revisions in project features during project implementation phases.
