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Projects worth Rs 16L crore approved under PM Gati Shakti

FE Bureau,
November 21, 2024

The PM GatiShakti NMP, which aims at creating a seamless and efficient multimodal transportation network, was launched by Prime Minister Narendra Modi on October 13, 2021.

Network Planning Group, NPG, DPIIT, PM Gati Shakti Masterplan, infrastructure

Around 228 infrastructure projects meeting the objectives and principles for the PM Gati Shakti Masterplan (NMP) and involving investments of more than Rs 15.88 lakh crore have been approved in the previous three years, a senior official said on Wednesday.

“The maximum number of projects recommended by the group are related to roads (108), followed by railways (85), 12 each from urban development and the National Industrial Corridor Development Corporation, and four from the oil and gas ministry,” additional secretary in the Department for Promotion of Industry and Internal Trade (DPIIT) Rajeev Singh Thakur said.

All projects of over Rs 500 crore are appraised by the Network Planning Group (NPG) that has been set up for this purpose, and is headed by the additional secretary in the DPIIT. Following the clearance from the NPG, projects move for approval by the public investment board, expenditure finance committee or any other competent authority. Forty-four central ministries, and 36 states and Union Territories (UTs) have been included on the platform.

“There have been discussions for some time for opening up the GatiShakti portal for the private sector. The timeline is difficult to tell, but we are moving in that direction...” Thakur said.

To complement the Gati Shakti NMP, the government came out with a National Logistics Policy in 2022. After the Centre’s move, 26 states and UTs have approved their logistics policies and nine states have given the industry status to the sector. This will help get land on a priority basis, faster clearances and even cheaper finance from state industrial finance corporations, Thakur said.

Under the logistics policy, the sectoral plan for efficiency has been created for the coal and cement sectors, and now the plan is to design the same for steel and foodgrains, Thakur said. The sectoral plan draws up the map for efficient movement of products from the source of production to consumption sectors, he said.

The PM GatiShakti NMP, which aims at creating a seamless and efficient multimodal transportation network, was launched by Prime Minister Narendra Modi on October 13, 2021. It started with eight infrastructure ministries, and in 2023, it was extended to 16 social ministries. It has now been extended to include 15 economic and five other ministries.

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Key Rail Projects In Southern India Get Final Push To Link Major Ports Under Gati Shakti Initiative

The Hindu,
November 25, 2024



The project is expected to alleviate capacity constraints, improve freight movement

The Centre's Network Planning Group (NPG) met on Monday (18 November) to review critical railway infrastructure projects aimed at enhancing freight capacity, connectivity, and regional economic integration.

Key projects under evaluation included the Ballari-Chikjajur Doubling, Hosur-Omalur Doubling, and Secunderabad-Wadi Quadrupling, each expected to play a pivotal role in India's multimodal logistics network.

The 185 km Ballari-Chikjajur Doubling project, spanning Karnataka's Ballari and Chitradurga districts and Andhra Pradesh's Anantapur district, aims to streamline the transportation of iron ore, coal, cement, and food grains.

An official statement highlighted its potential to bolster industrial hubs like Jindal Steel, which plans to expand production to 24 MTPA.

The project is poised to attract investments, promote socio-economic development in remote areas, and create employment opportunities during construction and operation. By reducing transportation costs, it aligns with India's vision of fostering integrated logistics.

The 147 km Hosur-Omalur rail line doubling project focuses on linking the agro-industrial region of Hosur with the commercial hub of Salem in Tamil Nadu, reports Economic Times.

Designed to support sectors like cement manufacturing, agro-processing, and automobile logistics, the route will strengthen connections with Bangalore's electronics and IT corridor.

The project is expected to alleviate capacity constraints, improve freight movement, and support tourism while linking industrial hubs like the Salem Steel Plant and TNPL to major urban centres. Enhanced multimodal connectivity to Bangalore and Salem airports is also anticipated.

The 173.18 km Secunderabad-Wadi Quadrupling project proposes the construction of 3rd and 4th lines along this heavily utilised corridor in South Central India. Serving key industrial hubs like Tandur (cement) and Nagulapalli (steel), it will facilitate coal, cement, and food grain transport.

With utilization levels exceeding 114 per cent, the project aims to ease congestion, improve reliability, and accommodate growing freight demand. By connecting Telangana and Karnataka's industrial regions to major ports and urban centres, it will reduce transit delays and align with PM GatiShakti's principles of integrated infrastructure development.

Chaired by Rajeev Singh Thakur, Additional Secretary of the Department for Promotion of Industry and Internal Trade (DPIIT), the NPG meeting underscored the transformative potential of these projects.

Collectively, they are expected to lower transportation costs, strengthen economic linkages, and improve passenger convenience, fostering regional growth and supporting India's logistics and industrial ambitions.

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Mumbai-Pune-Bengaluru Expressway: Pimpri-Chinchwad Set For Traffic Transformation With Rs 55,000 Crore Plan

Swarajya,
November 20, 2024

At Pune, the expressway will also connect to the Pune-Mumbai Expressway.

Union Minister for Road Transport and Highways Nitin Gadkari has announced that the upcoming Mumbai-Pune-Bengaluru expressway will play a crucial role in reducing traffic congestion in Pimpri Chinchwad.

The expressway, part of a larger ring road network, is estimated to cost Rs 55,000 crore. “The Mumbai-Bengaluru expressway, passing through the ring road, will significantly alleviate persistent traffic jams in Pimpri Chinchwad,” Gadkari said.

As per Financial Express report, In addition to the expressway, Gadkari announced several infrastructure projects worth Rs 80,000 crore for Pune, aimed at enhancing road connectivity and reducing travel time.

These include the Rs 8,000 crore Nashik Phata to Khed route, aimed at enhancing regional transport, and the Rs 7,000 crore Talegaon-Chakan elevated road, designed to streamline traffic in a key industrial zone. Additionally, significant upgrades to the Solapur-Yavat and Narhe-Ravet roads within the city promise smoother and more efficient travel for commuters.

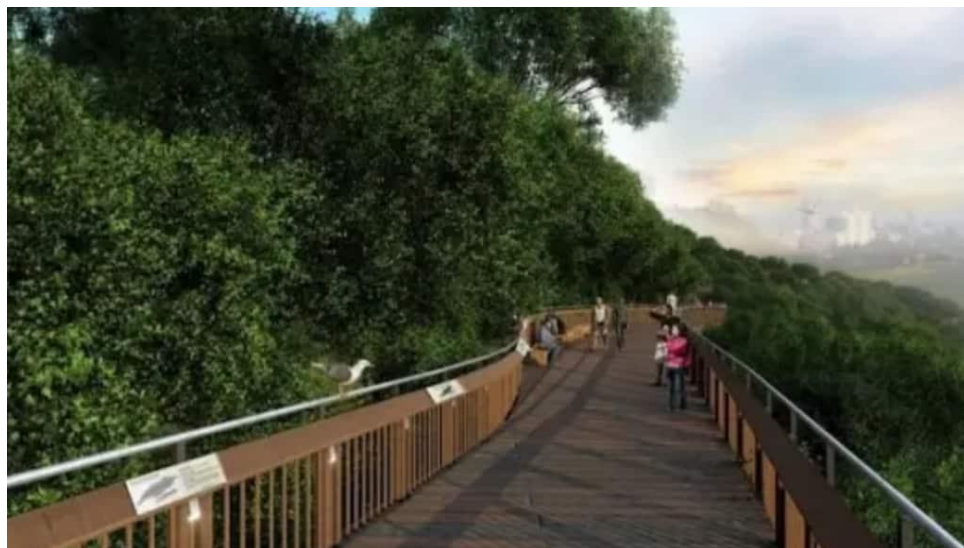
Gadkari reiterated his dedication to seeing these projects through to completion. “I don’t just announce projects; I ensure their timely execution,” he said, emphasising his track record of delivering on infrastructure promises.

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Mumbai’s first elevated forest walkway likely to open by New Year – Know project details, location, cost and progress here

FE Online,
November 23, 2024

The elevated forest walkway is being constructed in Malabar Hill. Drawing inspiration from Singapore's popular elevated forest walkways, this project is set to meander through the Malabar Hill forest, connecting Kamala Nehru Park with the lush woods of Doongerwadi, The Indian Express reported.



The walkway deck is crafted from wood, with the structure designed to minimise concrete usage.

Mumbai is set to have its first elevated forest walkway, which the Brihanmumbai Municipal Corporation hopes to open around New Year.

The elevated forest walkway is being constructed in Malabar Hill. Drawing inspiration from Singapore's popular elevated forest walkways, this project is set to meander through the Malabar Hill forest, connecting Kamala Nehru Park with the lush woods of Doongerwadi, The Indian Express reported.

Mumbai elevated forest walkway: Features

The walkway deck is crafted from wood, with the structure designed to minimise concrete usage. This approach ensures the natural flow of water along the hill slopes and the movement of wildlife remain undisturbed.

The trail will have entry and exit points at Siri Road, just behind Kamala Nehru Park, extending 705 meters into the Malabar Hill forest and offering uninterrupted views of the Arabian Sea. The walkway will also feature a birdwatching area and a glass-bottom viewing deck.

Cost and progress report

Being built at the cost of Rs 25 crore, the project's civil work is about 90 per cent complete and the BMC plans to open it to the public around New Year. Auxiliary tasks such as electrification, painting, and the construction of restrooms and ticket counters are currently in progress.

The tender for this project was awarded in 2021 for Rs 22 crore, with civil works commencing in 2022. The cost increased to Rs 25 crore after accounting for taxes, including [GST](#). Due to Malabar Hill's status as a silent zone, construction could only take place during restricted hours, which extended the project timeline to over two years.

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Adani's infrastructure footprint across railways, roads, aviation, and ports

The Hindustan Times,

November 21, 2024

The Group has won three major projects under the Hybrid-Annuity Model (HAM) by NHAI: Bilaspur-Pathrapali in Chhattisgarh, Suryapet-Khammam, and Mancherial-Repallewada in Telangana, collectively spanning around 650 lane kilometers.

AAHL holds a 73% stake in Mumbai International Airport Ltd, which also controls 74% of Navi Mumbai International Airport Ltd.

Adani Group has played a pivotal role in India's infrastructure development. It has capitalised on emerging opportunities in the road, metro, and rail sectors by taking on projects related to national highways, expressways, tunnels, metro-rail networks, and railways. This move aligns with the government's push for expanding transportation infrastructure across India. By venturing into these critical sectors, the Company is naturally playing a key role in enhancing connectivity, which is in line with ongoing efforts to improve India's transportation and urban infrastructure.

Adani for Railways

The Adani Group has established numerous railway lines both within India and internationally. In India, Adani owns the country's longest private railway network, covering approximately 300 km. These private rail routes are strategically linked to key assets such as ports, mines, and business centers, facilitating the efficient movement of cargo. Some of the rail projects include Kutch Railway, Sarguja Rail Corridor, and Krishnapatnam Rail Company among others. The Adani Group has also expanded its presence in the travel booking and information sector through strategic investments.

This includes acquiring a 30% stake in Trainman, an online train ticket booking platform. Additionally, in October 2021, the Group purchased a minority stake in Cleartrip Pvt Ltd, an online travel aggregator owned by Flipkart. These investments mark the Group's growing footprint in the digital travel space.

Adani for Roadways

As part of its expansion, the Group on its website mentions that it is focusing on nationwide projects spearheaded by the National Highways Authority of India (NHAI), the Ministry of Road Transport and Highways (MORTH), the Ministry of Railways, Metro Corporations in various states, and other similar initiatives managed by both Central and State Authorities. The Group has secured three significant projects under the HAM model by NHAI: Bilaspur-Pathrapali in Chhattisgarh, Suryapet-Khammam, and Mancherial-Repallewada in Telangana, covering a total of approximately 650 lane kilometers.

Adani for Aviation

When Adani Group entered the civil aviation sector, the expectation from them was that they would leverage their experience in infrastructure development to enhance Indian airports.

Adani Airport Holdings Limited (AAHL), established in 2019 as a fully owned subsidiary of Adani Enterprises Ltd, marked the group's entry into the airport industry. The company won the bid to operate, manage, and develop six airports—located in Ahmedabad, Lucknow, Mangaluru, Jaipur,



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Guwahati, and Thiruvananthapuram — securing concession agreements with the Airports Authority of India for all these locations.

In addition, AAHL holds a 73% stake in Mumbai International Airport Ltd, which also controls 74% of Navi Mumbai International Airport Ltd. With a total of eight airports under its management, AAHL has become the largest airport infrastructure company in India, handling 25% of the country's air passenger traffic and 33% of its air cargo.

Adani – Largest commercial port operator

As the largest commercial port operator in the country, Adani Group has a key role in India's expanding trade. Their operations span across 13 ports across eight states, namely, Gujarat, Maharashtra, Goa, Kerala, Andhra Pradesh, Tamil Nadu, Odisha, and West Bengal, ensuring a strong national footprint. Our port facilities are equipped with advanced cargo-handling infrastructure, designed to accommodate the largest vessels docking at Indian ports. We handle a wide range of cargo types, including dry cargo, liquid cargo, crude, and containers.

Adani's focus on PPP projects

In its role as a developer, the Company is primarily focusing on Public-Private Partnership (PPP) projects, utilizing models such as Build-Operate-Transfer (BOT), Toll-Operate-Transfer (TOT), and Hybrid-Annuity Mode (HAM).

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RRTS Expansion Plans For NCR: Gurugram-Greater Noida Link, Karnal Extension, And Multi-Modal Integration Hubs In Gurugram

Swarajya,
November 20, 2024

The National Capital Region (NCR) is gearing up for a transport upgrade with the development of a new Regional Rapid Transit Systems (RRTS) connecting Gurugram and Greater Noida.

The proposed 60-kilometre route will link Gurugram's Rajiv Chowk to Noida Sector-142, Greater Noida's Surajpur, with a stop at Bata Chowk in Faridabad.

The project will feature eight intermediate stations, with an estimated to cost Rs 15,000 crore.

Further, as per recent reports, Haryana Chief Minister Nayab Singh Saini recently met Housing and Urban Affairs Minister Manohar Lal in Delhi to discuss the RRTS corridor's development and potential metro expansions.

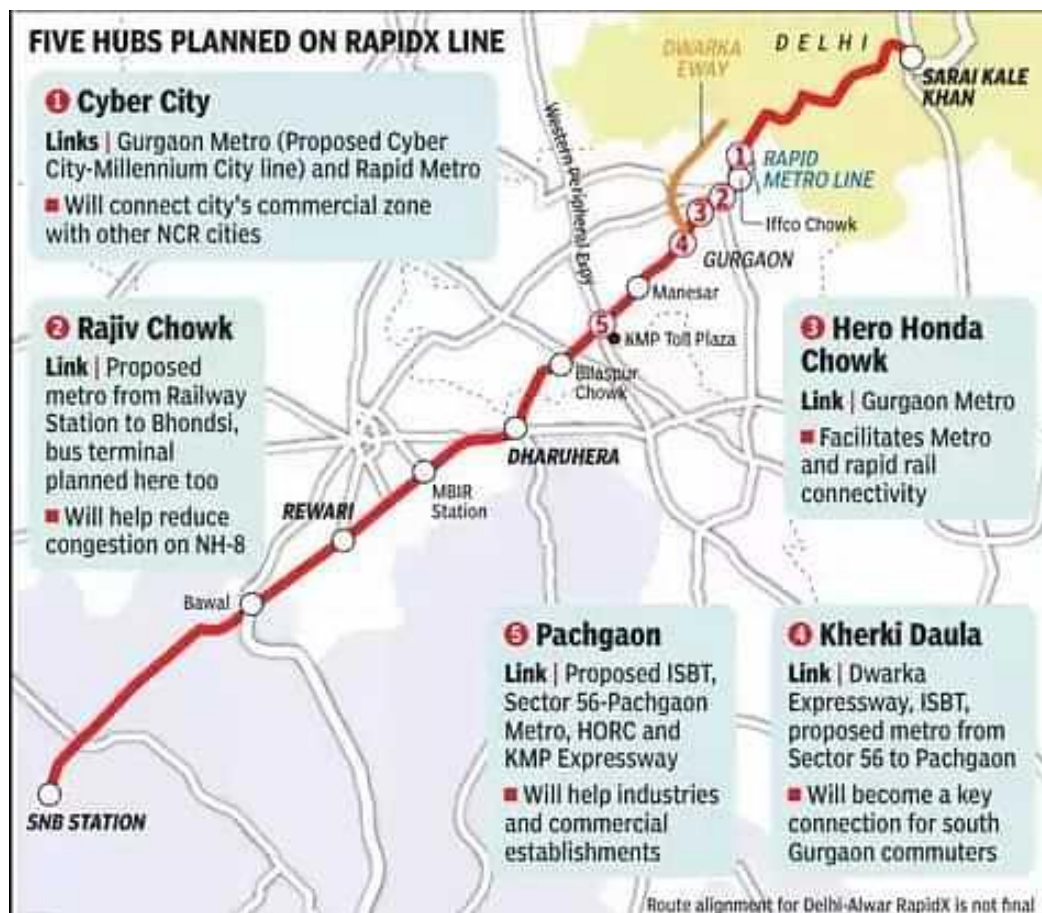
The proposals include an extension of the RRTS from Sarai Kale Khan to Karnal, and an extension of the Gurugram Metro to AIIMS in Badsa.

Plans for Multi-Modal Integration Plans

As part of the Delhi-Alwar RRTS corridor, five multi-modal integration hubs are planned in Gurugram, to integrate with existing and proposed transit systems.

These hubs will seamlessly link the RRTS with the Rapid Metro, Gurgaon Metro, ISBT, Dwarka Expressway, Haryana Orbital Rail Corridor, and the KMP Expressway.

- The first proposed hub will be at the Cyber City to connect the RRTS station with the existing Rapid metro, as well as the proposed Gurgaon Metro line (Millennium City Centre to Cyber City).
- Another hub is planned at Rajiv Chowk, one of the busiest intersections. This intersection will include connections with the planned metro route between the railway station and Bhondsi, as well as a future bus terminal.
- Thirdly, the Hero Honda Chowk has been identified as a key hub. The planned Gurgaon Metro line will cross the highway on this spot, so the station was added to the rapid rail's route.
- Kherki Daula, located near the Dwarka Expressway, will integrate the planned ISBT and a metro corridor from Sector 56 to Pachgaon, offering a vital transit solution for residents of rapidly growing new sectors.



(Source:TOI)

While expansion plans for this advanced network continues, currently, the Delhi-Meerut RRTS corridor, has already partially opened, marking the first operational line under this ambitious project.



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The project is being executed by the National Capital Region Transport Corporation (NCRTC).

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Assam: Supreme Court Directs NHAI To Expediate Rs 5,500 Crore Kaziranga Elevated Road Project

Swarjaya,

November 21, 2024

The Supreme Court directed the National Highways Authority of India (NHAI) to expedite the completion of elevated road corridor project in Kaziranga National Park in Assam.

Kaziranga National Park, a UNESCO World Heritage site, is home to a wide variety of wildlife, including tigers, leopards, Indian elephants, swamp deer, wild water buffalo, sloth bears, and hoolock gibbons.

The Kaziranga Elevated Road project entails the construction of approximately 34 kilometres of elevated roads at sites identified by the Wildlife Institute of India (WII), where animal crossings occur. The elevated highway will run alongside the present NH 715.

A bench comprising Justices B.R. Gavai and K.V. Viswanathan emphasised the importance of the wildlife-friendly initiative and called on all stakeholders to provide full support for its timely execution.

“It appears that the state of Assam and the Ministry of Road Transport and Highways (MoRTH) are taking necessary steps to implement the elevated corridor, which will bifurcate Kaziranga sanctuary and provide uninterrupted access for wildlife between forest areas,” the bench observed.

As per Deccan Herald's report, The Assam government informed the court that the detailed project report (DPR) for the corridor is underway and that the MoRTH has classified it as a top-priority project.

The bench also reviewed affidavits submitted by the Assam government and the Karbi Anglong Autonomous Council (KAAC). It noted that the National Board for Wildlife had approved the diversion of approximately 20 hectares of forest land for the project.

Additionally, the KAAC reported progress in addressing illegal mining activities near the park's southern boundary, stating that such operations had been shut down. The court commended these steps, noting their significance in protecting the park's ecosystem.

Assam Chief Minister Himanta Biswa Sarma had earlier announced an allocation of Rs 5,500 crore for the elevated expressway along NH-715 (previously NH-37). The four-lane road will span 34.28 km across three key locations and include two tunnels.

Kaziranga Elevated Road project details

The project involves widening the intervening at-grade road to a four-lane highway, totalling approximately 50 kilometres in length, and building tunnels spanning approximately 3km kilometres. The alignment was determined in collaboration with the WII.



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The elevated road is planned to be built over nine corridors used by the animals of the Kaziranga National Park (KNP) usually during high floods.

The nine identified corridors are Panbari, Haldhibari, Bagori, Harmati, Kanchanjuri, Hatidandi, Deosur, Chirang and Amguri. This will have a vertical clearance of 9-10 metres for animals' passage underground, two tunnels, and nine animal corridors in the Nagaon and Golaghat districts.

Noise barriers and head light diffusers with vegetated panels and solar panels would be installed on the project. Noise barriers and head light diffusers with vegetated panels and solar panels would be installed on the project.

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How Chennai-Vladivostok Shipping Corridor Will Reshape Regional And Global Trade Networks

PTI,

November 20, 2024

Chennai-Vladivostok Maritime Corridor spans 5,600 nautical miles and serves as a vital conduit between South Asia and the Russian Far East.

- The Chennai-Vladivostok route is poised to be a cornerstone of this vision, reshaping not just regional but global trade dynamics.

In a groundbreaking move poised to reshape trade networks, India has operationalized the Vladivostok-Chennai Maritime Corridor (VCMC), a strategic shipping route linking Chennai, India, with Vladivostok, Russia.

Union Minister of Ports, Shipping, and Waterways Sarbananda Sonowal, speaking at the Sagarmanthan conference, announced plans to extend the route to include additional east coast ports Paradip and Visakhapatnam, signaling a significant leap in maritime connectivity.

The initiative, co-hosted by the Ministry of Ports, Shipping, and Waterways and the Observer Research Foundation (ORF), underscores India's commitment to enhancing trade links with Russia and integrating itself deeper into global trade systems.

Strategic Importance of VCMC

The Chennai-Vladivostok Maritime Corridor spans 5,600 nautical miles and serves as a vital conduit between South Asia and the Russian Far East. Vladivostok, Russia's largest Pacific port, lies merely 50 kilometers from the Russia-China border, making it a strategic trading hub with direct access to Northeast Asia.

The corridor's geographical route traverses critical maritime regions, including the Sea of Japan, the South China Sea, the Strait of Malacca, the Bay of Bengal, and the Andaman and Nicobar archipelago. This positioning not only facilitates efficient trade flows but also enhances India's influence in the Indo-Pacific, a region increasingly central to global geopolitics.

Current and Future Trade Dynamics

The VCMC is already facilitating two-way trade. India imports petroleum and liquefied natural gas (LNG) from Russia, while exporting textiles, engineering goods, and machine parts. With the addition of Paradip and Visakhapatnam ports, the route will cater to a broader spectrum of commodities, increasing the corridor's economic viability and fostering regional trade integration.

“This maritime corridor has immense potential to redefine trade relations between India and Russia while simultaneously reducing dependency on traditional supply chains dominated by Western powers,” said Sonowal during his address at the conference.

The corridor is also strategically aligned with India's efforts to diversify its energy imports. By importing oil and gas from the Russian Far East, India can reduce reliance on the volatile Middle Eastern energy markets.

A Faster, Cost-Effective Alternative

Compared to existing maritime routes, the VCMC offers a faster and more strategic alternative. The reduced transit time between India and Russia not only cuts shipping costs but also ensures reliable supply chains, especially during times of global uncertainty.

“The success of this route lies in its ability to provide a seamless connection to global markets,” said an official from the Ministry of Ports. “It is particularly appealing to exporters as it reduces logistical challenges and delivery times.”



Economic and Geopolitical Implications

Strengthening India-Russia Ties: The VCMC is a testament to the evolving India-Russia relationship, characterized by deepening trade and strategic partnerships. Amid geopolitical shifts, the corridor provides an alternative route for commerce, bypassing Western-dominated sea lanes.



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A Pivot to the Indo-Pacific: For India, the corridor is not just about bilateral trade with Russia but also about increasing its footprint in the Indo-Pacific. The route traverses critical maritime chokepoints and aligns with India's Act East Policy, strengthening ties with Southeast Asian nations.

Diversifying Global Supply Chains: The VCMC serves as a counterweight to existing supply chains that predominantly rely on China and Western nations. With disruptions caused by geopolitical tensions and pandemics, the corridor offers a resilient alternative for trade.

Infrastructure and Connectivity Boost

The success of the VCMC hinges on robust port infrastructure and enhanced connectivity. The planned integration of Paradip and Visakhapatnam ports will bring more industries and exporters into the fold, expanding the corridor's operational scope, reports Mint.

Additionally, investments in port infrastructure, modern shipping facilities, and digital systems for tracking cargo will play a pivotal role in ensuring the corridor's efficiency.

India's focus on maritime connectivity reflects its ambition to become a central player in the global trade ecosystem. The Chennai-Vladivostok route, with its strategic and economic potential, is poised to be a cornerstone of this vision, reshaping not just regional but global trade dynamics.

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Noida Metro Aqua Line Extension: Govt approves DPR for Sector 51 to Greater Noida Knowledge Park V corridor – Check route, list of stations and more

FE Online,

November 25, 2024

“The implementation of the project will facilitate transportation and generate direct/indirect employment opportunities,” the statement said.

The proposed extension of the Noida Metro Aqua Line, from Sector 51 to Greater Noida Knowledge Park V, will include a total of 11 stations.

The Uttar Pradesh Cabinet last week approved the detailed project report for the extension of the Noida Metro's Aqua Line corridor, which will stretch from Sector 51 to Greater Noida Knowledge Park V, officials confirmed. The decision was made during a Cabinet meeting chaired by Chief Minister Yogi Adityanath, according to a statement from the state government. The estimated cost of the project is Rs 2,991.60 crore.

“The implementation of the project will facilitate transportation and generate direct/indirect employment opportunities,” the statement said.

Lauding the decision, Noida MLA Pankaj Singh posted on X, “The Cabinet chaired by Hon'ble Chief Minister Shri @myogiadityanath ji has approved the extension of the 17.435 km long Aqua Line Metro Project from Noida Sector-51 to Greater Noida Knowledge Park-V...This project will provide great convenience to thousands of passengers travelling daily between Noida and Greater Noida and will make commuting even easier. Heartfelt thanks to Hon'ble Chief Minister Shri @myogiadityanath ji for approving the metro project!” Singh said.



News

Noida Metro's Aqua Line: List of stations on Sector 51-Greater Noida Knowledge Park V corridor

The proposed extension of the Noida Metro Aqua Line, from Sector 51 to Greater Noida Knowledge Park V, will include a total of 11 stations. These stations are: Noida Sec-51 (existing), Noida Sec-61, Noida Sec-70, Noida Sec-122, Noida Sec-123, Greater Noida Sec-4, Eco Tech-12, Greater Noida Sec-2, Greater Noida Sec-3, Greater Noida Sec-10, Greater Noida Sec-12, and Greater Noida Knowledge Park-V.

Noida Metro's Aqua Line: Significance of Sector 51-Greater Noida Knowledge Park V corridor

This project will ease travel for commuters in Noida, Greater Noida West, and Greater Noida via Vikas Marg and the Noida-Greater Noida Link Road, helping to reduce heavy traffic congestion on these routes. It will also provide a seamless connection to the operational Aqua Line of the Noida Metro (NMRC) and the Blue Line of the Delhi Metro (DMRC) network.

Noida Metro's Aqua Line: Interchange stations on this corridor

According to ET Now, Noida Sec-61 Station will act as an interchange hub between the Aqua Line of the Noida Metro (NMRC) and the Blue Line of the Delhi Metro (DMRC). The project's significance lies in the proposed connectivity between the operational Aqua Line and DMRC's Blue Line at Sector-61, providing commuters from Noida, Greater Noida West, and Greater Noida with faster and direct access to both Noida and Delhi, and vice versa.

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Gujarat's first water metro: Surat explores project feasibility along Tapi River – Everything you need to know

FE Online,
November 25, 2024

Nishanth K highlighted the potential for a water metro in Surat but noted challenges like water levels, river flow during monsoon, and the absence of tidal conditions found in Kochi.

Gujarat's first water metro: Surat explores project feasibility along Tapi River - Everything you need to know.

Gujarat's first water metro: Surat explores project feasibility along Tapi River - Everything you need to know. (Express Photo)

An expert team from Kochi Water Metro visited Surat to assess the possibility of introducing water metro services along the Tapi River. If implemented, Surat will become the first city in Gujarat and the second in India, after Kochi in Kerala, to have a water metro.

The two-member team, including coastal engineering expert Nishanth K and transport engineer Arjun Krishna, arrived on the invitation of the Surat Municipal Corporation (SMC). They conducted a feasibility study, surveying a 33 km stretch of the river, from Singapore causeway to Kamrej and upstream to Dumas.



Key Observations and Challenges

Nishanth K highlighted the potential for a water metro in Surat but noted challenges like water levels, river flow during monsoon, and the absence of tidal conditions found in Kochi. The team plans to analyse data, including water levels during floods, discharge from Ukai Dam, and waterbed conditions. A detailed survey and bathymetric analysis will be conducted to map underwater features.

The Kochi team will prepare a report based on the data provided by SMC, which includes rainfall patterns, water carrying capacity, and riverbed depth. A preliminary report will guide further steps for the project.

Proposed Features

The water metro will use battery-operated boats with a capacity of 100 passengers. SMC plans to integrate terminal stations with metro rail, BRTS, and city bus services for better connectivity.

The Kochi team will send their initial findings to SMC next week, marking progress toward making Surat a hub for sustainable water transportation.

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