

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, APRIL 06 - 09, 2026

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From waste to wealth: How metal powders are becoming a strategic resource
The Economic Times,
April 9, 2026

Synopsis

Metal powders are becoming vital for India's industries. They enable efficient manufacturing and sustainable practices. India is focusing on boosting domestic production to reduce import dependence. Converting industrial waste into usable metal powders is a key development. This approach aligns with circular economy principles.

The increasing demand for metal powders across industries such as automotive, engineering, electronics, and energy is reshaping their importance within India's industrial ecosystem. Once considered a niche material, metal powders are now emerging as a strategic resource, supporting advanced manufacturing and sustainable production practices.

Metal powders are widely used in powder metallurgy, a process that enables the production of high-precision components with minimal material wastage. Their applications range from automotive parts and electrical components to specialized engineering materials. As industries move toward efficiency and cost optimization, the reliance on powder-based manufacturing is steadily increasing.

However, a significant portion of India's metal powder requirement is still fulfilled through imports, leading to supply chain dependencies. This has highlighted the need to strengthen domestic production capabilities and develop indigenous solutions that can meet both quality and scale requirements.

At the same time, there is a growing focus on sustainability and resource efficiency. "One of the emerging approaches within the sector is the conversion of industrial waste and low-grade raw materials into usable metal powders. This 'waste-to-wealth' model aligns with circular economy principles, where by-products such as iron ore tailings and industrial residues are processed and reintegrated into the manufacturing cycle," said a company official at Involute Metal Powders Technologies, which operates in powder metallurgy and material processing.

The shift is also being supported by improvements in manufacturing processes. "There is increasing focus on controlled and scalable production systems, particularly using reduction-based techniques, to ensure consistent particle size and material properties required for

industrial applications,” the official added, noting that such materials are used across automotive, electrical, and engineering sectors.

Efforts have also been made to process alternative inputs like iron ore tailings. Through comparatively less complex processes than traditional methods such as acid leaching, these approaches aim to recover usable materials like magnetite or iron while reducing operational complexity and costs. Such methods are also seen as contributing to the management of mining waste and reducing environmental impact.

The materials produced through these processes are used across multiple sectors, including automotive manufacturing, electrical systems, and general engineering. Industry observers note that expanding domestic production, along with the adoption of sustainable practices, could play a significant role in reducing import dependence while strengthening India’s manufacturing capabilities.

As India continues to focus on self-reliance and industrial growth, metal powders are increasingly being viewed not just as a raw material, but as a strategic asset. Their role in enabling efficient production, supporting sustainability, and unlocking value from waste positions them as a critical component in the country’s evolving materials landscape.

As India continues to focus on self-reliance and industrial growth, metal powders are increasingly being viewed not just as a raw material, but as a strategic asset. Their role in enabling efficient production, supporting sustainability, and unlocking value from waste positions them as a critical component in the country’s evolving materials landscape.

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Japan’s JFE Engineering to buy 25% stake in Antony Waste Handling's Andhra waste-to-energy projects

The Economic Times,
April 07, 2026

Synopsis

Antony Waste Handling Cell Ltd is joining forces with Japan's JFE Engineering Corporation. They will build two waste-to-energy plants in Andhra Pradesh. This marks Japan's first foreign direct investment in India's waste-to-energy sector. The projects will process municipal solid waste and generate power. Construction is expected to finish within 24 months.

Municipal solid waste management company, Antony Waste Handling Cell Ltd, will partner with Japan’s JFE Engineering Corporation to develop two waste-to-energy (WtE) plants in Andhra Pradesh, marking the first Japanese foreign direct investment (FDI) in India’s WtE sector.

As part of the arrangement, JFE Engineering will invest about ₹750 million (Rs 43 crore) to acquire a 25% equity stake in special purpose vehicles (SPVs) set up for the projects, while Antony Waste will retain the remaining 75%. JFE Engineering India will also serve as the engineering, procurement, and construction (EPC) contractor for both facilities, the companies told ET.

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The investment will be directed towards projects in Kadapa and Kurnool, structured as project-level partnerships aimed at long-term execution and value creation.

The deal is being positioned as part of the broader India–Japan collaboration on sustainable infrastructure, aligned with the India–Japan Joint Vision 2025, which targets significant Japanese investments across priority sectors.

“This investment marks a defining moment for India’s waste-to-energy sector. It validates our execution capabilities, governance standards, and long-term vision,” said Jose Jacob, chairman and managing director of Antony Waste Handling Cell Ltd. “Partnering with JFE Engineering allows us to combine global technology leadership with local expertise to build scalable and environmentally responsible infrastructure.”

Akira Usui, director of recycling business promotion at JFE Engineering, said the investment reflects the company’s confidence in India’s WtE opportunity and Antony Waste’s execution capabilities. “As our first investment in India’s waste sector, it underscores our long-term commitment to bringing advanced technology and engineering excellence to support sustainable infrastructure development,” he added.

Each of the two plants is expected to process around 750 tonnes of municipal solid waste per day, with an overall waste inflow capacity of about 1,000 tonnes per day per facility. The projects are designed to generate roughly 15 MW of power each, taking the combined capacity to around 30 MW.

The plants will operate under a 20-year concession, with a power purchase agreement tariff of ₹8.10 per unit. Total project revenue is estimated at approximately ₹3,200 crore, with financing structured at 5% debt and 25% equity.

Construction is expected to be completed within 24 months, with commissioning targeted in the first quarter of FY2028–29.

India generates nearly 150,000 tonnes of municipal solid waste daily, but has utilised less than 5% of its estimated 5,600 MW waste-to-energy potential, indicating significant headroom for growth.

With global experience spanning over 250 WtE facilities, JFE Engineering is expected to bring advanced technologies, digital monitoring systems, and environmental standards to the projects, while also supporting operations and capacity building.

The partnership comes amid growing policy support and increasing adoption of public-private partnership models in the sector, as India looks to scale sustainable waste management solutions and energy recovery infrastructure.

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Tamil Nadu Considers Centre’s Draft Policy To Decongest National Highways In Cities, Weighs Cost-Sharing And Land-Based Funding Models

Business Standard,
April 9, 2026

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The Tamil Nadu government is reviewing the Ministry of Road Transport and Highways' draft policy aimed at decongesting national highways in urban clusters.

The proposal includes de-notifying stretches that pass through city cores and transferring their management to state or local authorities, The New Indian Express has reported.

The policy seeks to separate long-distance traffic from local movement by developing ring roads, bypasses, and elevated corridors, while aligning highway expansion with urban planning and industrial growth.

It also emphasises integrating national highway (NH) alignments with city and town master plans.

The centre has outlined five models for state participation, though their applicability in Tamil Nadu varies.

Under the cost-sharing model, the state would fund 50 per cent of project costs in exchange for an equivalent share of toll revenues over 15 years. While administratively straightforward, officials describe this approach as "fiscally demanding."

A more feasible short-term option involves the state covering 30-50 per cent of acquisition costs, or roughly half the total project outlay in urban stretches. "Tamil Nadu's established processes make this model easier to operationalise," sources were cited as saying.

Other models combine partial land cost sharing with reimbursement of GST and mineral royalties, where the state bears 25 per cent of land costs while recouping embedded levies.

By contrast, land pooling and the value capture finance (VCF) approaches remain largely untested in the state, with officials noting that VCF "has no clear legal basis."

Former Anna University professor KP Subramanian observed that similar betterment levies under the Madras Town Planning Act, 1920, "failed to yield meaningful revenues."

As a result, Tamil Nadu is expected to rely on conventional funding methods, potentially limiting the speed and scale of urban highway decongestion.

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Mumbai Administration Evicts 1,200 Huts, Frees 11 Acres Of Government Land Along Ghatkopar-Mankhurd Link Road
Swarajya,
April 9, 2026

In a major and carefully planned operation, the Mumbai Suburban Administration removed encroachments from approximately 11 acres of government land along the Ghatkopar–Mankhurd Link Road.

Over 1,200 huts were evicted in a single day, making the land encroachment-free, Mumbai Suburban District Collector Saurabh Katiyar stated in a press release.

According to an official statement, nearly 200 workers were involved in the operation, supported by heavy equipment including excavators, JCBs, dumpers and drone cameras. A strong police presence was maintained to ensure the drive proceeded smoothly and without disruption.

Officials said the encroachments had spread across nearly 22 acres of government land. The demolition formed part of a broader campaign to remove illegal settlements along the crucial road corridor.

The campaign was carried out under the guidance of District Collector Saurabh Katiyar, with Deputy Commissioner of Police (Zone-6) Sameer Sheikh ensuring the peaceful execution of the eviction proceedings by deploying substantial security.

The targeted area included numerous unauthorised huts on government land in Mankhurd, Taluka Kurla, No. Bh. No. 1/2 (Pai), prompting instructions to all concerned agencies to initiate eviction action.

“This operation has successfully evicted more than 1,200 huts, freeing 11 acres of government land,” Katiyar noted, adding that the removal of the remaining encroachments is currently underway.

Since 2011, the administration has been using satellite imagery to detect encroachments, enabling quicker intervention and enforcement.

Collector Katiyar emphasised that “strict action will be taken against those encroaching on government land” in future drives, signalling a continued and technology-driven approach to protecting public land.

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BEML And DMRC Sign MoU To Jointly Develop Metro Projects In India And Target Global Rail Markets

Swarajya,
April 9, 2026



The collaboration also aligns with the broader strategy of the Ministry of Housing and Urban Affairs (MoHUA) to position Indian metro expertise in global markets.

Public sector engineering major BEML has entered into a Memorandum of Understanding (MoU) with the Delhi Metro Rail Corporation (DMRC) to jointly pursue metro rail opportunities in India while expanding their footprint in international markets.

The agreement establishes a framework for cooperation between the two organisations to identify, develop and implement metro rail projects together.

Under the partnership, the companies will combine their expertise to pursue projects through an integrated approach, covering planning, engineering and execution. BEML said the agreement represents a strategic shift in the way the company approaches the metro rail sector.

“The MoU is envisaged as an export-oriented partnership, marking a strategic transition from a supply-driven model to a comprehensive EPC-based approach under a single umbrella. The collaboration with DMRC aims to deliver end-to-end metro solutions,” BEML said in a statement.

The collaboration also aligns with the broader strategy of the Ministry of Housing and Urban Affairs (MoHUA) to position Indian metro expertise in global markets.

Earlier, on 7 November, 2025, Union Minister of Housing and Urban Affairs Manohar Lal Khattar announced that DMRC, through its subsidiary Delhi Metro International Limited (DMIL), would function as the nodal agency for executing consultancy, construction, turnkey and operations-related metro projects both within India and overseas.

Meanwhile, BEML has also secured its first international contract for metro rolling stock. The company recently received a Letter of Intent worth approximately USD 60 million for the design, manufacture, supply, testing and commissioning of standard gauge metro trains for a project in the African region.

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In a stock exchange filing dated 18 March, 2026, the company stated: “BEML Limited hereby informs that the Company has received a Letter of Intent for Design, Manufacture, Supply, Testing, and Commissioning of Standard Gauge Metro Rolling Stock for African region. The order comprises of stainless-steel standard gauge metro rolling stock valuing of approximately USD 60 million. This is the first ever overseas order secured by BEML for supply of metro rolling stock.”

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Rs 14,106 Crore Kalai-II Hydro Project In Arunachal Pradesh With 1200 MW Capacity Gets PM Modi-Led CCEA Nod

PTI,

April 8, 2026

The Prime Minister Narendra Modi-led Cabinet Committee on Economic Affairs (CCEA) on Wednesday (8 April) approved an investment of Rs 14,105.83 crore for the construction of the 1200 MW Kalai-II Hydro Electric Project in Anjaw district of Arunachal Pradesh.

The project, to be developed on the Lohit river, is expected to be completed within a period of 78 months.

With an installed capacity of 1200 MW, comprising six units of 190 MW and one unit of 60 MW, the project is estimated to generate 4,852.95 million units of electricity annually.

As the first hydroelectric project in the Lohit Basin, Kalai-II is expected to strengthen power supply in Arunachal Pradesh, support peak demand management, and contribute to balancing the national grid.

The project will be implemented through a joint venture between THDC India Limited and the Government of Arunachal Pradesh.

The Centre will provide Rs 599.88 crore as budgetary support for enabling infrastructure, including roads, bridges and associated transmission lines.

In addition, central financial assistance of Rs 750 crore will be extended towards the state's equity share.

Under the project framework, the state will receive 12 per cent free power, along with an additional 1 per cent allocated to the Local Area Development Fund (LADF).

The project is also expected to drive infrastructure development in the region, particularly in Namsai and Anjaw districts.

Around 29 Km of roads and bridges will be developed, most of which will be available for local use.

The government stated that the local population will benefit through compensation, employment opportunities and corporate social responsibility initiatives linked to the project.

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Cabinet Approves Revised Cost Of Rs 79,459 Crore For 9 MMTPA HPCL Rajasthan Refinery Project

PTI,
April 9, 2026

The Cabinet Committee on Economic Affairs on Wednesday (8 April) approved a substantial revision in the project cost for HPCL Rajasthan Refinery Limited at Pachpadra in Rajasthan's Balotra district.

The revised expenditure now stands at Rs 79,459 crore, up from the original estimate of Rs 43,129 crore.

Further, Hindustan Petroleum Corporation Limited will inject an additional Rs 8,962 crore in equity, bringing its total equity investment to Rs 19,600 crore in the joint venture with the Rajasthan government.

The facility represents a 9 million metric tonnes per annum greenfield refinery-cum-petrochemical complex with 2.4 MMTPA petrochemical production capacity.

The complex will produce one MMTPA of petrol and four MMTPA of diesel, alongside substantial quantities of polypropylene, polyethylene, and specialty chemicals including benzene, toluene and butadiene.

These products are essential for sectors spanning transportation, pharmaceuticals, paints and packaging.

The project has generated employment for approximately 25,000 workers during construction across various refinery units.

The facility aims to reduce India's dependence on petrochemical imports while utilising locally available Mangala crude oil, contributing towards industrialisation of a previously backward region.

The refinery's scheduled commercial operation date has been set for 1 July 2026.

The joint venture between HPCL and the Government of Rajasthan maintains equity stakes of 74 per cent and 26 per cent respectively.

The project forms part of broader government initiatives to strengthen energy independence and position India as a refining hub while saving foreign exchange through reduced imports of specialty petrochemical products.

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Uttar Pradesh: Rs 289 Crore Ganga Bridge Near Chyawan Rishi Ashram Cleared To Link Kannauj And Hardoi

The Hindu,

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April 6, 2026

A major bridge project across the Ganga river near the Chyawan Rishi Ashram in Uttar Pradesh's Kannauj district has moved a step closer to execution after receiving financial approval from the state government.

The Detailed Project Report for the bridge has already been approved earlier, and the state's expenditure finance committee has now sanctioned Rs 288.99 crore for the construction work. With the funding clearance in place, authorities expect the project to begin soon.

The proposed structure will be a permanent bridge spanning approximately 2.122 km across the Ganga River at Chiyasar Ghat near the Chyawan Rishi Ashram in the Gugrapur block of the Chhibramau Assembly constituency.

The total estimated project cost stands at about Rs 302 crore, which includes the construction of the main bridge, approach roads, additional access routes and necessary protective works.

At present, crossing the river at this point largely depends on boat services, which often stop operating during the monsoon season, leaving residents with limited travel options.

The new bridge is expected to replace this unreliable system and create a direct road link between several key areas.

Officials say the project will benefit nearly four lakh people living in villages across Kannauj and Hardoi districts.

On the Kannauj side, the bridge will connect routes leading to Bareilly, Shahjahanpur and Hardoi through existing river crossings and road networks.

On the Hardoi side, it will improve access to Chhibramau, Gursahaiganj, Kannauj, Kanpur and Farrukhabad, besides linking travellers to major highways including NH-34 and the Lucknow–Agra Expressway.

The improved connectivity is also expected to reduce travel distances by nearly 40 to 50 km for commuters.

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