

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO-1212
ANSWERED ON-29/07/2026

BHARATMALA PARIYOJANA IN ODISHA

1212. SHRI DEBASHISH SAMANTARAY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:-

- (a) the progress made under Bharatmala Pariyojana;
- (b) the projects sanctioned in Odisha under the Bharatmala Pariyojana; and
- (c) the expected economic benefits?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Bharatmala Pariyojana Phase-I was approved by the Government in 2017 covering a length of 34,800 km across the country at an estimated outlay of Rs.5,35,000 Crore. Under the program, projects covering a total length of 26,425 km have been awarded and out of this, 22,709 km has already been constructed upto May 2026.

New sanctions of projects under Phase-I of Bharatmala Pariyojana have been discontinued since November 2023.

(b) & (c) The details are annexed.

ANNEXURE REFERRED TO IN REPLY TO PARTS (b) AND (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 1212 ANSWERED ON 29/07/2026 ASKED BY SHRI DEBASHISH SAMANTARAY REGARDING 'BHARATMALA PARIYOJANA IN ODISHA'

Sr. No.	Project Name	Total Cost (Cr)	Length (Km)	Completed (Km)	Physical Progress (%)	Socio Economic Benefits
1	6L of Dhanara - Hatibena Section from Km 124.611 to km 146.50 of NH-130-CD	477.76	21.84	21.83	99.95%	i. Development of Access Controlled Economic Corridors, Inter-Corridors and Feeder Routes under Bharatmala Pariyojana to provide seamless connectivity to remote and backward regions.
2	6L of Hatibena - Badakumari Section from Km 146.50 to km 179.00 of NH-130-CD	791.17	32.5	32.5	99.95%	
3	6L of Badakumari - Karki Section from Km 179.000 to km 226.500 of NH-130-CD	1,101.76	47.5	47.5	99.70%	ii. Construction, widening and upgradation of National Highways to improve all-weather connectivity, reduce travel time and enhance regional economic development.
4	6L of Karki - Kaliagura Section from Km 226.500 to km 249.000 of NH-130-CD	498.51	22.5	22.5	100%	iii. Development of critical infrastructure such as twin-tube highway tunnels, major bridges, flyovers, ROBs, VUPs, PUPs and grade-separated interchanges to ensure safe and uninterrupted movement through difficult terrain.
5	6L Greenfield Kaliagura - Baunsagar Section of NH-130-CD Road from km 249+000 to km 293+000	1,539.75	44	42.08	96.80%	iv. Improvement of connectivity to tribal, backward and aspirational districts, thereby facilitating better access to healthcare, education, markets and employment opportunities.
6	6L Greenfield Baunsagar - Baraja Section of NH-130-CD Road from km 293+000 to km 338+500	1,265.59	45.5	45.5	99.40%	
7	6L Greenfield Baraja - Kandili Section of NH-130-CD Road from km 338+500 to km 342+500	838.02	4	4	100%	v. Provision of modern highway safety features, Intelligent Traffic Management Systems (where applicable), service roads, wayside amenities and avenue plantation for
8	6L Greenfield	1,492.74	22.53	22.53	99.90%	

	Kandili - Aluru Section of NH-130- CD Road from km 342+500 to km 365+033					sustainable and safe transportation.
9	6L of Tangi to Bhubaneswar (km 355.0 to km 414.0) of NH-5 (New NH- 16)	767.45	56.778	56.648	100%	Expanding these highways (NH-16) to 4/6 lanes brings many benefits to the economy such as Significant reduction in congestion and travel time. Substantial savings in Vehicle Operating Costs. Connectivity to major economic nodes. Specifically, NH-16 connects with the pilgrim places like Puri, Chilka, Konark and also connects with Capital city Odisha i.e. Bhubaneswar. i. Enhanced Regional and Interstate Connectivity: The six-laning of NH-16, a part of the Golden Quadrilateral (Kolkata-Chennai corridor), has significantly improved connectivity across West Bengal, Odisha, Andhra Pradesh, and Tamil Nadu, facilitating seamless movement of passenger and freight traffic. ii. Reduced Travel Time and Vehicle Operating Cost (VOC): The upgraded six- lane highway with paved shoulders ensures smoother and safer traffic flow, resulting in substantial savings in travel time, reduced fuel consumption, lower vehicle operating costs, and improved road safety. iii. Boost to Trade, Industry and Port-led Development: The project enhances efficient transportation of cargo to major eastern coast ports such as Paradip and Dhamra, supporting the
10	6L of Puintola to Tangi (km 284.00 to km 355.00) of NH-5 (New NH- 16)	505.22	75.36	74.458	98.95%	
11	4L of Puintola Icchapuram km 419.60 - km 484.00	611	64.4	TOT Mode		
12	6L of Bhadrak (KM 136.500) to Baleshwar (KM 199.141)	844.67	62.64	61.64	91.32%	
13	6L of Chandikhole (km 62.000) to Bhadrak (km136.500)	1,210.55	74.5	74.5	100%	

						movement of iron ore, coal, minerals, food grains, petroleum products, and other industrial goods, thereby promoting export and industrial growth. iv. Economic Growth and Employment Generation : Improved highway infrastructure has strengthened economic activities along the corridor by facilitating industrial development, commercial expansion, logistics services, and generating direct and indirect employment opportunities in the project influence area. v. Improved Accessibility and Better Quality of Life : The project has provided faster and safer access to markets, educational institutions, healthcare facilities, and administrative centres for the residents of Jajpur, Bhadrak, and Balasore districts, thereby improving overall socio-economic development and quality of life.
14	4L of Cuttack-Angul Section of NH-42 (New NH-55) from km 0.400 to km 60.200 (Pkg-I) in the State of Odisha	999.32	59.8	57.58	99%	Expanding these highways (NH-55) to four lanes brings many great benefits to the economy such as Significant reduction in congestion and travel time. Substantial savings in Vehicle Operating Costs. Connectivity to major economic nodes. Connects towns like Angul, Talcher, and Cuttack to major trade centers and ports, helping the local economy grow
15	4L of Cuttack-Angul Section of NH-42 (New NH-55) from Km.60.200 to Km. 112.000 (Pkg-II) in the State of Odisha	991.41	51.8	51.8	99.66%	
16	4 Laning of Talcher to end of	795.18	41.73	41.73	99%	Links the mineral-rich coal belt of Talcher and Angul

	Kamakhyanagar Bypass km 8.844 - km 15.725 of NH-149 and km 301.875 - km 335.946 of NH-53 (Pkg-I)					directly to the steel hub of Kalinganagar (Duburi) and further toward major port to Paradip. Improves the overall socio-economic status of surrounding districts like Dhenkanal, Jajpur, and Angul.
17	4 laning of End of Kamakhyanagar Bypass - Duburi from km. 335.946 to km 388.382 (Pkg-II)	761.11	51.1	50.25	100%	
18	4 Laning of Duburi Chandikhole from km 388.376 to km 428.074 (Pkg-III)	789	39.7	36.2	86%	
19	4L of Rimuli Koida km 163 - km 206 of NH 520	834.62	43.2	41.71	100%	i. Improved Connectivity to Mining and Industrial Hubs: The project provides seamless connectivity between the mineral-rich districts of Keonjhar and Sundargarh and major industrial centres such as Rourkela, Sambalpur, and Keonjhar, facilitating efficient transportation of raw materials and finished products. ii. Promotion of Industrial Growth and Export: The improved highway supports the movement of minerals from major mining companies, including TATA Group, JSW, JSPL, ArcelorMittal, Rungta Mines, and SAIL, to steel plants and Paradip Port, strengthening mining, steel, power, and export-related economic activities. iii. Regional Economic Development and Employment Generation: The enhanced road infrastructure promotes investment,
20	4L of Koida-Rajamunda (Pkg-II) km 206.00 - km 259.453 of NH 520	1,337.20	53.25	51.93	99.94%	

						industrial expansion, and commercial activities, leading to increased employment opportunities and overall socio-economic development in the project influence area.
21	6L Major Bridge including Approaches from Km.172.895 to Km.173.670 of NH-520	97.11	0.77	0.77	100%	The 330-meter long 6-Lane Kanupur bridge is built over the spillway of the Kanupur Major Irrigation Project on the Baitarani River in Keonjhar district along the Rimuli-Rajamunda section of NH-520 and links vital regional transport and intended to irrigate nearly 29,578 hectares of farmland and improve highway connectivity.
22	4L Biramitrapur to Brahmani Bypass End Section of NH-143	761.29	29.1	23.7	100%	i. Enhanced Regional and Interstate Connectivity: The project provides improved connectivity between
23	4L of Brahmani Bypass End to Rajmunda Section of NH-143	604.91	46.95	46.16	100%	Rourkela Steel City, western Odisha, Jharkhand, and NH-49 (Mumbai–Kolkata Highway), ensuring seamless interstate movement of passengers and goods.
24	4-L of Rajamunda to Barkote Section of NH-143 from km. 287.200 to km. 337.185	609.03	49.99	49.75	100%	ii. Support to Mining, Steel and Power Industries: As a key corridor for the mining, steel, and power sectors, the project facilitates efficient transportation of raw materials and finished products, strengthening industrial productivity and supply chain efficiency. iii. Improved Access to Key Infrastructure: The newly constructed 6-lane Major Bridge over River Brahmani and enhanced road network provide better connectivity to district headquarters, Jharsuguda Airport through

					Biju Expressway (SH-10), and other important commercial and administrative centres. iv. Economic Growth, Trade and Employment: The improved highway enables smooth movement of mining vehicles, boosts local industries, trade, and markets, reduces travel time and transportation costs, and generates employment opportunities, contributing to the overall socio-economic development of the region.
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