

WRAP Exams · wrapexams.com

Prelims PYQ, Mains model answers, and copy evaluation. Write to the desk for this paper, a doubt, or the AI waitlist.

ask@wrapexams.com · +91 85951 84903 · wrapexams.com

Q6

The Gati-Shakti Yojana needs meticulous coordination between the government and the private sector to achieve the goal of connectivity. Discuss.

UPSC Civil Services Mains 2022 · GS II · 10 marks · Governance and Policy

Government policies and interventions for development in various sectors and issues arising out of their design and implementation.

Core demand of the question

- The Gati-Shakti Yojana needs the Government and the private sector to work together for connectivity. Discuss
- Relate **PM Gati Shakti** to the **National Infrastructure Pipeline** and to multimodal logistics

Revision summary

PM Gati Shakti (2021) is a National Master Plan to coordinate multimodal infrastructure on a common GIS map.

It is meant to discipline the **National Infrastructure Pipeline** against silo planning.

Trunk assets remain largely public; warehouses, terminals and many logistics services are private or PPP.

Without government-private alignment on land, concessions and last-mile nodes, connectivity will not cheapen.

The scheme succeeds as a coordination platform, not as a substitute for private capital.

Introduction

PM Gati Shakti, launched in 2021 as a National Master Plan for multimodal connectivity, is a planning and coordination platform, not a substitute for private capital. Last-mile logistics, terminals, and rolling stock will move at the speed of public-private alignment around the **National Infrastructure Pipeline**.

Body

What Gati Shakti is meant to do

- The National Master Plan maps existing and proposed infrastructure of ministries and States on a common GIS canvas so that a road, rail, port, airport, and utility line are planned together rather than in silos.
- It sits beside the **National Infrastructure Pipeline** announced in 2019, which listed a multi-year stack of projects; Gati Shakti is the coordination layer that is supposed to cut cost and time overruns on that stack.
- **Multimodal connectivity is the test:** a container should move from a factory to a port or inland waterway without separate, contradictory alignments of highway, railway, and power.

Why the government cannot do connectivity alone

- Public agencies still own trunk networks - Indian Railways, national highways, major ports, and airports under AAI or PPP concessions - and they must share alignments, land, and clearances.
- Warehousing, third-party logistics, rolling stock on some routes, port terminals, and gas and data pipelines are already private or PPP; without those operators on the same map, Gati Shakti is only an intra-government dashboard.
- Logistics cost as a share of GDP falls when private fleet and warehouse decisions follow a published national plan, not when every ministry announces a separate corridor.

How government-private coordination has to work

- A single window for alignments and a stable concession framework matter more than a new slogan: private bidders price political risk and delayed land more than they price GIS software.
- Bharatmala, Sagarmala, inland waterways, and UDAN only become one network if private feeder roads, cold chains, and coastal shipping are contracted to the same nodes the Master Plan names.
- States must plug industrial parks and city logistics into the map; most last-mile land is State land, and most warehouses are private.

Risks that a discussion should name

- If Gati Shakti remains a Union GIS exercise without binding inter-ministerial timelines, private capital will wait.
- If coordination means only large conglomerates at the table, MSME freight users will not see cheaper connectivity.
- Data-sharing with private operators has to protect security-sensitive layers while still being usable for commercial siting.

Flow diagram

NIP project stack -> PM Gati Shakti GIS master plan
PM Gati Shakti GIS master plan -> Multimodal nodes
PM Gati Shakti GIS master plan -> Private logistics PPP
Multimodal nodes -> Lower cost connectivity
Private logistics PPP -> Lower cost connectivity

Conclusion

Gati Shakti works if the State plans trunk infrastructure as one network and the private sector builds and runs the logistics around those nodes. Connectivity is a joint product of the National Master Plan, the **National Infrastructure Pipeline**, and bankable PPP, not of any one ministry acting alone.

Facts & figures

PM Gati Shakti

National Master Plan for multimodal connectivity, launched by the Government of India in 2021.

National Infrastructure Pipeline

Multi-year pipeline of infrastructure projects announced in 2019, which Gati Shakti is intended to coordinate.

GIS National Master Plan

Common digital map on which ministries layer roads, railways, ports, airports, waterways and utilities.

Sagarmala and Bharatmala

Port-led and highway programmes that Gati Shakti is supposed to integrate with rail and inland waterways rather than plan in isolation.

National Logistics Policy, 2022

Complementary Union policy aimed at reducing logistics cost and time, relying on the same multimodal network.

WRAP Exams · Write. Read. Analyse. Practice. · <https://wrapexams.com/upsc/mains-answers/gs-2/2022/the-gati-shakti-vojana-needs-meticulous-coordination-between-the-government-and-the-private-sector-to-achieve-the-goal-of-connectivity-discuss/> · ask@wrapexams.com · wrapexams.com