

**F. No. 39-04/2025-PD
Government of India
Ministry of Communications
Department of Posts
Parcel Directorate**

**Malcha Marg Post Office Complex,
Chanakyapuri, New Delhi-110021
Dated: 17.10.2025**

**To
All Chief Postmaster Generals**

Subject: Finalization of proposed parcel network under Mail & Parcel Optimization Project (MPOP) Network

Sir/Madam,

This is regarding finalization of proposed parcel network under the Mail & Parcel Optimization Project (MPOP). The objective of this exercise is to establish a state-agnostic, industry-aligned and future-ready logistics backbone for the Department of Posts, keeping in view the emerging needs of the e-commerce sector, the requirements of time-bound delivery, and the necessity to optimise existing infrastructure in line with future demand.

2. While finalizing the proposed network, the directions of the Hon'ble Minister of Communications have also been followed in particularly with regard to limiting the number of L1 hubs to not more than forty-five, which is a dashboard-item for the Department..

3. The identification of future L1 hubs has been based on a five-fold approach. Firstly, the network has been aligned with the location of major e-commerce fulfilment centres such as Amazon and Flipkart, so that parcel flows are integrated with industry requirements at source. Secondly, district-level GDP growth projections for the coming five years have been taken into account, ensuring that demand hotspots of the future are adequately catered to. Thirdly, telecom density has been used as a proxy for demand intensity, thereby serving as an evidence-based check on the identified locations. Fourthly, connectivity by both surface and air modes has been emphasised, with all hubs being situated near national highways and airports. Finally, strategic adjustments have been made to address land constraints and specific regional requirements.

Shaul
17/10

F. No 39-04/2025-PD

4. A major change in the revised network is that all pin codes will be directly mapped to the L1 hubs. Each L1 hub will carry out direct sorting for the pin codes in its catchment area. This change will necessitate **full automation and larger operational areas for the hubs, far exceeding the present capacities**. The implementation of this network is closely linked to the construction and automation of forty L1 hubs under the Postal Logistics Infrastructure Project (PLIP). Since the execution of PLIP is expected to take about five years, the implementation of the revised network will also be phased accordingly, with the complete switchover expected at the end of the PLIP cycle.

4.1 While examining the feedback about closure of bags between L2-L2 Parcel Hubs within the circle, an analysis of L2-L2 volume data across circles has been done which has shown low average volumes (10–15 parcels/day), making L2-L2 sorting found unjustifiable nationwide in the proposed network. However, exceptions like the Northeast have been allowed for L2-L2 sorting due to connectivity challenges and SLA adherence. For other locations, L2-L2 sorting would be decided based on the projected volume. It is also pertinent to note here that Department has also proposed the establishment of around two thousand Delivery Centres (DCs) in the next five years under the Postal Logistics Infrastructure Project. This will bring down the number of delivery offices from the present nineteen thousand to about twelve thousand, thereby reducing sorting complexity and simplifying mail arrangements across Circles.

4.2 In the future network design, it is also envisaged that all L1 hubs will not be required to close bags for every other L1 hub. Instead, the closure of bags will be determined dynamically, based on actual traffic volumes and supported by technology-driven routing and optimization tools. This approach will avoid unnecessary bag closures, reduce handling complexity, and ensure that inter-hub connections are established only where justified by volume flows, thereby improving efficiency and aligning the Department's operations with global best practices in logistics.

4.3 To effectively manage surge volumes or special occasions where traffic spikes are expected, such as State Examination Boards or other time-bound bulk movements, provision has been made for bulk booking offices to undertake direct bagging. Such direct bagging will be permitted on the basis of justified volume levels, the sensitivity of the shipment, and the nature of consignments in terms of size and weight. This flexibility will ensure that exceptional bulk requirements, including those similar to large-scale shipments like PM Vishwakarma consignments, are handled efficiently without overburdening the regular hub network, while maintaining service quality and time sensitivity.

2
Paul
17/10

5. The role of Business Post Centres (BPCs) and Book Now Pay Later Centres (BNPLs) w.r.t parcels in the new network has also been carefully examined. There will be 2 phases of operations for BNPL / BPCs – one during transition phase when the parcel hubs are being built and second is post set up of the parcel hubs in 4-5 years.

5.1 In the transition phase, BPC/ BNPLs are expected to continue usual operations (e.g., direct bagging to destination or booking depending on the type of BPC/BNPL) but will be optimized for unloading (e.g., conveyors or forklifts), processing and loading and dispatch.

5.2 In the future, BPC/ BNPL operations would depend on the location of the hub. The following scenarios would be applicable:

5.2.1 BPC/ BNPL located in a L1 city: In this case, volumes from the large bulk customers are picked up, loaded in trucks and dispatch directly to the parcel hubs. For small to medium bulk customers, the volumes are picked up or dropped off at the BPC/ BNPL and then consolidated to be sent to the L1 parcel hub. This will help in optimizing the processing and the transportation of parcels.

5.2.2 BPC/ BNPL in a L2 city: In this case, the BPC/ BNPL will book and bag the articles picked up or dropped off on a TD and NTD level, to be sent to the L2 parcel hubs with TD bags being opened and processed at L2 parcel hubs and NTD bags forwarded to the mapped L1.

5.2.3 BPC/ BNPL in a non L1/L2 city: In this case, the BPC/ BNPL will book and bag the articles picked up or dropped off on a NTD level and on a TD level it is sorted to the TD delivery centres.

6. After detailed consultations with the consultants engaged under MPOP, and following examination of Circle inputs, the revised network has now been finalised. It consists of **forty (40)** L1 parcel hubs and **one hundred and twenty-seven (127)** L2 parcel hubs. The list of these hubs, along with their mapping L2 Hubs, is annexed as Annexure I for ready reference. Further, it is assured that any specific operational or structural issues that may arise during the implementation of the revised network will be duly examined and addressed by the Parcel Directorate in consultation with the concerned Circles, so as to ensure smooth transition and uninterrupted functioning of mail and parcel operations.

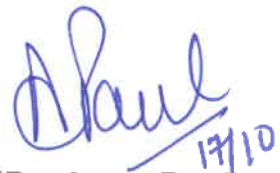
7. The comments received from Circles have also been examined in detail. It is noted that many of these suggestions were based on the existing system of connectivity between post offices and hubs, present hub-to-hub arrangements, and current office-to-hub mappings. While useful in highlighting operational issues, these comments are necessarily rooted in present-day realities, whereas the proposed network is designed for the future, taking into account automation, rationalisation of delivery offices, and emerging demand hotspots. The comments offered by the circles and the observations of the Parcel Directorate against the comments are annexed as Annexure-II.

8. While interim arrangements may continue during the transition phase, Circles will be given necessary directions separately to initiate preparatory steps for earmarking land/space, manpower, and equipment for the operationalisation of Integrated Delivery Centres. The Parcel Directorate will separately communicate phase-wise timelines and PLIP-linked implementation schedules.

9. As mentioned in paragraphs 4 and 5, It is once again reiterated that the proposed network is fully dependent upon the execution of the Postal Logistics Infrastructure Project (PLIP) (Minimum 5 years), particularly the construction and automation of the envisaged forty L1 hubs. Till such time as the PLIP project is implemented and adequate capacity is created, the current network functioning under the Parcel Network Optimization Project (PNOP), comprising seventy-nine L1 hubs and one hundred and nine L2 hubs, will continue to remain operational to ensure stability of operations and continuity of service.

10. This issues with the approval of Member (Operations)

Annexure: As Above



(Dr. Annu Paul)

Additional General Manager

Copy to: -

- (i) PPS to Member (Operations), Dak Bhawan for information please
- (ii) DDG Mails Operations, Dak Bhawan for information please
- (iii) DDG, Transport Cell, Dak Bhawan for information please
- (iv) DDG IR & GB, Dak Bhawan for information please
- (v) General Secretary R-III, All India RMS & MMS Employees Union Group-C, for information w.r.t letter number R-III & IV / MPOP / 2025 dated 28.07.2025

List of L1 Hubs under MPOP		
S. No.	Circle	Hub Name
1	Andhra Pradesh	Visakhapatnam
2	Andhra Pradesh	Vijayawada
3	Assam	Guwahati
4	Assam	Silchar
5	Bihar	Patna
6	Chhattisgarh	Raipur
7	Delhi	Delhi NCR
8	Gujarat	Rajkot
9	Gujarat	Ahmedabad
10	Gujarat	Bharuch
11	J&K	Jammu
12	J&K	Srinagar
13	Jharkhand	Ranchi
14	Karnataka	Hubballi
15	Karnataka	Bengaluru
16	Karnataka	Mangaluru
17	Kerala	Kochi
18	Madhya Pradesh	Indore
19	Madhya Pradesh	Bhopal
20	Maharashtra	Nashik
21	Maharashtra	Mumbai
22	Maharashtra	Pune
23	Maharashtra	Nagpur
24	Odisha	Bhubaneswar
25	Punjab	Chandigarh
26	Punjab	Ludhiana
27	Rajasthan	Jaipur
28	Rajasthan	Jodhpur
29	Tamil Nadu	Chennai
30	Tamil Nadu	Madurai
31	Tamil Nadu	Coimbatore
32	Telangana	Hyderabad
33	Uttar Pradesh	Agra
34	Uttar Pradesh	Kanpur
35	Uttar Pradesh	Varanasi
36	Uttar Pradesh	Lucknow

List of L1 Hubs under MPOP		
S. No.	Circle	Hub Name
37	Uttarakhand	Dehradun
38	West Bengal	Kolkata
39	West Bengal	Durgapur
40	West Bengal	Siliguri

Paul
17/10

Annexure I**List of L2 Hub under MPOP with Mapping with L1**

S.No	Circle	L2 Hub Name	L1 Hub Name
1	Andhra Pradesh	Ananthapur	Bengaluru
2	Andhra Pradesh	Cuddapah	Chennai
3	Andhra Pradesh	Eluru	Vijayawada
4	Andhra Pradesh	Guntur	Vijayawada
5	Andhra Pradesh	Kurnool	Hyderabad
6	Andhra Pradesh	Nellore	Chennai
7	Andhra Pradesh	Ongole	Vijayawada
8	Andhra Pradesh	Rajahmundry	Visakhapatnam
9	Andhra Pradesh	Tirupati	Chennai
10	Assam	Dibrugarh	Guwahati
11	Assam	Jorhat	Guwahati
12	Assam	Tezpur	Guwahati
13	Bihar	Barauni	Patna
14	Bihar	Bhagalpur	Patna
15	Bihar	Chapra	Patna
16	Bihar	Gaya	Patna
17	Bihar	Kiul	Patna
18	Bihar	Muzaffarpur	Patna
19	Chhattisgarh	Bilaspur	Raipur
20	Chhattisgarh	Durg	Raipur
21	Gujarat	Anand	Bharuch
22	Gujarat	Bhavnagar	Ahmedabad
23	Gujarat	Bhuj	Rajkot
24	Gujarat	Jamnagar	Rajkot
25	Gujarat	Junagadh	Rajkot
26	Gujarat	Mehsana	Ahmedabad
27	Gujarat	Surat	Bharuch
28	Gujarat	Vadodara	Bharuch
29	Gujarat	Valsad	Bharuch
30	Haryana	Ambala	Chandigarh
31	Haryana	Gurgaon	Delhi NCR
32	Haryana	Hisar	Delhi NCR
33	Haryana	Karnal	Delhi NCR
34	Haryana	Rohtak	Delhi NCR
35	Himachal Pradesh	Hamirpur	Chandigarh
36	Himachal Pradesh	Shimla	Chandigarh
37	Jammu & Kashmir	Leh	Delhi
38	Jharkhand	Dhanbad	Durgapur
39	Jharkhand	Jamshedpur	Ranchi



List of L2 Hub under MPOP with Mapping with L1

S.No	Circle	L2 Hub Name	L1 Hub Name
40	Karnataka	Bagalkot	Hubli
41	Karnataka	Belagavi	Hubli
42	Karnataka	Devangere	Mangalore
43	Karnataka	Gulbarga	Hyderabad
44	Karnataka	Hosapete	Hubli
45	Karnataka	Mysore	Bengaluru
46	Karnataka	Tumkur	Bengaluru
47	Karnataka	Arsikere	Bengaluru
48	Kerala	Kollam	Kochi
49	Kerala	Kottayam	Kochi
50	Kerala	Kozhikode	Coimbatore
51	Kerala	Palakkad	Coimbatore
52	Kerala	Thiruvananthapuram	Kochi
53	Kerala	Thrissur	Kochi
54	Madhya Pradesh	Gwalior	Agra
55	Madhya Pradesh	Itarsi	Bhopal
56	Madhya Pradesh	Jabalpur	Bhopal
57	Madhya Pradesh	Katni	Bhopal
58	Madhya Pradesh	Ratlam	Indore
59	Madhya Pradesh	Satna	Varanasi
60	Maharashtra	Madgaon	Mumbai
61	Maharashtra	Ahmednagar	Pune
62	Maharashtra	Chandrapur	Nagpur
63	Maharashtra	CS Nagar	Nashik
64	Maharashtra	Jalgaon	Nashik
65	Maharashtra	Miraj	Pune
66	Maharashtra	Nanded	Nagpur
67	Maharashtra	Ratnagiri	Pune
68	Maharashtra	Satara	Pune
69	Maharashtra	Solapur	Pune
70	North East	Itanagar	Guwahati
71	North East	Imphal	Silchar
72	North East	Shillong	Guwahati
73	North East	Aizawl	Silchar
74	North East	Dimapur	Guwahati
75	North East	Agartala	Silchar
76	Odisha	Balangir	Raipur
77	Odisha	Berhampur	Bhubaneswar
78	Odisha	Cuttack	Bhubaneswar
79	Odisha	Jeypore	Visakhapatnam
80	Punjab	Amritsar	Ludhiana
81	Punjab	Bathinda	Ludhiana

Paul
17/12

List of L2 Hub under MPOP with Mapping with L1

S.No	Circle	L2 Hub Name	L1 Hub Name
82	Punjab	Jalandhar	Ludhiana
83	Punjab	Patiala	Ludhiana
84	Rajasthan	Alwar	Jaipur
85	Rajasthan	Bikaner	Jodhpur
86	Rajasthan	Falna	Jodhpur
87	Rajasthan	Kota	Jaipur
88	Rajasthan	Sikar	Jaipur
89	Rajasthan	Sri Ganganagar	Jodhpur
90	Rajasthan	Udaipur	Jodhpur
91	Tamil Nadu	Dharmapuri	Bengaluru
92	Tamil Nadu	Erode	Coimbatore
93	Tamil Nadu	Jolarpettai	Bengaluru
94	Tamil Nadu	Karaikudi	Madurai
95	Tamil Nadu	Salem	Coimbatore
96	Tamil Nadu	Thanjavur	Madurai
97	Tamil Nadu	Tirunelveli	Madurai
98	Tamil Nadu	Tirupur	Coimbatore
99	Tamil Nadu	Trichy	Madurai
100	Tamil Nadu	Vellore	Chennai
101	Tamil Nadu	Villupuram	Chennai
102	Telangana	Karimnagar	Hyderabad
103	Telangana	Nalgonda	Hyderabad
104	Telangana	Warangal	Hyderabad
105	Uttar Pradesh	Aligarh	Delhi NCR
106	Uttar Pradesh	Bareilly	Lucknow
107	Uttar Pradesh	Faizabad	Lucknow
108	Uttar Pradesh	Ghaziabad / Noida	Delhi NCR
109	Uttar Pradesh	Gonda	Lucknow
110	Uttar Pradesh	Gorakhpur	Varanasi
111	Uttar Pradesh	Jhansi	Agra
112	Uttar Pradesh	Kheri	Lucknow
113	Uttar Pradesh	Mau	Varanasi
114	Uttar Pradesh	Meerut	Delhi NCR
115	Uttar Pradesh	Moradabad	Delhi NCR
116	Uttar Pradesh	Prayagraj	Varanasi
117	Uttar Pradesh	Saharanpur	Dehradun
118	Uttarakhand	Haridwar	Dehradun
119	Uttarakhand	Rudrapur	Delhi NCR
120	West Bengal	Port Blair	Chennai / Kolkata
121	West Bengal	Bankura	Durgapur
122	West Bengal	Berhampore	Durgapur
123	West Bengal	Burdwan	Durgapur

List of L2 Hub under MPOP with Mapping with L1

S.No	Circle	L2 Hub Name	L1 Hub Name
124	West Bengal	Howrah	Kolkata
125	West Bengal	Kharagpur	Kolkata
126	West Bengal	Malda	Siliguri
127	West Bengal	Sealdah	Kolkata

Paul
17/10

Annexure II

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
1	AP	Change of mapping of L2 PH Rajahmundry from L1 PH Vijayawada to L1 PH Visakhapatnam	Change has been agreed upon.
		Change of mapping of L2 PH Cuddapah from L1 PH Tirupati to Vijayawada L1 PH:	Tirupati will be retained as an L2 PH in the final network and mapped to L1 PH Chennai. - Chennai is closer to Cuddapah compared to Vijayawada and is proposed to be a fully automated parcel hub, capable of handling large volumes and higher operational complexity. - Therefore, Cuddapah will remain mapped to L1 PH Chennai.
		Continue the functioning of Srikakulam L2 PH & Vizianagaram ICH.	Articles booked in Srikakulam will be directly transported to Visakhapatnam L1 PH via RTN and processed during the night set at Visakhapatnam. TD for Srikakulam will be sent back early morning to ensure D+1 delivery. - For far-away pin codes (e.g., Ichhapuram), postmen hours / delivery timings will be adjusted to ensure timely deliveries.
		Withdraw the direct mapping of Bastar district, Chhattisgarh Circle POs to Visakhapatnam L1 PH.	Change have been accepted and implemented at the time of implementation of the network.

Paul
17/10

Q
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Retain the L1 status of Tirupati PH.	The proposed L1 hubs are designed to handle large volumes (both origin and destination) consistently throughout the year. L1 hubs are selected based on key factors such as being a major origin/demand centre, connectivity, and operational efficiency. Seasonal volumes from Tirupati can be managed via a BPC (Bulk Parcel Canter). Therefore, Tirupati will not be retained as an L1 PH.
		Retain the mapping of Nellore L2 PH and Cuddapah L2 PH to Tirupati L1 PH.	Nellore will be mapped to L1 PH Chennai, as the distance between Nellore and Chennai (~175 km) is operationally doable. Additionally, Tirupathi is an L2 in the network. Mapping Nellore to Chennai ensures better operational efficiency, given Chennai's status as a fully automated parcel hub. Cudappah will also be mapped to Chennai PH.
2	Assam	Dynamic Bag Allocation: The number of bags and their routing will be determined virtual sortation data from individual offices. Using Technology Enablement: Locally developed technology-enabled insights will enhance decision-making and adaptability.	Tech based dynamic routing suggestion by circle is being considered by Directorate; default routing would be as per MPOP but a dynamic routing if justified by volumes can be supported through tech based solution.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Due to geographical reason and direct connectivity, being state capitals all State Capitals in NE Region are recommended to be an L1 Hub (Dibrugarh - due to connectivity; Dimapur, Itanagar, Shillong, Agartala, Aizawl, Imphal - due to state capitals)	Dibrugarh: - L1s are key nodes in the system, and all L1s must close bags for all other L1s. Increasing the number of L1s increases network complexity, as each additional L1 requires 40-50 additional routes to other L1s. Volumes between many L1 pairs are minimal, which would compromise middle-mile efficiency and lead to unreasonably high costs. Guwahati is proposed to be a large hub in the future network, with semi-automation, enabling it to handle additional volumes and complexity. Current volume handled in Dibrugarh is ~800 parcels/day, higher volumes TD and within the circle. Therefore, Dibrugarh is better suited as an L2 hub. As an exception, L2-L2 bagging is allowed for all hubs in the Northeast. Dimapur/Itanagar/Shillong/Agartala/Aizawl/Imphal: - Current overall volumes handled by these hubs are ~800-1000 parcels/day, high volumes TD and within the NE circle. Volumes between these hubs and other L1s are minimal (average <10-20 parcels/day), which would unnecessarily complicate the network. To address this,



A Paul
17/10



R
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
			an exception has been built into the system to allow all L2s in the Northeast to directly bag for other L2s in the region.
		Administrative control of all Parcel Hubs and NSHs of N E Circle may be kept under Assam Circle for operational efficiency and effective monitoring.	Matter not being related to network, no comment is being offered here. Circle may also take up the matter separately looking into the justification given at the time of change in administrative control.
3	Bihar	Retaining Muzzafarpur as an L1 Hub in new network due to currently serving a vast and crucial geographical region of North Bihar including the districts of Muzaffarpur, Darbhanga, Madhubani, Samastipur. Sitamarhi. Sheohar. East Champaran and West Champaran Under the new MPOP network, the mail flow will be altered in such a way that the articles destined for Muzaffarpur and surrounding districts will first be routed to PH Patna, then forwarded to PH Muzaffarpur and only afterward dispatched to the concerned delivery post offices. This multi-stage routing will cause a delay of 24-48 hours, severely impacting timely	Patna is planned to be a fully-automated hub with capacity to handle 5-10K parcels/ hour efficiently. Opening another hub within ~80 km (Muzzafarpur) is not justified. TD bags will be sorted at Muzaffarpur L2, while NTD bags will be routed directly to Patna L1 for sorting and dispatch, saving time and costs. Bags from outside Bihar will be sorted at Patna L1 to the delivery centre level, eliminating the need for intermediate sorting at Muzaffarpur.



A Paul
17/10



A
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		delivery in the presently mapped districts with Muzaffarpur PH and add to cost of operation.	
4	Chhattisgarh	L2 Hub Balangir (Odisha) which is mapped with L1 Hub Raipur is comes under Odisha Circle and may mapped with their respective L1 Hub in Odisha circle to avoid administrative conflicts between Chhattisgarh & Odisha Postal Circle. At present only one L1 Hub is functioning for entire Chhattisgarh circle, The additional L2 Hub Balangir will affect the present working	The MPOP network is designed to be circle-agnostic, with L2 hubs linked to the nearest feasible L1 hub. Raipur is closer to Balangir than Bhubaneswar, making it the logical L1 hub for Balangir.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		conditions such as accessibility or sorting complexity, therefore addition of balangir may be avoided in proposed mapping of sorting districts.	
		Transmission from L1 Hub for covering all Post Offices in Chhattisgarh may be challenging in reference with transport facility & geographical challenges. Current transportation through private buses.	A robust L1-L1 and L1-L2 transmission network to be developed by the department, aligned with industry best practices
5	Delhi	In October 2022, parcel operations of Delhi Circle were shifted from Delhi Sorting Division RMS Bhawan to the 1st Floor of AMPC Complex, Airmail Sorting Division, with the objective of centralizing sorting operations under one roof. For this shifting, an extended structure was constructed at 1st Floor AMPC Complex which cost approx. 4 Cr. The DPR for the proposed automated parcel sorting system al expedited and shared at the earliest.	Delhi is a key origin as well as demand hub in the future proposed network. Hence, there would be large volumes that would be handled at the hubs which would require full automation. Additionally, Delhi, Noida and Gurgaon to have one large automated hub to handle all volumes which cannot be done at AMPC Delhi. It has been proposed under PLIP to construct an Integrated Hub (Domestic + International) at the site being offered by GMR.
		The proposal to designate Gurgaon PH as an L-1 Hub and Delhi IPH as L2 hub under Gurgaon PH is not operationally feasible.	Delhi NCR to have one mega full-automated hub with air and surface connectivity and Gurgaon, Noida / Ghaziabad have been retained as L2 hub to handle LTD volumes.

Shaul
17/10

17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		The proposed shift may adversely affect the efficiency of mail transmission and could potentially increase the delivery time of parcels- by approximately one day thereby impacting customer satisfaction and future business prospects.	Given Delhi NCR to have one mega hub located in Delhi, this issue doesn't arise any further
6	Haryana	Remapping of sorting districts based upon the geographical conditions	MPOP network is state-agnostic; Saharanpur will remain mapped to Dehradun as it is the closest L1 hub. Further, Saharanpur may be a L1 Hub in view of the constraint in land availability at Dehradun.
			333 sorting district will remain mapped to Hisar (~145 km) instead of Jaipur (~190 km).
			Mapping of 121 sorting district to Gurgaon/Delhi L1 instead of Noida will be reviewed while finalization of sort program.
		Closure of Rohtak L1 will lead to delay in transit as well as delivery	Delhi NCR is planned as a fully automated hub with high capacity, making another L1 (Rohtak) within 80-100 km unjustified. TD bags will be sorted at Rohtak L2, while NTD bags will go directly to Gurgaon/Delhi L1, saving time and costs. Bags from outside will be sorted at Gurgaon/Delhi L1 to the delivery centre level.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Strategic Justification for retaining PH at Ambala instead of Chandigarh for processing mail of Haryana, Punjab and Himachal Pradesh for Enhanced Outbound and Inbound Mail Efficiency	Chandigarh is projected to be a larger demand hub over the next 5-10 years due to its growing economic and logistical importance. Ambala will remain an L2 mapped to Chandigarh to ensure efficient operations. The distance between sorting districts (50-150 km) is manageable and will not impact SLAs. Additionally, Chandigarh is better positioned to serve sorting districts like 171-173 in Dehradun, which are closer to Chandigarh than Ambala. Land for the hub can be near Ambala if it proves more feasible.
		Retaining the existing network instead of implementing the new network	The new MPOP network aligns with industry best practices and the Hon'ble Minister's vision to transform India Post into a key logistics player.
7	Himachal Pradesh	Mapping of Hamirpur with Chandigarh instead of Ludhiana	Remapping of Hamirpur to Chandigarh instead of Ludhiana will be considered for HP Circle L2 hubs due to better connectivity
		Mapping of Mandi with Chandigarh instead of Ludhiana	Remapping of Mandi (Sorting district 175) to Hamirpur instead of Ludhiana may be considered
		Mapping of Solan with Ambala L2 and Chandigarh L1 for NTD Parcels	Sorting district 173 (Solan) is closer to Chandigarh (L1) vs Ambala (L2) hence the current mapping to be retained.


 17/10


 12/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Local Sorting at the Account offices for the parcels emanating to be delivered through the post offices mapped with the Account Offices.	For hilly terrain with very low road connectivity, LTD sorting at HO's will be examined on case to case basis after implementation of the new network.
		Shifting of Shimla L-1 parcel hub from Parwanoo to Shimla to avoid unnecessary transit	Shimla L2 hub can be in Shimla itself instead of Parwanoo (which is at a distance of around 82 km from Shimla)
		Vacant plot at Ghumarwin in Hamirpur to be used as L2 hub	Circle may use required land if enough space to build L2 hub as per the operational requirements.
8	Gujarat	Mapping Sorting Districts with L1 / L2	Sorting district 394, 395 and 396 to be mapped with Bharuch hub instead of Nashik hub
9	J & K	Retaining Leh as an L1 Hub in the new network	Leh will not be retained as an independent L1 hub. Instead, it will be mapped under two L1 hubs -Srinagar and Delhi to ensure operational efficiency and cost-effectiveness.
10	Jharkhand	Down gradation of Jamshedpur PH from L1 to L2 is accepted with the fact that NTD Parcels originating from Sorting Districts 831, 832 & 833 (and also from the Sorting Districts 758, 769 & 770 of Odisha Circle that is suggested to be mapped to L1 PH Ranchi through L2 PH Jamshedpur) & destined to NE & Southern States be allowed to be closed directly to Kolkata as an exception.	Jamshedpur is downgraded to L2 based on key factors like proximity to e-commerce fulfilment centres, demand areas, and connectivity. Ranchi is proposed as the L1 hub. Direct closure to Kolkata will only happen in case there is enough volumes (>1 FTL parcels/day) from hub-to-hub transit. Not justified according to current volumes

A Paul
12/10

B
12/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		The proposed mapping of Sorting District 822 (POs across Latehar, Garhwa & Palamau Revenue Districts of Jharkhand) with the L1 PH Varanasi is not an optimal arrangement. There is no existing Mail Line connecting 822 POs with Varanasi and if we create one, then best shall be via GT Road – connect at Aurangabad in Bihar & then Varanasi – approximately 250 Kms from Garhwa. Therefore, in view of geographical constraints as well as conveniences, economy on mail routes & optimal transit time for both TD & NTD Parcels, the proposal is hereby NOT Recommended & Instead the most optimal arrangement to have 822 PIN Codes mapped to L1 PH Ranchi, as existing, with suggested amendment that we should also have an L2 PH at Daltonganj for further reduced transit for TD Parcels.	Mapping of 822 to Ranchi may be accepted Proposal for new L2 PH at Daltonganj may be examined by the circle after experiencing the new network for a considerable time.

Paul
13/10

** 13/10*

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		The proposed mapping of Sorting Districts 758 (POs in Kendujhar Revenue District of Odisha) & 769, 770 (POs in Sundargarh Revenue District of Odisha) may be done. There is no existing Mail Line connecting these POs in Odisha with L1 PH Ranchi and when we create one it shall be via catchment area of L2 PH Jamshedpur.	MPOP network is state-agnostic. Sorting Districts 769 and 770 will be mapped to Ranchi as they are closer to Ranchi than Bhubaneswar. Sorting District 758 will remain mapped to Bhubaneswar as it is closer. RTN network will be established to support the proposed mapping.

Paul
17/10

A
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		The proposal of abolition of existing L1 PH B. Deoghar & consequently mapping POs of Jharkhand in Sorting District 816 with L1 PH Patna in Bihar (through L2 PH Bhagalpur) & POs of Jharkhand in Sorting Districts 814, 815, 826, 827 & 828 with L1 PH Durgapur in West Bengal (directly or through L2 PH Dhanbad) is not at all an optimal arrangement & hence NOT Recommended. Instead, it is hereby Recommended that B. Deoghar may be retained as L1 PH with direct mapping of POs of Sorting Districts 814, 815, 816, 826 & 828 in Jharkhand (with abolition of L2 PH Dhanbad) as well as direct mapping of POs of Sorting Districts 812, 813 & 853 in Bihar through L2 PH Bhagalpur. An encroachment free land parcel of approximately 20,000 sq. ft. is available in Jasidih Industrial Area, B. Deoghar which is most suitable for housing L1 PH B. Deoghar along with all other RMS Units by constructing a suitable Departmental Building.	Deoghar will not be retained as an L1 hub. It is not identified as a strategic origin or demand centre. The available land is unsuitable for a parcel hub. Deoghar will be mapped to Patna (via Bhagalpur L2) and Durgapur (via Dhanbad L2). Mapping of 827 to Ranchi is accepted as the distance (~124 km) is shorter than to Durgapur (~156 km), and it falls under Jharkhand's administrative control. Mapping of 723 to Durgapur remains unchanged as it is farther from Ranchi and closer to Durgapur.

Shaw
18/10

10/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
11	Karnataka	Directorate has proposed for closure of the office. Whereas. presently Arsikere L-1 PH is serving to Post Offices under Chikkamagaluru, Hassan and Shivamogga Divisions. Collection of parcels from the POs attached to these 3 divisions and bringing to either Davangere L2 PH or Bengaluru L1 PH will be difficult in terms of distance and connectivity. There will be delay in processing and delivery to an extent of two days to public mails, if POs of Hassan and Shivamogga Divisions are attached to either Davangere L2 PH or Bengaluru L1PH. Further, Hassan has better connectivity to Chikkamagaluru, Shivamogga Divisions and Arsikere POs, Arsikere L1 Parcel Hub may be downgraded as L2 PH and relocated to Hassan, as Hassan has better road connectivity to other destinations and mapped POs	Arsikere because of connectivity may be retained as an L2.

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
12	Kerala	Retaining Thiruvananthapuram as an L1 Parcel hub due to state capital, time bound delivery of pre examination material and secure booking and transmission of post examination material	Thiruvananthapuram has been retained as L2 Hub.
		Mapping of Kollam L2 with Thiruvananthapuram L1	If the Thiruvananthapuram is considered as L1 mapping will be changed.
		Retaining the existing L2 Parcel Hub as Tiruvalla	Tiruvalla will not be retained as an L2 hub. It is in close proximity to Kottayam, which has a proposed L2 hub.
		Retaining Alappuzha as an L2 Parcel Hub	Alappuzha will not be retained as an L2 hub. It is in close proximity to Kochi L1, which can handle the volumes efficiently being a semi-automated hub in the new network.
		Retaining Thodupuzha as an L2 Parcel Hub	Thodupuzha will not be retained as an L2 hub. It is in close proximity to Kochi L1, which can handle the volumes efficiently.
		Retaining L1 Hub at Kozhikode	Kozhikode will not be retained as an L1 hub. It is not a key origin or demand centre based on future visibility. It will be mapped as an L2 hub to Coimbatore L1 for a sharper and optimized network.

Handwritten signature and date 17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Need for L2 Parcel Hub at Kannaur due to ICH	Volumes expected do not justify L2 hub. The current network for Mail is transient and will align completely with Parcel network when Parcel network is complete
		Lack of Space at Kochi	Leasing of warehouse/land will be explored to address space constraints at Kochi L1. Currently Kochi is considered as L1 Hub but space available as on date is 13000 sq. feet only which is not adequate, Circle will be requested for exploring the options of leasing of the warehouses.
13	Maharashtra	Retaining Madgaon as an L1 Hub in MPOP Network	After due consideration and geographical constraint and connectivity Madgaon has been retained as L2 Parcel hub in the new network.
		Retaining CS Nagar as an L1 Hub in MPOP Network	The connectivity via Aurangabad/ CS Nagar and Nashik lie on same road network/ highway (Nagpur, Aurangabad/ CS Nagar, Nashik, Mumbai in same line in Maharashtra) but the land explored at Aurangabad is not sufficient to cater to the volumes to be handled. Hence Nashik may be retained. Due to good volume of retail parcel being booked CS Nagar HO, CS Nagar may be retained as L2 Parcel Hub.
		L2 Parcel Hub at Akola to be retained	Akola has not been retained as an L2 hub. It will be mapped to Nagpur L1 as current parcel volumes do not

Paul
18/10

A
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
			justify an independent L2 hub. In future, no sudden surge in volumes expected given not a key origin/ demand centre.
		L2 Parcel hub to be retained a Amravati	Amravati has not been retained as an L2 hub. It will be mapped to Nagpur L1 due to insufficient parcel volumes. In future also no sudden surge in volumes expected given not a key origin/ demand centre.
		L2 Parcel hub to be retained at Ratnagiri	Ratnagiri may be retained as a L2 hub given seasonal demand and high distance from proposed L2 hub (Satara L2 Hub).
14	Madhya Pradesh	Retaining Jabalpur as n L1 Hub in MPOP network	Jabalpur will not be retained as an L1 hub as it is not a key origin or demand centre. Current volumes (~2,500 parcels/day) and the absence of major origin points (e.g., e-commerce fulfilment centres) do not justify L1 status. Bhopal L1 is mapped to Jabalpur, ensuring SLAs are maintained for both inward and outward mail. TD sorting will continue at Jabalpur L2 to address any transmission delays, while NTD bags will be directly closed for Bhopal L1. An optimized transmission network will ensure strict adherence to SLAs.
		Currently, Chhatarpur district is mapped to L1 hub Gwalior. However, the Parcel Directorate has proposed L1 hub Kanpur. Considering the following points, it is recommended to retain	Chhatarpur will remain mapped to Kanpur L1 to maintain sharper SLAs. The distance from Chhatarpur to Agra (via Gwalior) is higher than the direct route to Kanpur.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Chhatarpur's mapping with Gwalior: 1. The proposed arrangement lacks convenient connectivity and smooth transportation via Section Bus. 2. The proposed change would increase transit time for intra-circle inward mails. 3. RTN is currently proposed from Gwalior to Chhatarpur. Given these points, it is suggested to keep Chhatarpur division mapped to Gwalior.	
		As per proposed MPOP network, Gwalior L2 hub will sort mail for four districts (66 pin codes). Suggestion to retain Guna, Shivpuri and Ashoknagar districts (Pin Range 473) with Gwalior instead of Jhansi due to better road connectivity of these districts with Gwalior.	Accepted. The distance between Pin Range 473 and Agra (via Gwalior) is shorter than the route via Kanpur, ensuring better connectivity and adherence to SLAs.
		Considering the above table, the proposed L1 office in Nagpur by the Parcel Directorate is too distant for Mandla and Dindori districts, which would result in longer mail exchange times. Therefore, it would be suitable to map Mandla and Dindori districts to Jabalpur L1/proposed L2 office.	Accepted. Mandla and Dindori districts will be mapped to Jabalpur L2 to ensure faster processing. Entire sorting district may be remapped.

Paul
18/10

A
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
15	North East	Retaining of State Capitals as L1 Hub	Dimapur/Itanagar/Shillong/Agartala/Aizawl/Imphal: - Current overall volumes handled by these hubs are ~800-1000 parcels/day, high volumes TD and within the NE circle. Volumes between these hubs and other L1s are minimal (average <10-20 parcels/day), which would unnecessarily complicate the network. To address this, an exception has been built into the system to allow all L2s in the Northeast to directly bag for other L2s in the region.
		Remapping of Imphal to Guwahati instead of Silchar to be considered	Accepted. Imphal is closer to Silchar vs Guwahati
16	Odisha	Keeping in view the proximity of Dhenkanal and Cuttack, sorting district 759 is proposed to be mapped with PH Cuttack.	Remapping proposed to be considered. Dhenkanal to be mapped to L2 Cuttack
17	Punjab	Mapping Patiala with Chandigarh	Remapping of Patiala L2 with Chandigarh instead of Ludhiana may be considered
		Remapping of Karnal with Gurgaon instead of Chandigarh	Karnal may be mapped with Gurgaon/ Delhi L1 hub
18	Rajasthan	Each L1 may not close the bag for every other L1 if the quantum does not justify. We may specify one L1 for one Circle or group of Circles for which each L 1 must close a bag for that L1.	The network suggested is developed to be the most optimized network taking into considerations the key origin and demand canterers. In-line with the best-in-class networks in India and global, a circle agnostic network has been developed.

Chauhan
18/10
13/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		The network may not be circle agnostic unless the benefits for outweigh.	Mesh network to be developed in future to take into considerations direct bagging across locations if volumes justify. This requires advanced tech and operational flexibility and currently being done by one player in India for part-truck load volumes across certain L1-L1 locations. Hence till the parcel volume scale up to network capacity, this can be avoided.
		Remapping of L2 Hubs	1) Udaipur (Sorting district 312,313) to be mapped with Jaipur instead of Jodhpur since connectivity is better. 2) Sriganganagar can be remapped to Jodhpur L1 hub given better connectivity even though distance may be higher.
		Removal of Bharatpur L2 Hub from the new network	Bharatpur sorting district to be clubbed with Jaipur L1 hub given already merged with Jaipur RMS and removed from the list of proposed L2 Hubs. Mail and parcel volume profile is different. In future post the set-up of revamped parcel hubs, Mail network is expected to completely superimpose over the parcel network. Hence no change to Ajmer.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
19	Tamilnadu	To maintain operational convenience It is suggested to link the L1-L2 hubs within Circle.	L1-L2 or L2-L2 connections will only be allowed if volumes justify (>1 FTL/day). Current network does not support such connections due to insufficient volumes.
		In view of various exams conducted by UPSC, NTA, CBSE, SSC , IGNOU, NIOS existing network is required for fast /proper transmission of exam materials as well as answer scripts.	Exceptions will be made for L2-L2 or L2-L1 sorting of exam materials to ensure faster transit times.
		In tier-2 & tier-3 cities ICH, L2 PH & L2 Unaccountable mail offices are co-located only. In the revised network, 5 such L2 PHs in this circle are proposed for closure. Which creates confusion in closing as well as despatches of bags from Post offices ultimately additional expenditure will be increased. Hence it is suggested to retain L2PH status of 5 offices where already ICH exist.	Mail and parcel networks have different profiles and must be treated separately. The mail network is transient and will eventually align with the parcel network.
		Retaining Salem as an L1 Hub	Salem has not been retained as an L1 hub. Coimbatore (~2 hours away) is being developed as a semi-automated hub with sufficient capacity to handle volumes and ensure sharper SLAs.
		Retaining Tiruchirappalli as an L1 Hub	Tiruchirappalli has not been as an L1 hub. Madurai (~125 km away) can handle TD mail with D+1 delivery. Volumes and parcel profiles do not justify L1 status.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Retaining Dindigul as an L2 Hub	Dindigul has not been retained as an L2 hub. It is close to Madurai and can be handled there with sharper SLAs.
		Retaining Tuticorin as an L2 Hub	Tuticorin has not been retained as an L2 hub. It is close to Madurai and can be handled there with sharper SLAs.
		Retaining Nagercoil as an L2 Hub	Nagercoil has not been retained as an L2 hub. It is close to Madurai and can be handled there with sharper SLAs.
		Retaining Mayiladuthurai as an L2 Hub	Mayiladuthurai has not been retained as an L2 hub. It is close to Chennai and can be handled there with sharper SLAs.
20	Telangana	Further in the revised network the L1PH Hyderabad is mapped with L2PH at Warangal, Nalgonda, Karimnagar, Kalaburgi (Gulbarga), Kurnool. L2 Hubs at Kurnool & Kalaburgi comes under the administrative control of Andhra Pradesh Circle and Karnataka Circles and their performance affects the performance of L1 PH Hyderabad. This divergence in administrative control versus geographical territory introduces complexity in managing resources, co-ordination and monitoring.	The proposed network is suggested basis key origin and demand centres and optimized to have the best-in-class network, hence in-line with industry practices it is suggested to be circle agnostic. Hence, no change to be considered.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Therefore it is suggested to map L2 PH Kurnool with L1 PHs in Andhra Pradesh Circle and L2 PH Kalaburgi (Gulbarga) with L1 PH in Karnataka Circle.	
21	Uttarakhand	Re mapping of L2 / Sorting District	
		Rudrapur got upgraded to LI recently. It is working in a newly constructed building which is having sufficient space for efficient processing of parcels. With no parcel processing at Rudrapur, the current building may be underutilized and may face deterioration with time if not used fully. Mail vehicle for Delhi-Rudrapur RTN has been hired on contract through GeM lately. Vehicle	Rudrapur has been considered as an L2 hub and mapped with Delhi L1. This ensures optimal utilization of the infrastructure and operational efficiency in hilly areas



S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		was selected considering volume of parcel and mails both. Since Rudrapur will have no existence as either L1 or L2 in the new network, contract may have to be disannulled if this structure comes into force as status quo. At present Rudrapur LI is serving 114 Pin codes under 6 district of Kumaon Region and is directly connected with Delhi APTMO also.	
	Uttarakhand	Ø As per the new structure, 41 L1 parcel hubs and 31 NSHs are proposed. It is suggested that the number of parcel hubs and NSHs may be equal and may also be considered located under the same premises for integrated management of departmental and Human resources available there.	The mail network is transient (3-5 years) and will eventually align with the L1 parcel network. Parcel and mail profiles differ, with parcels focusing on B2C demand (e-commerce) and mail focusing on BFSI and C2C.
		Sorting district 249 Haridwar, Dehradun, Pauri proposed to be mapped with Dehradun L1 hub but may be mapped to Haridwar	Sorting district 249 can be mapped to Haridwar L2 hub as the distance between 249 and Haridwar is closer, ensuring better efficiency.
		Sorting district 246 Chamoli, to be directly mapped to Dehradun L1 hub instead of Haridwar L2 hub	Chamoli will be remapped to Dehradun L1. The distance (~4 hours) allows for D+1 service with efficient road transport and flexible delivery timings.

Paul
17/10

A
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Bijnor Mapped with Moradabad L2 instead of Haridwar L2 hub	Bijnor will remain mapped to Moradabad L2, leveraging the pre-existing network for operational efficiency.
		Sorting district 263 (Almore, Bageshwar, Nainital) to be mapped to Rudrapur vs Haridwar L2	Mapping to Rudrapur is accepted, ensuring better connectivity and operational efficiency.
		Sorting district 247 It may increase in missorting of parcels as some area of sorting district no. 247 fall in Saharanpur revenue district and while some in Haridwar and both are L2 Hubs of Dehradun L1 Hub in the new Proposed network	Entire sorting district 247 will be mapped to one L2 hub to prevent missorting. It will be mapped to Saharanpur L2 based on volumes and will remain under Dehradun L1.
		Sorting district 251 it may increase processing volume at Dehradun L1 Hub.	Dehradun L1 is designed with ~50,000 sq. ft. of built-up area and basic automation, which can easily handle the increased volumes.
		Sorting district 135 All catchment pin codes are under Yamunanagar district (HP Circle) however, both L1 and L2 hubs are of Uttarakhand Circle and UP Circle respectively. Therefore, it may affect Quality of Sorting and control over work speed/efficiency.	Sorting district 135 is closer to Saharanpur than Chandigarh. No change in mapping is required as the current setup ensures better efficiency.




S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
22	Uttar Pradesh	L1- L2 Mapping Issues	1) Sorting district 473 can be mapped to Gwalior instead of Jhansi 2) Sorting district 204 can be mapped to Aligarh L2 Hub given closer proximity 3) Sorting district 206 is mapped to Kanpur directly given volumes expected in future don't justify L2 parcel hub formation. The distance between 206 and Kanpur is ~160 kms ideal for transmission and optimized network. Hence, no change is suggested. The volumes booked in Etawah will be sorted at the L1 hub in the night set and will be delivered to Etawah pin codes in D+1 with flexible delivery timings. Also, in future, the final mail network is supposed to completely super impose the proposed parcel network 4) Sorting district 241 can be mapped with Lucknow instead of Kanpur given comparable distance between the hubs and better connectivity 5) Sorting district 285 can be mapped with Jhansi given comparable distance vs Kanpur and better connectivity 6) Sorting district 471 can be mapped to Satna L2 hub (under Varanasi L1 hub) instead of Kanpur L1 hub given better connectivity 7) No remapping to be done. ~130 km is ideal distance

Chaul
17/10

AB
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
			for transit and volumes booked in Kheri and Sitapur can be delivered in Sitapur/ Kheri in D+1 with flexible timing of delivery staff
		No Requirement of Ghaziabad as an L2 Hub	Agreed, post offices may be served by Noida being a L2 Hub directly and small TMO may function at Ghaziabad
		Creation of L-2 Etawah PH-Distance of PIN range 206 i.e. Etawah Dn is 155 Kms from Kanpur, so the delivery of parcels booked and delivered in Etawah Dn in D + 1 is difficult. So new L-2 PH at Etawah (under L-1 Kanpur PH) for catering parcels of Mainpuri, Auraiya and Etawah District may be created. Further, Etawah ICH is already functioning and after the proposed creation and revised network, the L-2 PH/ICH will cater the mails & parcels of Etawah, Auraiya and Mainpuri	Sorting district 206 is mapped to Kanpur directly given volumes expected in future don't justify L2 parcel hub formation. The distance between 206 and Kanpur is ~160 kms ideal for transmission and optimized network. Hence, no change is suggested. The volumes booked in Etawah will be sorted at the L1 hub in the night set and will be delivered to Etawah pin codes in D+1 with flexible delivery timings. Also, in future, the final mail network is supposed to completely super impose the proposed parcel network.

Shaw
17/10

★
17/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
		Creation of L-2 Raebareli PH-L-1 Bareilly PH and L-1 Gorakhpur PH are proposed Co be L-2 PH. Therefore, some mail Offices previously mapped to these L-1 PH will now be mapped with L-1 Lucknow PH, which will increase operational workload. To mitigate the impact and ensure efficient functioning of L-1 Lucknow PH, it is proposed to create new L-2 PH at Raebareli (under L-1 Lucknow PH) with direct mapping of POs of Raebareli, Amethi and Sultanpur districts.	The overall connectivity of Gorakhpur through Lucknow only, and despite of upgradation of Gorakhpur as an L1 Hub there is no growth in the parcel volume being handled at Gorakhpur as an L1 Hub, further all the districts i.e. Raebareli, Amethi & Sultanpur are under 150km that can easily served by Lucknow being a semi-automated facility.
		Retaining Gorakhpur as an L1 Hub	Four L1 Hubs are proposed to be function at Agra, Noida, Lucknow & Kanpur in UP Circle. These are the key origin/ demand hubs in the future network. The gateway for NTD Parcel for Up Circle as well as other part of the country is Lucknow only. Having limited flights from Gorakhpur, limited benefit may happen in term of transit for Speed Post Parcels. AT this moment it is not feasible to add one more L1 at Gorakhpur.
23	West Bengal	Port Blair may act as an L2 Parcel Hub with Chennai L1 PH for Southern and Western India and with Kolkata L1 PH for Eastern, Central, North Eastern and Northern India.	Port Blair will act as an L2 Parcel Hub with Chennai L1 PH for Southern and Western India and with Kolkata L1 PH for Eastern, Central, North Eastern and Northern India.

Alaw
19/10

12/10

S.No.	Circle	Circle Comment	Comments of Parcel Directorate & Mc Kinsey
24	Union	Large Reduction in establishment across the cadres Mass Transfer / Deputation of Officials in the interest of service	Parcel handling at the Parcel hubs in the current network is around 3.5 lakh per day, while in the proposed network and as per the proposed network average handling of parcels per day is 35 lakhs per day i.e. 10 time of the current handling, no question of large reduction in establishment arise The proposed network is supposed to made effective as per the envisaged automation after four – five years.


 17/12


 18/12