

Gati or Durgati? Five years of PM GatiShakti

DELAYED

Of the central projects of Rs 150 crore and above approved since October 2021, when PM GatiShakti was launched, 92.7 per cent of those already due ran late: 555 of the 599 due by August 2026 and completed or still under way.

This brief analyses only what is in the public domain: the Government's own 59 monthly Flash Reports on central projects of Rs 150 crore and above.

The Ministry of Statistics and Programme Implementation does not print this count, so this brief makes it from the Ministry's own 59 monthly Flash Reports, October 2021 to August 2026.

A project is counted as late if it was completed after its original date of commissioning, if it is expected to be completed after that date, or if it was still listed as under way after its expected date had passed.

On 15 August 2021, announcing PM GatiShakti from the Red Fort, the Prime Minister called it a scheme “of more than 100 lakh crores rupees”. On 11 August 2026, his Ministry of Commerce and Industry told the Lok Sabha that “no quantified targets or expenditure requirements have been set under PM GatiShakti initiative”.

Finding	What the Government's own reports show
1,056 of 1,061 late	In August 2026, 1,061 projects were still under way after their original date had passed. Of those, 1,056 were late, and only 4 were on time or early.
Cost up Rs 3.49 lakh crore in the period	From October 2021 to August 2026, the 3,179 projects under way in August 2026 or completed in that time, leaving out BharatNet, came to cost a net Rs 3.49 lakh crore more than when they entered the reports, which is a rise of 7.4 per cent.
Railways: cost up 35.2 per cent in the period	The 272 railway projects that were under way in August 2026, or finished between October 2021 and August 2026, now cost Rs 1.49 lakh crore more than they did when they first entered the reports. That is a rise of 35.2 per cent.
Overrun tables gone	The May 2024 report was the last to print tables of cost and time overrun. The reports for July and August 2026 no longer list 114 railway projects that earlier reports carried, among them the Mumbai-Ahmedabad high speed rail project.

Source: [MoSPI Flash Report, August 2026, released 25 September 2026](#); [MoSPI Flash Reports, October 2021 to August 2026](#); [PIB, Red Fort address, 15 August 2021, English](#); [PIB, Lok Sabha written reply, 11 August 2026](#).

The promise and the reply

In this summary: The promise and the reply; Late, and over cost; What the reports stopped printing.

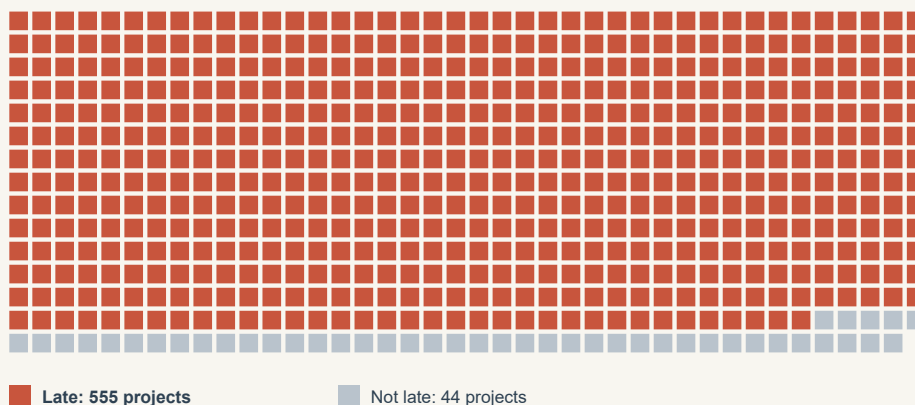
On 15 August 2021, in his address from the Red Fort, the Prime Minister said that PM GatiShakti's national master plan would soon be launched, and in the next sentence he described the scheme in his own Hindi words:

“सौ लाख करोड़ से भी अधिक की यह योजना लाखों नौजवानों के लिए रोजगार के नए अवसर लेकर आने वाली है”

The Prime Minister's Office published this English rendering: “This scheme of more than 100 lakh crores rupees will result in new employment opportunities for lakhs of youth.”

On 11 August 2026, the Ministry of Commerce and Industry told the Lok Sabha in a written reply that “no quantified targets or expenditure requirements have been set under PM GatiShakti initiative”.

One square is one project

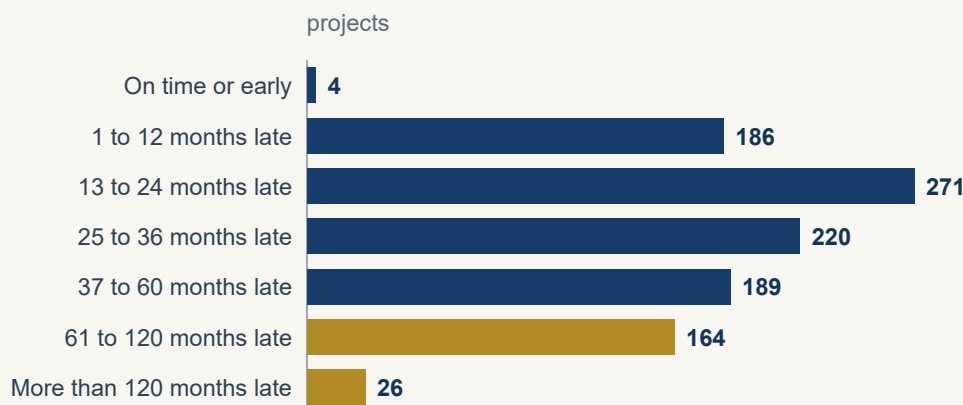


Each square is one of the 599 projects approved since October 2021, due by August 2026 and under way or completed then, and the 555 red squares are the ones that ran late.

Source: [PIB, Red Fort address, 15 August 2021, Hindi](#); [PIB, Red Fort address, 15 August 2021, English](#); [PIB, Lok Sabha written reply, 11 August 2026](#); [MoSPI Flash Report, August 2026, released 25 September 2026](#).

Late, and over cost

In August 2026, 1,061 central projects were still under way although their original date of commissioning had passed. Of these, 1,056 were late, only 4 were on time or early, and one is left out because its printed original date falls before its date of approval. More than half of the 1,056 late projects were over two years behind their original date, 190 were more than five years behind, and 26 were more than ten years behind.



On 28 February 2022 the Prime Minister said of PM GatiShakti: “This will also bring down the time and cost overrun of the projects”. The Government's own reports show how much the cost of these projects rose while they sat in those reports. From October 2021 to August 2026, the cost of the 3,179 projects under way in August 2026 or completed in that time, leaving out BharatNet, went from Rs 47.26 lakh crore when they entered the reports to Rs 50.75 lakh crore. That is a net rise of Rs 3.49 lakh crore, or 7.4 per cent, and 706 of the projects grew costlier.

Railways' projects rose most in cost within the period, by Rs 1.49 lakh crore, which is 35.2 per cent above the cost they carried when they entered the reports.

The 3,180 central projects that were still under way in August 2026 or were completed from October 2021 had an original cost of Rs 43.24 lakh crore, a sum that covers 3,179 of them because it leaves out BharatNet, which the Ministry of Statistics split into sub-projects in July 2026. Their latest cost is Rs 50.75 lakh crore, which is Rs 7.51 lakh crore, or 17.4 per cent, above the original.

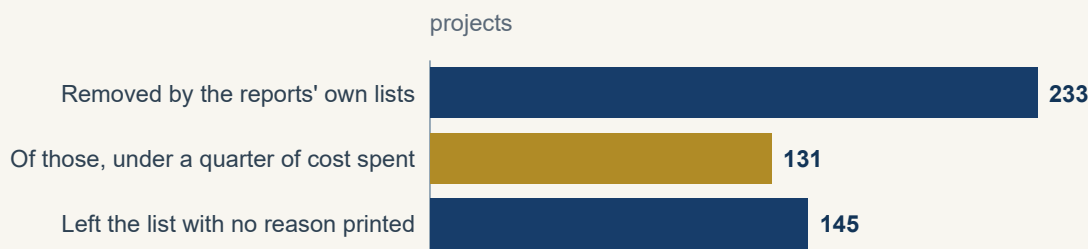
What the reports stopped printing

The monthly reports once printed tables of cost overrun and of time overrun, by sector and by state. The May 2024 report was the last to carry those tables, and none of the 27 reports from June 2024 to August 2026 uses the word overrun.

The reports for July and August 2026 no longer list 114 railway projects that earlier reports carried: 71 were last listed in June 2026 and 43 in July 2026. Their original costs add up to Rs 3,93,714 crore, and Rs 4,11,662 crore had been spent on them by the last report that listed them.

They include the Mumbai-Ahmedabad high speed rail project. The July 2026 report listed it at a cost of Rs 1,08,000 crore, with Rs 90,967 crore spent, and the August 2026 report does not list it.

The reports' own lists name 233 projects as deleted, as frozen or deleted, or as “completed, dropped or frozen” without saying which, and the reports never say why a project was removed. Their original costs add up to Rs 2,13,461 crore, and Rs 83,797 crore had been spent on them.



131 of the 233 had spent less than a quarter of their original cost when the reports removed them. Those 131 projects had original costs of Rs 1,33,615 crore, about Rs 1.34 lakh crore, and Rs 7,056 crore had been spent on them.

Five years after the Prime Minister said that every step was being taken so that projects do not get delayed, the Government's own reports show that more than nine in ten of the projects due since then, among those under way or completed, ran late.