

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

WEDNESDAY, APRIL 21 & 22, 2026

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Mumbai–Pune in record time: Work on Atal Setu Expressway connector speeds up, MMRDA eyes completion by Feb 2027

The Financial Express,
April 22, 2026

MMRDA fast-tracks 7.35-km Atal Setu–Mumbai–Pune connector, with major construction progress, aiming completion by February 2027 for signal-free travel faster connectivity.

MMRDA, Atal Setu–Mumbai–Pune Expressway connector

The Mumbai Metropolitan Region Development Authority (MMRDA) is fast-tracking construction on the crucial Atal Setu–Mumbai–Pune Expressway connector. This 7.35-km, six-lane elevated corridor is designed to make travel between Mumbai and Pune faster and smoother by providing a direct, signal-free route.

Officials told The Indian Express that work is progressing at a rapid pace, with substantial headway already made in laying foundations, erecting piers, and installing girders along the entire alignment.

Strong construction milestones achieved

Out of a total of 176 locations, foundation work has already been completed at 143 sites. This shows that most of the base construction is in place.

Pier construction has also reached 141 locations, and 88 of these piers have been fitted with pier caps. These structures form the main support system for the elevated corridor.

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In addition, 653 precast girders out of a total of 830 have been successfully installed. These girders will support the road deck of the expressway connector.

Along with major construction, ancillary works are also in progress. At Palaspe in Panvel, slip roads and service roads are being widened to improve local access and reduce traffic congestion in the area.

Quick, uninterrupted travel — what does this connector actually mean for daily commuters?
Key connectivity link

As per the Indian Express Reports, this new corridor will connect Atal Setu with the Mumbai–Pune Expressway via Chirle and Palaspe, also linking the JNPT highway and improving access to Navi Mumbai International Airport.

Faster, Signal-Free Travel

Once completed, the connector will enable uninterrupted, signal-free travel between Mumbai and Pune for the commuters, which will reduce travel time and congestion.

Benefits for Commuters

Daily commuters, students, office workers, and business travelers will benefit from faster, smoother, and more reliable journeys with reduced delays and improved road efficiency.

MMRDA targets February 2027 for completion of the connector

MMRDA has set February 2027 as the target for completing the Atal Setu–Mumbai-Pune Expressway connector. Once ready, it will improve fast, signal-free connectivity between key highways and the upcoming Navi Mumbai International Airport.

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Maharashtra Govt Clears Rs 13,000 Crore Guarantees For Nagpur Business District And Outer Ring Road Projects

Swarajya,
April 21, 2026

The Government of Maharashtra has approved state guarantees worth nearly Rs 13,000 crore to back two major infrastructure projects in Nagpur.

The guarantees, issued through separate government resolutions by the finance department, cover loans to be raised by the Nagpur Metropolitan Region Development Authority from Housing and Urban Development Corporation.

These loans will fund the New Nagpur Business District centred on the International Business and Finance Centre (IBFC), and the proposed Outer Ring Road, along with four integrated transport terminals.

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For the IBFC-led business district, the state has sanctioned a guarantee of Rs 4,999.28 crore, including Rs 3,000 crore in principal and Rs 1,999.28 crore in projected interest.

Meanwhile, the Outer Ring Road and terminal project has received a guarantee of Rs 7,999.13 crore, covering Rs 4,800 crore in principal and Rs 3,199.13 crore in interest. Both approvals revise earlier guarantees that covered only the principal amounts.

The loans will carry an interest rate of 8.60 per cent per quarter and will be repaid over 15 years in 60 instalments. NMRDA has a one-year window from April 20 to draw down the funds.

The IBFC project forms part of the broader Rs 11,300 crore New Nagpur Business District, planned across more than 690 hectares in Ladgaon and Godhani.

Land acquisition is underway, with compensation set at five times the prevailing market rate, alongside an offer of developed plots to affected landowners. The total acquisition cost is now expected to exceed Rs 4,000 crore.

Once completed, the district is expected to generate over five lakh jobs, particularly in knowledge-driven sectors and start-ups.

Parallely, the Outer Ring Road project will encircle Nagpur, easing congestion and improving freight movement through dedicated truck and bus terminals at key locations.

The state guarantee will be invoked only if NMRDA defaults on repayment, with strict monitoring mechanisms and a nominal guarantee fee in place.

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Mumbai Coastal Road Cost Nears Rs 15,000 Crore After Seventh Revision, Fresh Rs 59.85 Crore Proposal Linked To Design Changes And Additions
The Hindu Business Line,
April 22, 2026

The cost of Mumbai's flagship Coastal Road Project (South) has been revised once again, with an additional Rs 59.85 crore proposed, taking the total project outlay to nearly Rs 14,977 crore.

This marks the seventh cost escalation since the project was first approved in 2018 at an estimated Rs 12,721 crore.

The latest increase is tied to a range of additional works and design modifications, including the development of an Integrated Control Command Centre, installation of new tetrapods, extension of the seafront promenade with seating, and the relocation of a century-old Parsi gate.

Spanning 10.58 km from Marine Drive to the Worli end of the Bandra-Worli Sea Link, the eight-lane coastal corridor has been opened in phases since March 2024.

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The full stretch, along with a significant portion of the planned promenade, was inaugurated in August 2025. The project is being executed by Larsen & Toubro under a design-and-build model.

According to civic officials, much of the cost variation has arisen in the second segment of the project, between Baroda Palace and the southern end of the sea link.

Most of the changes have been concentrated in Part 2 of the project, between Baroda Palace and the southern end of the Bandra-Worli Sea Link, largely due to revisions in scope, evolving planning requirements, and modifications to the original design.

Key changes included expanding the at-grade road near Chowpatty from two to three lanes, which required shifting the alignment seaward and increasing reclamation work.

Additional modifications involved relocating operational structures, reinforcing sea walls, and carefully dismantling and reinstalling heritage Parsi pillars under the guidance of conservation authorities.

The proposal will be placed before the Brihanmumbai Municipal Corporation's Standing Committee for approval.

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India, Singapore Draft MoU Roadmap To Build Sustainable Shipping And Digital Maritime Links

Swarajya,
April 22, 2026

India and Singapore are stepping up efforts to deepen maritime cooperation, with both countries working on a detailed roadmap to support a digital shipping corridor and environmentally sustainable maritime infrastructure.

The proposed plan, currently under discussion, will lay the groundwork for a formal Memorandum of Understanding (MoU), aligning with global efforts to decarbonise the shipping industry.

The update was confirmed by Vijay Kumar, Secretary at India's Ministry of Ports, Shipping and Waterways, in a statement to news agency PTI on the sidelines of Singapore Maritime Week, which is taking place from 20 to 24 April.

"A roadmap for a Memorandum of Understanding (MoU) is being worked out with infrastructure details," Kumar was quoted as saying by PTI, highlighting that discussions are focused on practical aspects such as investment requirements, storage capacity, pipelines, bunkering systems and anticipated demand for green fuels.

The upcoming MoU builds on a Letter of Intent signed last year at the same event by Ports Minister Sarbananda Sonowal, covering maritime digitalisation and green shipping initiatives.

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Officials believe the partnership is strategically aligned, with India offering cost-effective green energy resources and Singapore bringing its strength as a leading global maritime hub.

India's delegation at the event includes representatives from key organisations such as Shipping Corporation of India and Indian Ports Association, alongside port authorities and shipyards. Several bilateral meetings are also scheduled.

A highlight at the Indian Pavilion is the display of INSV Kaundinya, a hand-crafted wooden vessel inspired by ancient shipbuilding traditions. Built without metal and using coir rope, it completed its maiden voyage to Oman in January 2026, showcasing historic maritime techniques.

The event is expected to draw over 20,000 participants from nearly 80 countries, reflecting its global significance.

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Indian Railways ₹2.78 Lakh Crore push: 7 High-speed Rail corridors to reduce travel time between major cities

The Financial Express,
April 22, 2026

Indian Railways plans seven high-speed corridors, cutting travel time, boosting connectivity, and improving comfort with ₹2.78 lakh crore investment.

To accelerate intercity travel and enhance long-distance comfort, Indian Railways has proposed seven new high-speed rail corridors, including Mumbai–Pune, Delhi–Varanasi, and Hyderabad–Bengaluru. To support this vision, the Union Budget 2026–27 allocated a record ₹2,78,000 crore to the sector.

These corridors are expected to transform regional connectivity by significantly reducing travel times. Journeys that currently take several hours will be slashed, allowing passengers to travel with unprecedented ease. Let's take a look at these corridors and what commuters can expect from them.

Proposed High-Speed Rail Corridors

Indian Railways has proposed seven new high-speed rail corridors. Together, these planned corridors span nearly 4,000 kilometres. The corridors have been mentioned below:

- Mumbai–Pune corridor
- Delhi–Varanasi corridor
- The Hyderabad–Bengaluru corridor
- Chennai–Bengaluru corridor
- Bengaluru–Hyderabad corridor
- Chennai–Hyderabad corridor
- Pune–Hyderabad corridor

What can commuters expect from these corridors?

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Reduced Travel time: These High-speed rail corridors will reduce travel time between cities, making journeys faster, convenient, and more comfortable for all passengers. Take a look at how much time these corridors are expected to save:

- Mumbai–Pune travel is expected to take about 48 minutes
- Chennai–Bengaluru travel will take around 1 hour and 13 minutes
- Bengaluru–Hyderabad travel will take about 2 hours
- Chennai–Hyderabad travel will take around 2 hours and 55 minutes

Enhanced Connectivity: These high-speed corridors will strengthen connectivity between major economic, industrial, and technology hubs across the country.

- The Chennai–Bengaluru corridor will improve links between two key industrial and IT centres, enabling smoother and faster movement of commuters.
- The Bengaluru–Hyderabad corridor will boost connectivity between technology and business hubs, supporting economic activity and daily travel.
- The Pune–Hyderabad corridor will enhance access to southern regions, promoting seamless inter-regional connectivity for passengers.

Mumbai to Ahmedabad in 2 hours: India's First High-Speed Rail Corridor

Currently, India's first high-speed rail corridor, the Mumbai–Ahmedabad Corridor, is under construction. This high-speed rail corridor spans a total distance of 508 kms and will connect key cities across Maharashtra and Gujarat.

The route will include 12 major stations: Mumbai, Thane, Virar, Boisar, Vapi, Bilimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad, and Sabarmati.

Once completed, the bullet train is expected to cut down travel time, allowing passengers to cover the entire distance in approximately 2 hours and 7 minutes.

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High-Speed Crash Protection Systems Rolled Out Across Nine National Highway Projects To Improve Worker And Motorist Safety

Swarajya,
April 22, 2026

India has deployed 33 truck mounted attenuators and 15 towable units across nine national highway projects spanning 681 kilometres in Andhra Pradesh and Gujarat, marking a significant step towards protecting maintenance workers and motorists in high-risk construction zones.

The Ministry of Road Transport and Highways announced on Tuesday that all 48 attenuators meet global MASH Test Level-3 and NCHRP 350 standards.

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The impact-absorbing safety devices are designed to withstand collisions at speeds up to 100 kilometres per hour, significantly reducing accident severity in work zones where fast-moving traffic and limited visibility create dangerous conditions for highway workers.

The systems absorb and dissipate kinetic energy during rear-end collisions, protecting both maintenance crews positioned ahead and occupants of impacting vehicles.

A single concessionaire managing the nine highway projects across Andhra Pradesh and Gujarat deployed the attenuators with integrated high-intensity wig-wag warning systems that flash in alternating patterns to form directional arrows.

These signals provide clear warnings to approaching drivers, proving particularly effective during night operations, foggy conditions and high-speed traffic movement.

The ministry stated that maintenance and construction zones on busy highways represent some of the most vulnerable areas where speeding vehicles and limited visibility can lead to severe accidents.

The deployment reflects the ministry's ongoing encouragement of concessionaires to adopt advanced safety interventions across highway projects, aligning with broader national goals to reduce road fatalities and improve worker safety standards under highway expansion programmes.

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Thiruvananthapuram Metro DPR Delayed As Population Norms And Route Plans Come Under Review

Swarajya,
April 22, 2026

Uncertainty continues to surround the submission of the detailed project report (DPR) for the proposed Thiruvananthapuram Metro, as key technical concerns, particularly those linked to population benchmarks, remain unresolved between Delhi Metro Rail Corporation and Kochi Metro Rail Limited, Times of India has reported.

Officials from the implementing agency, KMRL, believe that the current population criteria used to assess metro feasibility are outdated and fail to capture the city's evolving urban footprint.

Managing Director Loknath Behera said the issue would be addressed through expert consultations before the DPR is finalised and submitted.

"The population criterion is old and needs to be corrected. Some agencies have undertaken similar revisions elsewhere. Once these corrections are made, DMRC will submit the report to KMRL and we will submit it to the govt. We will also discuss with the Union govt to resolve this technical issue," Behera was quoted as saying by TOI.

Population density and projected ridership are central to securing approvals, making any reliance on outdated data a potential hurdle. Sources indicate that route alignment is also being reconsidered.

A longer corridor linking Neyyattinkara and Attingal is being explored to better meet population thresholds. "If the alignment is extended, the population benchmarks may be better satisfied, improving the project's overall feasibility," a source was quoted as saying.

The issue gains importance in light of recent decisions affecting metro proposals in Coimbatore and Madurai, where DPRs were returned over similar compliance concerns.

Currently, Thiruvananthapuram's population falls short of standard metro criteria, although the wider metropolitan region presents a more favourable case. The originally approved 31km alignment from Kazhakkootam to Pappanamcode remains under review.

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Rs 4,700 Crore Investment Drives Ganga Cleanup As NMCG Adds 538.03 Million Litre Per Day Treatment Capacity In FY26

PIB,
April 22, 2026

The National Mission for Clean Ganga added a cumulative treatment capacity of 538.03 million litres per day along the Ganga and its tributaries during financial year 2025-26.

The Jal Shakti Ministry confirmed that 28 sewage treatment plants were completed during the year, marking a significant increase compared to 22 plants completed in the previous year.

The treatment capacity was delivered through 18 projects across Uttar Pradesh, Uttarakhand, Jharkhand, West Bengal, and Bihar.

Uttar Pradesh emerged as the key contributor, with major projects implemented across Moradabad, Shuklaganj, Varanasi, Vrindavan, Prayagraj, and Agra.

The project in Varanasi, focused on the Assi-BHU area, added the highest capacity of 55 million litres per day.

In Prayagraj, a major initiative involving the interception and diversion of 13 drains along with the augmentation of the Salori sewage treatment plant created an additional 43 million litres per day capacity at a sanctioned cost of Rs 331.75 crore.

Moradabad witnessed substantial progress with pollution abatement works for the Ramganga, contributing 25 million litres per day capacity, while Shuklaganj in Kanpur added five million litres per day through interception, diversion, and sewage treatment works.

These projects represent a substantial investment of nearly Rs 4,700 crore, underscoring continued efforts towards strengthening sewage treatment infrastructure and reducing pollution in the Ganga basin.

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The achievements during the year reflect a focused and sustained effort toward enhancing treatment capacity, completing key projects, and addressing critical pollution hotspots across multiple states.

To strengthen monitoring and accountability, NMCG developed the Ganga Pulse Public Portal, a digital monitoring platform that displays real-time data from sewage treatment plants across the five Ganga basin states—Uttarakhand, Uttar Pradesh, Bihar, Jharkhand, and West Bengal.

The portal presents readings at entry and discharge points to demonstrate how wastewater quality improves after treatment, showing key parameters including pH, biochemical oxygen demand, and total suspended solids.

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Bengaluru's 210 Km Intermediate Ring Road Back On Track With Revised Alignment: Report
Business Standard,
April 22, 2026

The Karnataka government has brought the long-delayed Intermediate Ring Road (IRR) project back into focus.

To be implemented by the Bengaluru Metropolitan Regional Development Authority, the 210 km corridor was originally proposed in 2007 but struggled to progress due to legal disputes and resistance over land acquisition.

According to a TOI report, the project has now been revived under the direction of Deputy Chief Minister DK Shivakumar, with a renewed emphasis on linking a network of 12 satellite towns around the city.

The proposed route will connect key growth centres including Thattekere, Harohalli, Bidadi, Tavarekere, Nelamangala, Devanahalli, Hoskote, Dommasandra and Anekal, creating a vital mobility loop across Bengaluru's periphery.

Earlier attempts to realign the project faced setbacks after portions of the route were challenged in court, prompting the Karnataka High Court in August 2022 to order revisions.

A subsequent redesign in 2023 relied partly on existing PWD roads, but inconsistent road widths, far below the originally planned 90 metres led to further reconsideration, the news report stated.

Following a high-level review meeting in December, authorities decided to return largely to the 2007 alignment, with targeted adjustments to reduce disruption to existing developments.

The updated plan also ensures better integration with other major road projects, including the Satellite Town Ring Road and Nelamangala Town Ring Road.

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One of the key advantages of the revived approach is financial. With sections of the route passing through approved layouts, developers may be required to hand over land at no cost through relinquishment deeds, easing the government's acquisition burden.

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India–South Korea To Expand Maritime Partnership With Shipbuilding Clusters, Port Projects And Rs 2.2 Lakh Crore Vessel Pipeline

PTI,

April 22, 2026

India and South Korea have moved to significantly deepen cooperation across shipbuilding, shipping and maritime logistics, following high-level talks between Prime Minister Narendra Modi and President Lee Jae Myung during the latter's state visit to New Delhi on 20 April 2026.

Both countries acknowledged their complementary strengths—India's expanding maritime demand and South Korea's global leadership in shipbuilding—and agreed to align efforts under India's Maritime Amrit Kaal 2047 vision.

The partnership is expected to accelerate the development of large-scale shipbuilding infrastructure in India, including proposed greenfield clusters supported by central and state incentives.

India invited leading Korean shipbuilders to participate as strategic and technical partners in these clusters, particularly in areas such as advanced manufacturing, production engineering, and safety systems.

In response, the Korean side signalled strong interest in expanding private sector involvement to anchor long-term collaboration.

A key development includes a non-binding agreement involving HD Korea Shipbuilding & Offshore Engineering (HD KSOE), Indian stakeholders, and the Maritime Development Fund to jointly develop and operate a major shipyard in southern India. Both sides expressed optimism about early progress on the project.

The scale of opportunity is underscored by India's projected demand for over 400 vessels, valued at approximately Rs 2.2 lakh crore.

The two countries aim to channel this demand into joint ventures and supply chain partnerships, supported by India's production-linked incentives and financial backing for shipyard expansion.

Collaboration will also extend to upgrading existing shipyards and strengthening ancillary industries.

Korean component manufacturers are expected to benefit from India's growing domestic demand, while institutional partnerships—such as the presence of Korea Marine Equipment Association in Mumbai—will support industry integration.

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In addition, both sides agreed to launch skill development initiatives in shipbuilding through a joint project between the Korea International Cooperation Agency and India's Ministry of Ports, Shipping and Waterways.

Port development emerged as another priority, with an agreement signed to facilitate Korean participation in India's upcoming infrastructure pipeline, including major projects in Maharashtra, Odisha and Gujarat.

Cooperation in maritime education, research, and heritage preservation was also endorsed, signalling a broad-based partnership.

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