HIGHWAYS AND MINOR PORTS DEPARTMENT

POLICY NOTE 2026 - 2027

DEMAND No. 21

AADHAV ARJUNA

Minister for Public Works and Sports Development

©
Government of Tamil Nadu
2026

- One dept covers BOTH roads and minor ports. Don't confuse with **PWD** (Water Resources/Buildings).
- Demand No.21 identifies this department in the State Budget.
- Minister for Public Works and Sports Development holds this portfolio.

Sl. No.	INDEX		Pg. No.
THE DEPARTMENT			
1	**INTRODUCTION**		1
	1.1	HIGHWAYS	2
	1.2	MINOR PORTS	6
	1.3	ORGANISATIONAL FRAMEWORK	8
	1.4	FUNCTIONS OF VARIOUS WINGS	11
	1.5	ALIGNMENT WITH SUSTAINABLE DEVELOPMENT GOALS	18
INFRASTRUCTURE DEVELOPMENT			
2	**ROAD INFRASTRUCTURE DEVELOPMENT**		21
	2.1	REVISED BUDGET ALLOCATION FOR THE YEAR 2026–27	22
	2.2	STATE-FUNDED INFRASTRUCTURE PROGRAMMES	25
		2.2.1 Comprehensive Road Infrastructure Development Programme	25
		2.2.1.1 Chief Minister's Road Development Programme	27
		2.2.1.2 Construction of High-Level Bridges	28
		2.2.1.3 Bypasses and Link Roads	29
		2.2.1.4 Urban Road Infrastructure	30
		2.2.1.5 Improvement works in State Highways, Major District Roads and Other District Roads	31
		2.2.1.6 Other District Roads – Special Component Plan	32
		2.2.1.7 Improvement of Riding Quality Programme	33
		2.2.2 Chennai Metropolitan Development Plan	34

- **CMRDP** - widens **SH** to 4 lanes and other roads to 2 lanes. A component OF **CRIDP**, not separate.
- Works status by road class. **SH** dominates spending: **Rs.4,316 cr** of the total.
- **SCP** for **ODR** - a targeted social-justice component.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Sl. No.	INDEX		Pg. No.
		2.2.3 Upgradation of Panchayat Union Roads / Panchayat Roads to Other District Road Standards	35
		2.2.4 Construction of Road Over Bridges / Road Under Bridges / Limited Use Subways	37
		2.2.5 Elevated Corridor / Grade Separator	39
		2.2.6 Maintenance and Asset Preservation	40
	2.3	GOVERNMENT OF INDIA FUNDED SCHEMES	43
	2.4	EXTERNALLY AIDED PROJECTS	47
		2.4.1 Tamil Nadu Road Sector Project –II	48
		2.4.2 Chennai Kanniyakumari Industrial Corridor Project	49
		2.4.3 Chennai Peripheral Ring Road	50
	2.5	INFRASTRUCTURE DEVELOPMENT THROUGH SPECIALISED INSTITUTIONS	53
		2.5.1 Tamil Nadu Road Development Company	53
		2.5.2 Tamil Nadu State Highways Authority	57
	2.6	MARITIME INFRASTRUCTURE AND SERVICES	60
		2.6.1 Development of Minor Ports	61
		2.6.2 Port Connectivity and Maritime Development Planning	64

- **TANSHA** is still being operationalised - expressways, **PPP**, asset management.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Sl. No.	INDEX		Pg. No.
		2.6.3 Passenger Ferry and Coastal Connectivity	66
		2.6.4 Tamil Nadu Maritime Academy	69
		2.6.5 Poompuhar Shipping Corporation Limited	70
GOVERNANCE REFORMS			
3	**STRENGTHENING INFRASTRUCTURE GOVERNANCE**		74
	3.1	ROAD SAFETY	75
	3.2	ROAD MAINTENANCE	77
	3.3	ROAD, BRIDGE AND LAND ASSET MANAGEMENT	78
	3.4	QUALITY ASSURANCE	79
	3.5	DIGITAL GOVERNANCE	80
	3.6	PROCUREMENT REFORMS	81
	3.7	INSTITUTIONAL CAPACITY DEVELOPMENT	82
	3.8	INFRASTRUCTURE PLANNING	82
	3.9	PROJECT DELIVERY AND INTER-AGENCY COORDINATION	83
	3.10	MARITIME GOVERNANCE	84
4	**WAY FORWARD**		86

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

THE DEPARTMENT

1. INTRODUCTION

Road and port infrastructure are vital enablers of economic growth and social development. Sustained investment in transport infrastructure contributes to improved productivity, reduced logistics costs and enhanced quality of life.

Tamil Nadu is one of India's leading industrialised States, with a diversified manufacturing base, a growing services sector, extensive urban and rural economic activity and a long coastline offering significant opportunities for maritime development. The continued growth of the State requires a safe, efficient and resilient transport network capable of meeting increasing mobility and logistics requirements while supporting regional development.

Recognising the strategic importance of transport infrastructure, the Government accords

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

priority to the planned development, effective maintenance and efficient management of road and port infrastructure. The Government's approach emphasises scientific planning, quality construction, timely implementation, road safety, technology-enabled governance and prudent utilisation of public resources.

The Highways and Minor Ports Department is responsible for the planning, development, upgradation and maintenance of the State road network and for facilitating the development and regulation of minor ports and maritime transport. The Department supports economic activity, regional connectivity, freight movement and safe mobility across the State.

1.1 HIGHWAYS

The road network of Tamil Nadu constitutes one of the State's most significant public infrastructure assets. It connects urban and rural areas with industrial centres, agricultural

production regions, markets, ports, airports, educational institutions, healthcare facilities and tourist destinations. Its continued development and effective maintenance are essential for improving mobility, reducing travel time, facilitating economic activity and promoting balanced regional growth.

The Highways Department is entrusted with the planning, design, construction, upgradation, maintenance and management of road infrastructure in the State. Its responsibilities extend to roads, bridges, bypasses, elevated corridors, grade separators, Road Over Bridges (ROBs)/ Road Under Bridges (RUBs), pedestrian facilities, culverts and other associated infrastructure.

Roads in the State are classified based on connectivity, vehicular usage and importance. National Highways provide connectivity between States at the National level. State Highways

- **NH** = inter-State links at national level. Learn all 4 road definitions as one set.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

provide key road connectivity within the State. Major District Roads connect important production centres, markets and urban areas with the higher-order roads. Other District Roads connect rural areas with other regions.

The classification and lane-wise composition of the Highways are presented below:

Table 1.1: Classification-wise Details of Highways

Classification of Roads		Length in km.
National Highways (NH)	National Highways Wing	798
	National Highways Authority of India	6009
	Sub-Total	**6807**
State Highways (SH)		12875
Major District Roads (MDR)		12037
Other District Roads (ODR)		45139
Total Length of roads (other than NH)		**70051**
Total Length of Roads (including NH)		**76858**

- **SH** = key connectivity WITHIN the State.
- **MDR** = links production centres, markets and urban areas...
- ...upward to the higher-order road network.
- **ODR** = rural connectivity. Largest network by length (**45,139 km**).
- TABLE 1.1 - learn this whole table. **NH** 6,807 (**NHAI** 6,009 + State 798); **SH** 12,875; **MDR** 12,037; **ODR** 45,139.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80 9 / 99

Table-1.2: Lane-wise Details of Roads

Category	Single Lane	Intermediate Lane	Two Lane	Two Lane with Paved Shoulders	Four Lane	Six Lane	Eight Lane	Total
	(Length in km.)							
NH	-	-	879	2242	3253	412	21	6807
SH	43	293	6308	3364	2589	278	-	12875
MDR	597	4183	6627	514	109	7	-	12037
ODR	34372	8833	1757	155	18	4	-	45139
Total	**35012**	**13309**	**15571**	**6275**	**5969**	**701**	**21**	**76858**

Tamil Nadu has a total road length of 76,858 km, comprising National Highways, State Highways, Major District Roads and Other District Roads. This road network caters to various transportation needs.

Bridges and cross-drainage structures facilitate the safe and uninterrupted crossing of rivers, water bodies and railway lines. These structures are critical public assets requiring systematic inspection, maintenance, rehabilitation and capacity enhancement.

- The headline figure of the whole policy note.
- TOTAL road length INCLUDING **NH** = **76,858 km**. Excluding **NH** it is **70,051 km** - the pair is a classic trap.

Udangudi has an **8 km** **OPEN-SEA TRESTLE JETTY** - unusual, hence memorable.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80 10 / 99

Table 1.3: Bridges and Other Structures Maintained by the Highways Department

Sl. No.	Types of bridges	Nos.
1	Culverts	139664
2	Minor Bridges	8543
3	Major Bridges	1047
4	Grade Separators	77
5	ROBs at Railway level crossing	171
6	RUBs at Railway level crossing	104
7	Pedestrian Sub Ways/Limited Use Subways	16
8	Foot Over Bridges	11
	Total	**149633**

- TABLE 1.3 - 1,49,633 structures. Culverts 1,39,664 dominate; Major bridges 1,047; Grade separators 77.

1.2 MINOR PORTS

Tamil Nadu has a coastline length of 1,069 km, providing significant opportunities for maritime trade, coastal economic activity, passenger movement and port-led development. The State has three Major Ports under the Government of India and 17 notified Minor Ports

- TN coastline = 1,069 km as stated here (other sources cite ~1,076 km).
- 3 Major Ports = Union Govt control. Contrast with 17 Minor Ports = State control.
- TABLE 1.4 - 3 Major Ports (Chennai, Kamarajar, VOC) + 6 Govt Minor Ports + captive ports.
- Learn the 6 Govt ports.
- 17 notified Minor Ports under Govt of Tamil Nadu.

under the control of the Government of Tamil Nadu.

The Tamil Nadu Maritime Board is responsible for the administration, management and development of Minor Ports in the State. The Government seeks to facilitate the development of port infrastructure through an enabling institutional framework, appropriate private-sector participation and improved connectivity with industrial and logistics networks.

- **TNMB** is the authority for administration, management and development of Minor Ports.

The maritime sector has the potential to complement the State's industrial development by supporting coastal shipping, port-based industries, passenger ferry services, tourism and regional trade. Development initiatives are therefore pursued based on technical and commercial feasibility, environmental considerations, statutory requirements and the specific potential of each port location.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Table 1.4: Ports in Tamil Nadu

Category	Ports
Major Ports under the Government of India	Chennai Port; Kamarajar Port (Ennore); V.O. Chidambaranar Port (Thoothukudi).
Minor Ports	
Government Ports	Cuddalore; Nagapattinam; Pamban; Rameswaram; Kanniyakumari; Colachel.
Captive Ports / Port Facilities	Kattupalli; Ennore Minor Port; Panaiyur; Thiruchopuram; Silambimangalam; Parangipettai; PY-03 Oil Field(Cuddalore); Vanagiri; Thirukkadaiyur; Udangudi; Koodankulam.

...and **DISCHARGED** at Kamarajar Port (Ennore).

1.3 ORGANISATIONAL FRAMEWORK

The Highways Department, a part of the Public Works Department, was established as a separate Department in 1946. A separate post of Secretary to Government for Highways Department was created in 1996. Minor Ports

1946 - Highways separated from **PWD**.

1996 - separate Secretary to Government post created.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

were subsequently brought under its administrative control, and the Department was renamed as the Highways and Minor Ports Department in 2008.

- **2008** - renamed 'Highways and Minor Ports' when Minor Ports came under it. Sequence: **1946** > **1996** > **2008**.

To facilitate effective implementation of infrastructure projects in Highways Department, there are planning & design, research & quality assurance wings, Authority, Company, Board and Corporation.

To improve administrative efficiency, facilitate closer monitoring and enable timely resolution of field-level issues, the execution wings of Construction and Maintenance, NABARD and Rural Roads, Projects and Metro have been reorganised into four regional Construction and Maintenance wings headquartered at Chennai, Tiruchirappalli, Madurai and Coimbatore. The reorganised structure has been functioning with effect from 15.06.2026.

- Execution wings reorganised into 4 regional C&M wings.
- The 4 regional headquarters.
- Reorganised structure effective **15.06.2026** - a current-affairs style date.

The regional arrangement is intended to facilitate coordinated implementation, equitable distribution of responsibilities and improved supervision of works. Specialised wings continue to provide support in the areas of National Highways, planning and design, research, externally aided projects and major corridor development.

Organisational Framework

Departmental Wings

- Office of the Director General
- Construction and Maintenance wings functioning with headquarters in Chennai, Tiruchirappalli, Madurai and Coimbatore.
- National Highways
- Planning, Designs and Investigation
- Highways Research Station
- Tamil Nadu Road Sector Project–II
- Chennai Kanniyakumari Industrial Corridor Project/ Chennai Peripheral Ring Road

Companies, Authorities, Board and Corporation

- Tamil Nadu Road Development Company

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

- Tamil Nadu State Highways Authority
- Tamil Nadu Maritime Board
- Poompuhar Shipping Corporation Limited

1.4 FUNCTIONS OF VARIOUS WINGS:

1.4.1 Office of the Director General

The Office of the Director General provides coordination and institutional support to the various wings of the Highways Department. It deals with establishment matters, inter-departmental and intra-departmental coordination, information technology initiatives and matters requiring uniform policy & technical guidance across the Department.

The Director General also acts as a member in departmental committees such as Board of Engineers, Commissionerate of Tenders, High Level Dispute Resolution Committee, Revised Administrative Sanction Committee and Technical Audit Committee providing with technical guidance, tender approval, contractual dispute

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

resolution and recommendations for revised administrative sanction proposals.

1.4.2 Construction and Maintenance Wings

The Construction and Maintenance wings constitute the principal field-level implementation framework of the Highways Department. Functioning with headquarters in Chennai, Tiruchirappalli, Madurai and Coimbatore, these wings are responsible for the planning, execution and maintenance of road & bridge infrastructure under various State-funded and other programmes.

Their functions include development, upgradation and maintenance of State Highways, Major District Roads and Other District Roads; construction of bridges, bypasses, grade separators and other road infrastructures; improvement of urban and rural connectivity; implementation of road safety measures; and

restoration of infrastructure being affected by natural calamities.

1.4.3 National Highways Wing

The National Highways wing undertakes the development and maintenance of National Highway stretches entrusted to them by the Ministry of Road Transport and Highways, Government of India. This wing is responsible for project preparation, land acquisition coordination, implementation of road and bridge works and maintenance of the entrusted National Highway network in accordance with the standards and funding framework of the Government of India.

1.4.4 Planning, Designs and Investigation Wing

This wing undertakes design work for bridges, grade separators, elevated corridors and other specialised structures executed by the department and provides technical guidance. Further, the Bridge Monitoring Unit under the

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

control of this wing, conducts inspections of bridges and other structures throughout the State at regular intervals; based on these inspections, repair/rehabilitation measures are being recommended to the execution wings for necessary action.

1.4.5 Highways Research Station

The Highways Research Station provides technical and scientific support to the Department through research, material testing, technical guidance, quality assurance and capacity building. Its activities contribute to improving the performance, durability, safety and sustainability of road infrastructure.

1.4.6 Tamil Nadu Road Sector Project–II

The Tamil Nadu Road Sector Project-II is a special wing implementing works such as improvement of selected road corridors, strengthening of institutional capacity and road

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

safety measures with loan assistance from the World Bank.

1.4.7 Chennai Kanniyakumari Industrial Corridor Project / Chennai Peripheral Ring Road

The Chennai Kanniyakumari Industrial Corridor Project and Chennai Peripheral Ring Road wing is responsible for the implementation and coordination of major externally aided corridor-development projects.

The Chennai Kanyakumari Industrial Corridor Project undertakes works to improve key eastern economic corridor road links necessary to strengthen connectivity to industrial hubs, ports, markets and other economic centres.

- **CKICP** strengthens the State's eastern economic corridor.

The Chennai Peripheral Ring Road is being developed as a major access-controlled corridor to improve connectivity between the northern, western and southern parts of the Chennai Metropolitan Region and provide efficient linkage

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

to major ports, industrial areas and National Highways. The corridor is intended to facilitate freight movement, improve regional connectivity and reduce the movement of through-traffic within the urban road network.

1.4.8 Tamil Nadu Road Development Company

The Tamil Nadu Road Development Company supports the development, operation and management of major road infrastructure projects. Its responsibilities include management of selected toll roads and implementation & management of strategic corridor projects, including Chennai Peripheral Ring Road.

1.4.9 Tamil Nadu State Highways Authority

The Tamil Nadu State Highways Authority was established under the Tamil Nadu State Highways Authority Act, 2024 to develop and manage major highway infrastructure entrusted to it, including projects proposed through

- **TANSHA** created by Act of **2024** - the newest institution here. **PPP**-focused.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

appropriate public-private partnership and other financing models.

The Authority is mandated to undertake highway development, maintenance and capacity enhancement; promote scientific asset management; explore innovative financing mechanisms and facilitate the development of road-user amenities and associated infrastructure.

1.4.10 Tamil Nadu Maritime Board

The Tamil Nadu Maritime Board was established under the Tamil Nadu Maritime Board Act, 1995 for the administration, management and development of Minor Ports in the State.

- **TNMB** created by Act of **1995**. Pair with **TANSHA 2024** for 'Act + year' questions.

The Board facilitates port development, private-sector participation, port-based industrial activity, maritime connectivity and improvement of port infrastructure in accordance with the

policy framework of the Government and applicable statutory requirements.

1.4.11 Poompuhar Shipping Corporation Limited

Poompuhar Shipping Corporation Limited, established in 1974, is a Government of Tamil Nadu undertaking engaged in the transportation of coal for power generation and the operation of passenger ferry services at Kanniyakumari and Vattakottai.

- **PSCL** = State **PSU** doing coal transport + passenger ferries.
- **PSCL** established **1974**.

The Corporation supports the movement of thermal coal through coastal shipping and provides passenger connectivity to major tourist destinations off the Kanniyakumari coast.

1.5 ALIGNMENT WITH SUSTAINABLE DEVELOPMENT GOALS

The development and management of road and port infrastructure contribute to the objectives of sustainable economic growth,

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

improved connectivity, resilient infrastructure and safer mobility.

The activities of the Highways Department are particularly aligned with:

Sustainable Development Goal 3 – Good Health and Well-being, with reference to reducing deaths and injuries arising from road crashes; and

- **SDG** 3 (Good Health) - via reducing road crash deaths and injuries.

Sustainable Development Goal 9 – Industry, Innovation and Infrastructure, which emphasises the development of quality, reliable, sustainable and resilient infrastructure to support economic development and human well-being.

- **SDG** 9 (Industry, Innovation, Infrastructure) - the department's main **SDG** alignment.

The Department’s programmes relating to network development, capacity augmentation, road safety, maintenance, research, quality assurance and adoption of sustainable technologies contribute to these objectives.

Progress against the State-specific indicators are presented through the following table.

Sl. No	Indicators	Year		
		2015 (Base Year)	2024	2025
1	9.1.1b - Length of SH road network (km)	12093	12625	12875
2	9.1.1b.1-Length of 4 lane to SH (Proportion in %)	-	18.31	22.27
3	9.1.1c – Length of MDR (km)	11617	11994	12037
4	9.1.1c.1 -Length of Two lane to MDR (Proportion in %)	27.23	56.27	60.29
5	9.1.1d – Length of ODR (km)	33756	43531	45139
6	9.1.1d.1- Length of Two lane to ODR (Proportion in %)	2.51	4.09	4.28
7	9.1.1d.2 - Length of Single Lane to ODR (Proportion in %)	88.01	77.69	76.15

- SDG-9 indicators, 2015 base vs 2025. Note 4-lane SH rose 18.31% > 22.27%; single-lane ODR fell 88% > 76.15%.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80 25 / 99

2. ROAD INFRASTRUCTURE DEVELOPMENT

The Department implements road infrastructure programmes to improve connectivity and road safety while supporting the State's economic development. The programmes include construction of new roads, widening and strengthening of roads, improvement of riding quality, formation of bypasses and link roads, development of urban corridors, construction of bridges and grade separators and improvement of connectivity to rural habitations, industrial centres, ports, markets and other important destinations.

Infrastructure works are implemented through State-funded programmes, Government of India-assisted schemes, externally aided projects and other institutional arrangements, with priority accorded to completion of ongoing

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

works, preservation of road assets and removal of infrastructure bottlenecks.

2.1 REVISED BUDGET ALLOCATION FOR THE YEAR 2026–27

The Government has made substantial revised budgetary provision during 2026–27 for the development, improvement and maintenance of road and bridge infrastructure. The Budget reflects the Government's commitment to strengthening connectivity, improving road safety and implementing priority infrastructure projects across the State.

For the year 2026–27, a total Budget Estimate of Rs.21,512.87 crore has been provided for the Highways and Minor Ports Department. This comprises Rs.19,231.55 crore under the Capital Head, Rs.2,280.82 crore under the Revenue Head and Rs.0.50 crore under the Loan Head.

- TOTAL Budget Estimate **2026-27** = **Rs.21,512.87 cr**. Memorise the split below.
- Capital Head - the bulk of spending (new assets).
- Revenue Head - maintenance and establishment.
- Loan Head - token amount, but part of the 3-way split.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

The Capital Budget primarily provides for implementation of road development programmes, improvement of road connectivity, construction of bridges and road over bridges, externally aided projects, upgradation of rural roads, development of the Chennai Peripheral Ring Road, Chennai Kanniyakumari Industrial Corridor Project, Chennai Metropolitan Development Plan works and other priority infrastructure initiatives. The Revenue Budget provides for maintenance of road infrastructure, establishment & operational requirements and other committed expenditure necessary for effective functioning of the Department.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Revised budgetary allocations for the year 2026-27

Sl. No	SCHEMES/PROJECTS	Budget Estimate 2026-27 (Rs.in crore.)
(A)	**Capital Head**	
	Revamped Central Road Fund	812.00
	Original Works	1.99
	Comprehensive Road Infrastructure Development Programme	9315.58
	Permanent Flood Restoration works	11.61
	Bypasses formation and Land Acquisition	92.64
	Urban Traffic Improvement	911.79
	Revolving Fund for preparation of DPR	20.00
	Other works	10.08
	Tamil Nadu Road Infrastructure Development Corporation	85.54
	Tamil Nadu Road Development Company	592.88
	Chennai Peripheral Ring Road Project	3540.00
	Chennai Kanyakumari Industrial Corridor Project	300.00
	HLB/River Bridge/ Bypass works	205.05
	ROB/RUBs/Elevated Corridor	775.22
	Tamil Nadu Road Sector Project-II	217.69
	Upgradation of Panchayat Union	1285.13

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Sl. No	SCHEMES/PROJECTS	Budget Estimate 2026-27 (Rs.in crore.)
	Roads / Panchayat roads to ODR Standard	
	High Level Bridges/River Bridges under NABARD Loan Assistance Scheme	233.49
	State Infrastructure and Amenities fund	48.63
	Pot-Hole free Roads Scheme	250.00
	Total Scheme works	**18709.32**
	Others	
	Investigation /Estimation of Project work under Roads and Bridges	5.00
	Inter Account Transfers	517.23
	Capital Head Total	**19231.55**
(B)	**Revenue Head**	**2280.82**
(C)	**Loan**	**0.50**
	Total	**21512.87**

- **NABARD** (**RIDF**) funds 7 more HLBs - note **NABARD** as a funding source for bridges.

2.2 STATE FUNDED INFRASTRUCTURE PROGRAMMES

2.2.1 Comprehensive Road Infrastructure Development Programme

The Comprehensive Road Infrastructure Development Programme (CRIDP) is the principal

- **CRIDP** = the PRINCIPAL State-funded road programme. Largest single budget line (**Rs.9,315.58 cr**).

State funded programme for the development and improvement of roads under the control of the Highways Department. The programme provides an integrated framework for capacity augmentation, strengthening and improvement of State Highways, Major District Roads and Other District Roads based on traffic requirements, pavement condition, connectivity needs and road safety considerations.

The programme encompasses widening and strengthening of roads, improvement of riding quality, construction of bypasses, elevated corridors, grade separators and High-Level Bridges, conversion of causeways into High-Level Bridges, road safety improvements and permanent restoration of infrastructure being affected by floods & other natural events.

As on April 2026, road works covering 1,258 km and 14 bridge works, at a total cost of Rs.5,464 crore, were under implementation as

CRIDP spill-over works in hand as on April **2026**.

Total cost of **CRIDP** spill-over works.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

spill-over works. Of these, 372 km of road works and four bridge works, costing Rs.1,636 crore, have been completed. The remaining works are in various stages of implementation.

The major components of the programme are detailed below:

2.2.1.1 Chief Minister's Road Development Programme

The Chief Minister's Road Development Programme was introduced to augment the capacity of road corridors by widening important State Highways into four-lane roads and other Roads into two-lane roads based on traffic and connectivity requirements.

Under the programme, widening of 494 km of roads to four-lane standards, at a cost of Rs.2,584 crore and widening of 77 km of roads to two-lane standards, at a cost of Rs.167 crore, were under implementation as spill-over works.

- **494 km** being widened to four lanes.
- Cost of the four-laning component.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Of these, 29 km of four-lane road works, costing Rs.151 crore and 45 km of two-lane road works, costing Rs.137 crore, have been completed. The remaining works are in progress.

2.2.1.2 Construction of High-Level Bridges

Bridges provide uninterrupted connectivity across rivers and watercourses. The Department undertakes construction of new High-Level Bridges and conversion of existing causeways into High-Level Bridges based on connectivity requirements, hydrological considerations and the vulnerability of existing crossings during monsoon periods.

a) Conversion of Causeways into High-Level Bridges

As on April 2026, conversion of 82 causeways into High-Level Bridges, at a cost of Rs.461.38 crore, was under implementation as spill-over works under various schemes. Of these,

- Causeway-to-**HLB** conversion: removes monsoon cut-offs.
- Cost of the 82 causeway conversions.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

14 causeways were converted to High-Level Bridges, costing Rs.70.51 crore and the remaining works are in progress.

b) Construction of Other High-Level Bridges

As on April 2026, 24 High-Level Bridges, at a cost of Rs.842.94 crore, were under implementation through State-funded schemes. Of these, two High-Level Bridges costing Rs.39.34 crore have been completed. The remaining works are in progress.

- 24 new HLBs under State-funded schemes.
- Cost of the 24 HLBs.

In addition, seven High-Level Bridges, at a cost of Rs.129.74 crore, were being implemented with NABARD loan assistance. Of these, one bridge work at a cost of Rs.26.50 crore, has been completed. The remaining works are in progress.

2.2.1.3 Bypasses and Link Roads

Bypasses are developed to divert through-traffic from congested urban areas, improve travel and enhance safety within towns & cities.

Their implementation involves coordinated planning, detailed project preparation, land acquisition and phased construction.

35 bypasses at a cost of Rs.2388.89 crore are in progress as spill over works under various schemes. Further, construction of three link roads, at a total cost of Rs.396 crore, is in progress.

- 35 bypasses in progress. Purpose: divert through-traffic from congested towns.

At present, 45 bypass proposals are in various stages, including preparation of Detailed Project Reports (DPRs) and land acquisition.

- 45 more bypasses at DPR/land-acquisition stage.

Priority will be accorded to advancing bypass proposals based on traffic requirements, project readiness, land availability and availability of financial resources.

2.2.1.4 Urban Road Infrastructure

Rapid urbanisation and increasing vehicular movement require measures to improve capacity, connectivity and safety within urban areas. The

Department undertakes widening and strengthening of important urban roads, improvement of junctions and development of bridges, elevated corridors, grade separators and pedestrian facilities in coordination with the concerned agencies.

As on April 2026, improvement works covering 14 km of urban roads, at a cost of Rs.76 crore, were under implementation as spill-over works. Of these, 7 km of road works, costing Rs.14 crore, have been completed and the remaining works are in progress.

2.2.1.5 Improvement works in State Highways, Major District Roads and Other District Roads

Road improvement works under CRIDP including Chief Minister's Road Development Programme & Urban Road Infrastructure scheme are taken up across State Highways, Major District Roads and Other District Roads based on

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

network and functional requirements. The details are as follows:

Classification	Works under implementation	Cost Rs in crore	Works completed
State Highways	728 km and 7 bridges	4,316	113 km and 1 bridge
Major District Roads	137 km and 1 bridge	335	67 km and 1 bridge
Other District Roads	283 km and 6 bridges	612	110 km and 2 bridges

The remaining works are in various stages of implementation.

2.2.1.6 Other District Roads – Special Component Plan

Under the Special Component Plan, priority is accorded to improving roads serving habitations in which the Scheduled Caste and Scheduled Tribe population exceeds 40 per cent. The programme contributes to improved access to education, healthcare, markets, employment opportunities and other essential services.

- THE key threshold: roads serving habitations with **SC/ST** population above 40%. Very likely one-mark question.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

As on April 2026, improvement of 88 km of roads, at a cost of Rs.107 crore, was under implementation as spill-over works. Of these, 63 km of road works, costing Rs.89 crore, have been completed and the remaining works are in progress.

2.2.1.7 Improvement of Riding Quality Programme

Periodic renewal and timely improvement of road surfaces are essential for preserving pavement surface and maintaining safe and comfortable travel. The programme contributes to improved riding comfort, reduced vehicle operating costs, lower wear and tear of vehicles and preservation of the underlying pavement structure.

As on April 2026, riding-quality improvement works covering 22 km, at a cost of Rs.94 crore, were under implementation as spill-over works. Of these, 19 km of road works,

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

costing Rs.84 crore, have been completed and the remaining works are in progress.

2.2.2 Chennai Metropolitan Development Plan

The Chennai Metropolitan Development Plan provides for the implementation of road and bridge infrastructure projects to improve connectivity, address traffic congestion and facilitate safer and more efficient movement of vehicles and pedestrians within the Chennai Metropolitan Area.

Under the programme, seven bridge works and three road works at a total cost of Rs.707.64 crore, are under implementation as spill-over works. The major works include:

Widening and strengthening of the East Coast Road to a six-lane carriageway for a length of 6.60 km in the Neelankarai, Injambakkam and Sholinganallur stretches, at a cost of Rs.165.22 crore;

- **ECR** widened to **SIX** lanes under Chennai Metropolitan Development Plan.
- Length of the **ECR** six-laning.
- The three **ECR** stretches (with Sholinganallur).

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Construction of a High-Level Bridge across Rajakilpakkam Lake, at a cost of Rs.208.31 crore; and

High-Level Bridge across Rajakilpakkam Lake.

Costliest single work in the Chennai Metropolitan plan.

Widening of the Road Over Bridge on the Inner Ring Road, at a cost of Rs.155.35 crore.

Land acquisition activities associated with the programme, at an estimated cost of Rs.414.42 crore, are also in progress.

The ongoing works are being progressed in coordination with the concerned agencies, with emphasis on resolving land acquisition, utility-related and other issues that affect implementation.

2.2.3 Upgradation of Panchayat Union Roads / Panchayat Roads to Other District Road Standards

Rural roads provide essential connectivity between habitations, agricultural areas, markets, educational institutions, healthcare facilities and the higher-order road network. Selected

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Panchayat Union Roads and Panchayat Roads are transferred to the Highways Department for upgradation based on their connectivity, traffic and network importance.

The programme provides for widening, strengthening and improvement of the selected roads to Other District Road standards, thereby improving connectivity and facilitating safer and more reliable movement of people and goods.

As on April 2026, upgradation works covering 960.82 km, at a cost of Rs.1,016.01 crore, were under implementation as spill-over works. Of these, works covering 540.73 km, at a cost of Rs.468.76 crore, have been completed and the remaining works are in progress.

- Panchayat/Panchayat Union roads upgraded to **ODR** standard - the rural connectivity number.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.2.4 Construction of Road Over Bridges / Road Under Bridges / Limited Use Subways

Railway level crossings on high-traffic corridors may result in traffic delays, congestion and safety concerns, due to the increase in the frequency of train and vehicular movements. Road Over Bridges (ROBs)/ Road Under Bridges (RUBs) and Limited Use Subways (LUSs) are therefore constructed to facilitate safe and uninterrupted movement of road and rail traffic.

2.2.4.1 Railway Works Programme

Under the Railway Works Programme, construction of ROBs / RUBs in lieu of existing railway level crossings is taken up on a cost-sharing basis with the Ministry of Railways. Priority is accorded to level crossings based on Train Vehicle Unit (TVU), traffic requirements, safety considerations and project readiness.

- ROBs/RUBs are built on a **COST-SHARING** basis with the Ministry of Railways.
- **TVU** = the technical criterion that ranks level crossings for **ROB** priority. Remember the term.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

As on April 2026, construction of 29 ROBs / LUSs, at a total cost of Rs.1,442.14 crore, were under implementation as spill-over works. Among these, one ROB has been completed at a cost of Rs.43.83 crore. Further, proposals for 33 ROBs are in various stages, including preparation of Detailed Project Reports and land acquisition.

Implementation of these works requires close coordination with the Railways and other stakeholder agencies in respect of approval of General Arrangement Drawings, execution of railway portions, land acquisition, utility shifting and construction of approaches. The Department will continue to pursue coordinated action for resolving implementation constraints and expediting the works.

- 29 ROBs/Limited Use Subways under construction.
- Cost of the **ROB**/**LUS** programme.

2.2.4.2 State Funded Work

Construction of a Road Over Bridge near Chikkanna College in Tiruppur District, at a cost

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

of Rs.42.76 crore, is in progress.

2.2.4.3 Central Road and Infrastructure Fund – Setu Bandhan

Construction of a Road Over Bridge at Needamangalam in Tiruvarur District, in lieu of Level Crossing Nos. 20 and 1, at a cost of Rs.170 crore, is in progress.

- **CRIF** = central funding for State roads of inter-State/economic/strategic importance.
- 'Setu Bandhan' = the bridge scheme under the Central Road & Infrastructure Fund.
- Setu Bandhan **ROB** location - Needamangalam, Tiruvarur district.

2.2.4.4 Deposit Work

Construction of a Road Over Bridge in the Bethlehem area of Ambur Town, between Ambur and Vaniyambadi Railway Stations, at a cost of Rs.65.98 crore, is in progress.

2.2.5 Elevated Corridor / Grade Separator

The following works are in progress as spill over works:

- Construction of Elevated Corridor from Teynampet to Saidapet in Chennai city at a cost of Rs.621 crore;

- Elevated corridor in Chennai city.
- Cost of the Teynampet-Saidapet elevated corridor.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

- Four lane Grade Separator on Mount – Poonamallee - Avadi road from MIOT Hospital to Mugalivakkam at a cost of Rs.314.48 crore - executed by Chennai Metro Rail Limited (CMRL) as integrated project;

Note the executing agency: **CMRL** builds this grade separator as an integrated project.

- Land acquisition at a cost of Rs.516.68 crore for the construction of 4 grade separator works at (i) Avadi Junction, (ii) Kundrathur Junction, (iii) Korattur Junction and (iv) Vanagaram Junction are in progress.

Land acquisition for 4 grade separators: Avadi, Kundrathur, Korattur, Vanagaram.

Continuous actions are being taken to expedite the completion of all ongoing spill over works.

2.2.6 Maintenance and Asset Preservation

Maintenance activities are planned based on pavement condition, traffic, road classification, field requirements and availability of funds. These include routine maintenance, periodical renewal,

special repairs, restoration of damaged road stretches and maintenance of bridges and other road structures.

The Department undertakes annual renewal of road surfaces to maintain riding quality and preserve pavement condition. On average, renewal works are carried out over approximately 3,300 km of roads annually.

- About **3,300 km** of roads are renewed EVERY year - the maintenance benchmark.

Greater emphasis will be placed on condition-based prioritisation, timely renewal and preventive maintenance so that infrastructure assets remain safe and serviceable throughout their intended lifecycle.

2.2.6.1 Periodical Renewal

Periodical renewal is undertaken to restore the surface condition of roads that have reached the appropriate stage in their maintenance cycle. Renewal priorities are determined based on

pavement condition, traffic intensity, road importance and field assessment.

The programme is intended to preserve the structural integrity of the pavement, improve riding quality and reduce vehicle operating costs. The Department will progressively strengthen the use of network-level condition data and asset-management principles for prioritising renewal works.

2.2.6.2 Maintenance of Bridges and Other Structures

Bridges, Road Over Bridges / Road Under Bridges, grade separators, elevated corridors and other structures require periodic inspection and timely maintenance to ensure structural safety and continued serviceability.

Maintenance, repair, rehabilitation and strengthening measures of these structures are implemented based on the periodic inspection reports of the Bridge Monitoring Unit.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.2.6.3 Routine Maintenance

Routine maintenance includes attention to potholes & localised pavement failures, maintenance of shoulders & drainage arrangements, upkeep of road furniture, vegetation removal and other interventions necessary for maintaining roads in a safe & serviceable condition.

Field-level maintenance requirements are attended to through the departmental maintenance framework. Technology-enabled systems are also used to identify and monitor issues requiring timely attention.

2.3 GOVERNMENT OF INDIA FUNDED SCHEMES

Road infrastructure works are undertaken through National Highways Annual Plan and the Central Road and Infrastructure Fund schemes. These programmes supplement the State's infrastructure initiatives and facilitate

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

improvement of roads and bridges having inter-regional and economic importance.

2.3.1 National Highways Development

Tamil Nadu has a length of 6,807 km National Highway, of which 6009 km is maintained by the National Highways Authority of India and 798 km is entrusted to the National Highways Wing of the State Highways Department.

The National Highways wing undertakes development and maintenance of the entrusted National Highway stretches on behalf of the Ministry of Road Transport and Highways, Government of India using funds allotted by the Central Government. Works include widening and strengthening of roads, construction of bypasses and bridges, junction improvements, road-safety measures and maintenance of the network.

- Total **NH** length in **TN** = 6,807 km. Splits into the two figures below.
- **6,009 km** maintained by **NHAI** (central agency).
- **798 km** entrusted to the State's **NH** Wing. 6009 + 798 = 6807.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Projects are taken up under the National Highways Annual Plan based on traffic requirements, connectivity, road condition and the priorities approved by the Ministry. The State Government coordinates with the Government of India on project preparation, statutory clearances, land acquisition and implementation.

- 18 road works covering a length of 190.80 km, including the construction of two bypasses (Madurai Achampathu – Viratipathu and Vettavalam) and 14 bridge works at a cost Rs.1798.12 crore are in progress as spill-over works. Of these, 5.95 km of road works costing Rs.63.36 crore have been completed.
- During 2026-27, Construction of bypass for Tiruvannamalai town for a length of 22.71 km, at a cost of Rs.1,128.55 crore sanctioned by the Ministry and preliminary works are in progress.

NH bypasses in progress: Madurai Achampathu-Viratipathu and Vettavalam.

NEW sanction in 2026-27 - Tiruvannamalai town bypass.

Length of the new Tiruvannamalai bypass.

Cost of the Tiruvannamalai bypass - largest new NH sanction this year.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80 50 / 99

2.3.2 Central Road and Infrastructure Fund

The Central Road and Infrastructure Fund (CRIF) provides financial assistance by the Central Government for improvement of State roads having inter-State, economic / strategic importance. Works taken up under the Fund include widening & strengthening of roads, construction and reconstruction of bridges, junction improvements and road-safety measures.

As on April 2026, road works covering 348 km, at a cost of Rs.770 crore and 14 bridge works, at a cost of Rs.110 crore, were under implementation as spill over works. Of these, 36.47 km of road works and one bridge work are completed at a cost of Rs.70.68 crore.

The works are being progressed in accordance with the approvals and funding arrangement of the Government of India. Steps will be taken for timely completion of ongoing

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

works and submission of proposals under future allocations.

2.4 EXTERNALLY AIDED PROJECTS

Externally aided projects support the development of major road corridors and provide opportunities to strengthen institutional systems, road safety and project-delivery practices. The Department implements such projects with assistance from multilateral and bilateral development institutions, including the World Bank, Asian Development Bank, Japan International Cooperation Agency, Asian Infrastructure Investment Bank and Organization of the Petroleum Exporting Countries (OPEC) Fund for International Development.

These projects combine infrastructure investment with improved planning, environmental and social safeguards, institutional capacity development and adoption of contemporary project-management practices.

Learn which agency funds which project - a favourite matching question.

ADB = **CKICP**. Chennai-Kanniyakumari Industrial Corridor.

CPRR Sections I-III funded by **JICA** + **AIIB** + **OPEC** Fund together.

AIIB and **OPEC** Fund complete the list of five external funders.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.4.1 Tamil Nadu Road Sector Project–II

Tamil Nadu Road Sector Project – II is a road development project implemented with World Bank assistance. The Project has an estimated cost of Rs.6,567.28 crore, including World Bank loan assistance of Rs.2,123 crore.

- **TNRSP-II** total project cost.
- World Bank share of **TNRSP-II**. **WORLD BANK** = **TNRSP-II**.

The Project comprises:

- upgradation and maintenance of approximately 1,187 km of roads across the State;
- institutional capacity enhancement and road-safety initiatives; and
- preparation of Detailed Project Reports for a shelf of future road projects with support from the Tamil Nadu Infrastructure Development Board.

- Roads upgraded/maintained under **TNRSP-II**. Road works now **COMPLETE**.
- **TNIDB** supports the **DPR** shelf for future projects.

The road development works under the Project have been completed. The remaining activities relate to completion of residual works (two ROBs), maintenance commitments and closure of project components.

2.4.2 Chennai Kanniyakumari Industrial Corridor Project

The Chennai Kanniyakumari Industrial Corridor Project (CKICP) is being implemented with financial assistance from the Asian Development Bank to improve connectivity along the State's eastern economic corridor. The Project aims to strengthen road linkages between industrial centres, ports, markets & other economic nodes and facilitate safer and more efficient movement of passengers & freight.

The Project involves upgradation of strategically important State roads including widening and strengthening, construction of bypasses, bridges, Road Over Bridges, grade separators, vehicular underpasses, pedestrian facilities and associated road-safety infrastructure.

The project components include construction of 22 bypasses, 12 High-Level

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Bridges, nine Road Over Bridges, one Road Under Bridge, two grade separators, one pedestrian underpass, two vehicular underpasses, 122 minor bridges and 1,367 culverts. Road-safety features including signs, gantries, street lighting and other road furniture, form an integral part of the works.

Among the road improvement works undertaken under this scheme, works covering 578.66 km have been completed and opened for public use. The remaining four Road Over Bridges and one river bridge works are in progress.

- **CKICP** roads completed and opened to public.

2.4.3 Chennai Peripheral Ring Road

The Chennai Peripheral Ring Road (CPRR) is a 133.64 km greenfield, access-controlled six-lane corridor being implemented at an estimated project cost of Rs.17,958.39 crore. The corridor is designed to improve regional connectivity, facilitate efficient movement of freight and provide direct linkage between major National

- **CPRR** length = **133.64 km**.
- **CPRR** is **GREENFIELD** + **ACCESS-CONTROLLED** + **SIX-LANE**. All three descriptors matter.
- **CPRR** cost **Rs.17,958.39 cr** - the single largest project in this policy note.

Highways, industrial areas and the ports of Ennore & Kattupalli.

The Project is expected to provide an alternative route for through-traffic, reduce pressure on the urban road network of Chennai, improve access to industrial and logistics centres and support the economic development of the Chennai Metropolitan Region and adjoining districts.

The corridor is being implemented in five sections as detailed below:

Section	Stretch	Length in km	Status
I	Ennore Port to Thatchur	25.40	Work in progress
II	Thatchur to Tiruvallur Bypass	26.10	One package completed; remaining package under implementation
III	Tiruvallur Bypass to Sriperumbudur	30.10	Works in progress

- **CPRR** gives direct linkage to Ennore and Kattupalli ports.
- **CPRR** Sections I-III (externally aided): Ennore-Thatchur, Thatchur-Tiruvallur, Tiruvallur-Sriperumbudur.
- **NTECL**'s thermal station is at Vallur.
- **CPRR** Sections IV-V: Sriperumbudur-Singaperumal Koil, then Singaperumal Koil-Poonjeri (Mamallapuram).

Section	Stretch	Length in km	Status
IV	Sriperumbudur to Singaperumal Koil	23.80	Existing section constructed with State funds; DPR preparation for upgradation to access-controlled CPRR standards is in progress
V	Singaperumal Koil to Poonjeri Junction near Mamallapuram	28.24	Pre-construction and preliminary works are in progress.

Sections I to III are being implemented with assistance from the Japan International Cooperation Agency, Asian Infrastructure Investment Bank and OPEC Fund for International Development. The ongoing works in these sections, covering approximately 82 km are being implemented at a cost of about Rs.12375.59 crore.

- Cost of the ~**82 km** under implementation in Sections I-III.

The Project is being implemented in phases to facilitate coordinated land acquisition, mobilisation of external assistance and effective

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

management of construction packages. The remaining sections will be progressed based on project readiness, statutory processes and availability of funding.

2.5 INFRASTRUCTURE DEVELOPMENT THROUGH SPECIALISED INSTITUTIONS

Specialised institutions of the Department support the development, operation and management of strategic road infrastructure. These facilitate focused project implementation, operation and maintenance of selected corridors, public-private participation and adoption of alternative financing and project-delivery models.

2.5.1 Tamil Nadu Road Development Company

The Tamil Nadu Road Development Company (TNRDC), together with Information Technology Expressway Limited (ITEL), undertakes the development, operation and

- **TNRDC** works with **ITEL**. Know which corridor each one runs.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

management of selected road infrastructure projects.

TNRDC serves as the concessionaire for the East Coast Road from Akkarai to Mamallapuram and as the Managing Associate for the operation and maintenance of the Chennai Outer Ring Road. ITEL is the concessionaire for the IT Expressway from Madhya Kailash to Siruseri. TNRDC is also associated with the implementation & management of the Chennai Peripheral Ring Road and the operation & maintenance of the Madurai Ring Road.

- **TNRDC** is **CONCESSIONAIRE** for this tolled **ECR** section.
- For **ORR**, **TNRDC** is only 'Managing Associate' - different role from concessionaire.
- IT Expressway (**OMR**) run by **ITEL**.

2.5.1.1 East Coast Road

The East Coast Road is an important coastal corridor connecting Chennai with Mamallapuram and the southern coastal districts. The Akkarai – Mamallapuram section is operated and maintained by TNRDC as a tolled corridor.

The corridor supports daily commuter movement, tourism, access to educational and commercial establishments and connectivity to the rapidly developing areas along the southern coastal region of Chennai. Maintenance, road-safety improvements and user facilities are undertaken as part of corridor management.

2.5.1.2 Information Technology (IT) Expressway

The IT Expressway from Madhya Kailash to Siruseri is managed by Information Technology Expressway Limited. The corridor provides connectivity to major Information technology and Knowledge-sector establishments along the Old Mamallapuram Road and serves as an important urban economic corridor.

Operation and maintenance activities focus on maintaining road serviceability, facilitating traffic movement and attending to corridor infrastructure and road-user requirements.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.5.1.3 Chennai Outer Ring Road

The Chennai Outer Ring Road provides connectivity between Vandalur and Minjur and links major radial roads in the Chennai Metropolitan Area. TNRDC functions as the Managing Associate for the operation and maintenance of the corridor.

- Chennai Outer Ring Road runs Vandalur to Minjur.

2.5.1.4 Chennai Peripheral Ring Road

TNRDC is associated with the implementation and management of the Chennai Peripheral Ring Road.

2.5.1.5 Madurai Ring Road

The Madurai Ring Road provides an alternative route for through-traffic and facilitates movement between the major radial roads around Madurai. TNRDC Ltd. is responsible for the operation and maintenance of the corridor.

2.5.2 Tamil Nadu State Highways Authority

The Tamil Nadu State Highways Authority (TANSHA) has been established to facilitate development and management of major highway infrastructure, including projects proposed through public-private partnership and other appropriate financing models.

The Authority will undertake projects entrusted by the Government based on their strategic importance, traffic potential, economic benefits, technical feasibility and financial viability. Its areas of focus include development of four-lane corridors and expressways, capacity augmentation of important highways and improvement of connectivity to ports, airports, industrial centres and logistics hubs.

The Authority will also explore suitable models for mobilisation of private investment and long-term management of highway assets. Project structuring will be based on detailed

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

technical, financial and legal assessment, with due consideration to public interest, affordability, risk allocation and value for public resources.

As the Authority is in the initial phase of operationalisation, institutional development, identification and preparation of technically and financially viable projects, development of a project pipeline and establishment of appropriate systems for project appraisal, procurement, implementation and asset management are presently taken up.

2.5.3 Deposit Works

The Construction and Maintenance Regional wings execute road and bridge infrastructure as deposit works on behalf of Government departments, public agencies and other user organisations. The cost of such works, together with the applicable centage charges, is provided by the sponsoring department or agency.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Deposit works enable road infrastructure requirements associated with public institutions, industrial development, tourism, urban expansion and other sectoral initiatives to be implemented using the technical expertise and project-delivery capacity of the Highways Department.

The following major deposit works are under implementation:

Sl. No.	Name of Work	Cost (Rs. in crore)
1	Formation of an additional Ghat Road for Arulmigu Subramania Swamy Temple at Tiruttani	29.75
2	Formation of an alternate route to the Thoothukudi – Tiruchendur – Kanniyakumari Road from km 58/6 to km 64/2 of SH-176	115.00

The works are in various stages of implementation and will be progressed in coordination with the sponsoring departments and agencies.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.6 MARITIME INFRASTRUCTURE AND SERVICES

Tamil Nadu's coastline provides opportunities for maritime trade, port-led industrial development, passenger transport and tourism. The Maritime Board will be strengthened through development of Minor Ports, facilitation of private investment, improvement of port connectivity and promotion of safe & viable coastal transport services.

The Tamil Nadu Maritime Board administers, controls and regulates the 17 notified Minor Ports in the State. Development works are undertaken based on the potential of individual port locations, cargo requirements, technical and commercial feasibility, environmental considerations and statutory approvals.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.6.1 Development of Minor Ports

Minor Ports complement the Major Ports by supporting captive industrial requirements, coastal cargo movement and specialised maritime activities. Actions are being taken to develop port infrastructure through public investment, private participation and user-industry initiatives, depending upon the nature and commercial potential of each project. The development approach seeks the following:

- improve infrastructure and operational capacity at viable Minor Ports;
- facilitate port-based industries and coastal logistics;
- promote transparent and competitive private participation;
- improve road and rail connectivity to port locations;
- streamline statutory and administrative processes; and

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

- support efficient utilisation of maritime assets.

During 2025–26, the State Ports handled 1,13,15,736 metric tonnes of cargo and the Tamil Nadu Maritime Board earned a gross revenue of Rs.60.92 crore.

- Cargo handled by State (Minor) Ports in **2025-26** = ~**1.13 crore** tonnes.
- **TN** Maritime Board gross revenue **2025-26**.

2.6.1.1 Cuddalore Port

Cuddalore Port has been developed with infrastructure including breakwaters, berthing facilities and a navigational channel. The Port is being operationalised with further development through Public-Private Partnership to improve utilisation of the existing assets and facilitate cargo operations.

- Cuddalore = brownfield port being run through **PPP**; concession agreement signed.

A concession agreement for operation and development of the brownfield port has been executed.

The potential for further capacity enhancement and long-term development of port infrastructure in the Cuddalore region will be examined based on cargo potential, connectivity requirements, environmental considerations and technical & financial feasibility.

2.6.1.2 Udangudi Port

An open-sea trestle jetty extending approximately 8 km has been developed by the Tamil Nadu Generation and Distribution Corporation for handling coal required for the 1,320 MW Udangudi Supercritical Thermal Power Project. Operations have commenced at the Port.

- Built by **TANGEDCO** to feed the **1,320 MW** Udangudi supercritical plant. Captive port example.

The facility supports the fuel requirements of the power generation project and demonstrates the role of captive port infrastructure in supporting major industrial and energy-sector investments.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.6.1.3 Other Minor Ports

The remaining notified Minor Ports are at different stages of operation, development or statutory processing. Development proposals will be considered based on cargo potential, requirements of user industries, availability of supporting connectivity, environmental and coastal-regulation requirements and commercial viability.

The Government will facilitate appropriate private participation and port-based investment while ensuring compliance with applicable statutory, environmental and maritime-safety requirements.

2.6.2 Port Connectivity and Maritime Development Planning

Efficient road and rail connectivity is essential for improving port utilisation and reducing logistics costs. Port-connectivity requirements will therefore be coordinated with

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

the concerned infrastructure agencies and incorporated into project planning based on anticipated cargo movement and regional development requirements.

The Tamil Nadu Maritime Board is also pursuing a State Maritime and Waterways Master Plan to provide a long-term framework for development of ports, waterways, coastal connectivity and associated maritime infrastructure. The proposal has been submitted to the Government of India for funding assistance.

- Master Plan proposed; submitted to Govt of India for funding.

The Master Plan is expected to support systematic identification and prioritisation of maritime infrastructure requirements. Individual projects arising from the plan will be taken forward based on detailed feasibility studies, statutory approvals, availability of funding and Government approval.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.6.3 Passenger Ferry and Coastal Connectivity

Passenger ferry services can supplement land-based connectivity, support tourism and improve access between suitable coastal locations. The Government proposes to promote such services in a phased manner, based on navigational conditions, passenger demand, safety requirements, infrastructure availability and operational viability.

2.6.3.1 Kanniyakumari Ferry Service

Passenger ferry services are operated from the Kanniyakumari shore to the Vivekananda Rock Memorial and the Ayyan Thiruvalluvar Statue. Ferry services are also operated to Vattakottai. These services provide access to important tourist destinations and form a significant component of the visitor experience at Kanniyakumari.

Kanniyakumari ferry destinations...

...plus Vattakottai. Operated by **PSCL**, supervised by **TNMB**.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

The Tamil Nadu Maritime Board supervises the ferry operations, while Poompuhar Shipping Corporation Limited operates the services.

To augment passenger-carrying capacity and improve ferry operations, the Tamil Nadu Maritime Board is procuring three new passenger ferries, each with a seating capacity of 150 passengers, for deployment through Poompuhar Shipping Corporation Limited. The ferries are in the final stage of construction and are expected to be delivered during 2026–27.

- 3 new ferries to be delivered in **2026-27**.
- Each new ferry seats 150 passengers.

The new ferries will support replacement and augmentation of the existing fleet and facilitate safer and more efficient movement of visitors.

2.6.3.2 Coastal Ferry Services in the Rameswaram Region

The Government proposes to facilitate coastal ferry services in and around Rameswaram

Island, covering suitable locations in the Agnitheertham, Pamban Channel and Mandapam areas.

The services will be developed in phases, subject to technical feasibility, navigational safety, passenger demand, provision of suitable terminal infrastructure and receipt of statutory approvals.

Floating jetties are under implementation at Agnitheertham and Mandapam with financial assistance from the Government of India under the 'Sagarmala' Programme. The proposals are being progressed based on the Detailed Project Reports prepared with technical support from the Indian Institute of Technology Madras.

- Floating jetty locations in the Rameswaram region.
- **SAGARMALA** = the Union scheme funding these floating jetties.
- **IIT** Madras gave technical support for the DPRs.

2.6.3.3 International Ferry Connectivity

The feasibility of establishing passenger ferry connectivity between Rameswaram and Talaimannar in Sri Lanka is proposed to be

- Proposed **INTERNATIONAL** ferry to Sri Lanka - feasibility stage only.

examined in consultation with the Government of India and other concerned authorities.

Any international ferry service will require coordinated consideration of bilateral arrangements, immigration and customs facilities, maritime security, navigational safety, terminal infrastructure and commercial viability. The proposal will therefore be progressed in stages based on feasibility and approvals of the competent authorities.

2.6.4 Tamil Nadu Maritime Academy

The Tamil Nadu Maritime Academy at Thoothukudi supports Skill development and employment opportunities in the maritime sector. The Academy conducts a six-month residential Pre-Sea General Purpose Rating Course and other courses accredited by the Directorate General of Shipping.

- **TN** Maritime Academy is at Thoothukudi.
- Its flagship course - 6-month residential Pre-Sea **GP** Rating.
- Courses accredited by **DG** Shipping (Union authority).

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

The Academy has trained 1,760 students through 44 batches. It also conducts specialised courses in personal survival techniques, elementary first aid, fire prevention and firefighting, personal safety and social responsibility, tanker cargo operations and security training for seafarers.

- Cumulative output: 1,760 students in 44 batches.

The Academy will continue to strengthen maritime skill development in accordance with regulatory requirements and emerging employment opportunities in Indian and international shipping.

2.6.5 Poompuhar Shipping Corporation Limited

Poompuhar Shipping Corporation Limited undertakes marine transportation and passenger ferry operations. Its principal activities comprise transportation of coal for power generation and operation of ferry services at Kanniyakumari and Vattakottai.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

2.6.5.1 Transportation of Coal

The Corporation arranges transportation of coal from the ports of Paradip, Dhamra and Kakinada to Kamarajar Port for NTPC Tamil Nadu Energy Company Limited, which operates the thermal power station at Vallur. For this, a 5% service charge on vessel hire is being collected. The quantity transported varies according to coal allocation and the operational requirements of the power-generating company.

- Coal **LOADED** at Paradip, Dhamra, Kakinada...
- Coal carried for **NTECL** (**NTPC-TANGEDCO** joint venture).
- **PSCL** earns a 5% service charge on vessel hire - its business model.

The quantity of coal transported during the last three years is as follows:

Year	Quantity Transported (in metric tonnes)
2023–24	56.25 lakh
2024–25	65.54 lakh
2025–26	63.39 lakh

- Coal moved (lakh tonnes): 56.25 > 65.54 > 63.39. Peak was **2024-25**, slight dip in **2025-26**.

The Corporation will continue to facilitate timely transportation based on the requirements of the power sector. Opportunities for improving

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80 76 / 99

operational efficiency, including the feasibility of utilising return voyages for suitable cargo movement may be examined in consultation with the concerned stakeholders.

2.6.5.2 Passenger Ferry Operations

The Corporation operates passenger ferry services from Kanniyakumari to the Vivekananda Rock Memorial, the Ayyan Thiruvalluvar Statue and Vattakottai. The existing fleet comprises of five ferries, deployed according to operational requirements.

- Present fleet = 5 ferries; 3 more under construction.

During 2025–26, the ferry services carried 30.20 lakh passengers and generated gross earnings of Rs.45.19 crore.

- **30.20 lakh** ferry passengers in **2025-26**.
- Ferry gross earnings **2025-26**.

The Corporation will focus on safe and reliable ferry operations, improved passenger facilities and efficient deployment of the existing five ferries and three new ferries (under construction). The ticketing system is also

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

proposed to be strengthened through online / QR code-enabled ticket generation and validation to improve passenger convenience and revenue administration.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

3. STRENGTHENING INFRASTRUCTURE GOVERNANCE

Along with investment in infrastructure, the Government accords priority to strengthening institutional, technical and digital systems for planning, project delivery, quality assurance, maintenance and safety.

The reforms focus on safer roads, improved maintenance & asset management, quality assurance, digital project monitoring, transparent procurement, professional capacity and responsive public services.

The reforms will be implemented through defined action plans, inter-agency coordination and periodic review, based on technical requirements, readiness and availability of resources.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

3.1 ROAD SAFETY

Road safety is an integral component of road planning, design, construction and maintenance. The rapid growth in the number of vehicles, increasing freight movement, expanding urbanisation and heterogeneous traffic conditions necessitate coordinated approach to improve road safety.

Tamil Nadu recorded about 71,000 road accidents and 18,000 fatalities during 2025. During 2026 (up to July), 39,716 road accidents and 10,309 fatalities were reported. These figures highlight the need for sustained measures to reduce road accidents and fatalities through coordinated efforts of all stakeholders.

MOST IMPORTANT **STAT**: ~71,000 accidents and ~18,000 deaths in **2025**. Quote in road-safety essays.

2026 up to July. Useful for showing the trend.

Priority will be accorded to identifying accident-prone locations, scientifically analysing the causes of accidents, rectifying these areas, implementing road-corridor-based safety improvements, strengthening road safety audits,

utilizing technology-based monitoring, enhancing emergency rescue systems and undertaking evidence-based planning through the coordinated efforts of the concerned departments.

Road safety measures will be implemented in a phased manner based on technical requirements, accident data, network characteristics and availability of resources, with the objective of creating a safer road environment for all road users.

The effectiveness of road safety measures will be periodically assessed based on accident trends, fatality patterns and field observations to evaluate the impact of safety measures and identify areas requiring further intervention. The findings of such assessments will be utilised to refine road safety strategies, prioritise future investments and strengthen evidence-based decision-making. The findings of such reviews will

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

be utilised to prioritise future measures and optimise the utilisation of available resources.

3.2 Road Maintenance

A well-maintained road network is essential for ensuring safe, efficient & reliable mobility, preserving public investment and extending the service life of road infrastructure. The Government will continue to accord priority to systematic maintenance of the State road network through timely interventions, scientific planning and adoption of appropriate maintenance practices.

The Department will progressively strengthen maintenance planning based on road condition, traffic characteristics, field inspections and other relevant information. Greater emphasis will be placed on preventive maintenance, timely renewal and adoption of appropriate maintenance strategies to preserve road assets and minimise deterioration.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Technology-enabled monitoring and public participation will be progressively integrated with conventional field inspections to facilitate early identification of maintenance requirements and timely rectification of defects. Maintenance performance will be periodically reviewed to improve serviceability of the road network and optimise lifecycle costs.

3.3 ROAD, BRIDGE AND LAND ASSET MANAGEMENT

Effective management of infrastructure assets requires reliable information on the location, condition, performance and maintenance history of roads, bridges and highway land. The Department will progressively strengthen Road, Bridge and Land Asset Management through systematic data collection, digital asset inventories and Geographic Information System (GIS)-based applications to support scientific planning and investment decisions.

- **GIS**-based digital inventories of road, bridge and highway **LAND** - the governance reform to remember.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

Road and bridge inventories will be progressively strengthened through periodic condition assessment, inspection and updating of asset information. The information generated will support condition-based maintenance planning, prioritisation of investments and timely rehabilitation of infrastructure assets.

The Department will progressively strengthen the management of highway land through digitisation and GIS-based mapping of land records. Integration with other Government land information systems, wherever feasible, will facilitate improved asset protection, project planning and efficient management of highway lands.

3.4 QUALITY ASSURANCE

The Department will strengthen quality assurance systems, applied research and

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

technical capacity to improve the quality, durability and sustainability of road infrastructure.

Independent quality assurance, modern laboratory facilities and applied research will be progressively strengthened to promote adoption of improved construction materials, innovative technologies and best engineering practices.

3.5 DIGITAL GOVERNANCE

The Department will strengthen digital governance to improve planning, implementation, monitoring and decision-making across all functional areas. Information technology and Geographic Information System-based applications will be leveraged to facilitate efficient project monitoring, infrastructure management and service delivery.

Digital platforms will support monitoring of project progress, land acquisition, utility shifting, quality assurance and other key implementation

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

activities, thereby enabling timely identification of constraints and decision-making. Existing digital systems will progressively be integrated to improve data consistency, minimise duplication and enhance administrative efficiency.

3.6 PROCUREMENT REFORMS

The department will strengthen transparent procurement procedures to ensure the implementation of infrastructure projects in a cost-effective, high-quality and timely manner. Procurement processes will be strengthened through end-to-end digital systems to improve ease of participation, reduce processing time and enhance transparency.

The contractor management framework will also be strengthened through technology-enabled registration and performance management systems. Standardisation of bidding documents, qualification requirements and contract conditions will be pursued to facilitate healthy competition

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

and ensure efficient implementation of infrastructure projects.

3.7 INSTITUTIONAL CAPACITY DEVELOPMENT

The Department recognises that successful delivery of infrastructure projects requires continuous strengthening of institutional and professional capacity. Training and capacity-building programmes will therefore be undertaken to enhance the technical, managerial and administrative competencies of engineers and other personnel.

3.8 INFRASTRUCTURE PLANNING

Long-term infrastructure planning is essential to support the State's economic growth, industrial development, urbanisation, logistics and regional connectivity. The Department will adopt an effective planning approach to identify future infrastructure requirements based on traffic demand, economic development, land use

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

patterns and emerging mobility needs. Studies and technical assessments will provide identification and prioritisation of future infrastructure projects to ensure that investments remain technically sound, economically viable and conducive to long-term development.

3.9 PROJECT DELIVERY AND INTER-AGENCY COORDINATION

Timely delivery of infrastructure projects requires coordinated action among Government departments, local bodies, statutory authorities and other stakeholder agencies. The department will strengthen institutional coordination, advance planning and periodic monitoring to facilitate timely resolution of issues relating to land acquisition, utility shifting, statutory clearances and other project dependencies.

Structured review mechanisms and coordinated decision-making will be adopted to facilitate timely completion of projects, minimise

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

implementation delays and improve overall project delivery.

Considering all the above special aspects, collaboration with academic institutions, research organisations and professional bodies will be encouraged to facilitate knowledge sharing, adoption of emerging technologies and dissemination of best practices in infrastructure planning, construction & maintenance. Strengthening institutional capacity will remain an integral component of the Department's governance reforms.

3.10 MARITIME GOVERNANCE

The Government will continue to strengthen maritime governance through integrated planning, efficient port administration and progressive modernisation of passenger and cargo services. The Department will promote efficient utilisation of maritime infrastructure, enhance coastal connectivity and facilitate

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

sustainable development of Minor Ports in accordance with technical, environmental and commercial considerations.

Digital technologies and modern management practices will be progressively adopted to improve operational efficiency, passenger convenience and service delivery. Long-term planning will guide the phased development of maritime infrastructure in support of trade, tourism and regional economic growth.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80

4.WAY FORWARD

The Government remains committed to developing safe, efficient & sustainable road and maritime infrastructure that promotes economic growth, regional connectivity and improved quality of life. The policy initiatives outlined above seek to strengthen infrastructure planning, asset management, maintenance, governance and service delivery through adoption of modern technology, evidence-based decision-making and institutional reforms.

These initiatives will be implemented progressively, considering the technical feasibility, financial prudence and the development priorities of the State, with the objective of creating a resilient, efficient and future-ready transport infrastructure for Tamil Nadu.

AADHAV ARJUNA
Minister for Public Works
and Sports Development

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80



The Hon'ble Minister for Public Works and Sports Development has called on the Hon'ble Chief Minister of TamilNadu after assuming office.

1



The Hon'ble Chief Minister's Departmental review of Highways and Minor Ports Department held on 03.07.2026.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80



The Hon'ble Minister for Public Works and Sports Development chaired the Review Meeting held in HRS Campus, Guindy, Chennai on 25.05.2026.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80



The Hon'ble Minister for Public Works and Sports Development inspected the Avinashi Elevated corridor Project in Coimbatore District on 31.05.2026.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80



The Hon'ble Minister for Public Works and Sports Development chaired the Review Meeting held in Kallakurichi District on 07.06.2026.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80



The Hon'ble Minister for Public Works and Sports Development chaired the Review Meeting held in Tiruvannamalai District on 12.06.2026.

ESSAAR Academy Full study notes: essaaracademy.in/policy-notes/highways · Daily TNPSC tests: essaaracademy.in/mission-80



The Hon'ble Minister for Public Works and Sports Development inspected the Chennai Peripheral Ring Road Project in Tiruvallur District on 17.07.2026.

7

Printed by : Government Central Press, Chennai - 600 001.