

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, AUGUST 07, 2025

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India's Biggest Highway Push: Bharatmala Project Delivers Big In Some States, Stalls In Others

Swarajya,
July 07, 2025



A Representative Image.

As Bharatmala Pariyojana, India's biggest highway push, enters a crucial phase, state-wise data reveals stark contrasts in project execution across the country.

While some states have surged ahead in completing their sanctioned highway stretches, others are still struggling to cross the halfway mark.

The government has attributed the uneven progress to delays in land acquisition, environmental clearances, contractor issues, and raw material shortages.

New digital initiatives like the Bhoomi Rashi and revamped Parivesh Portal aim to mitigate these bottlenecks.

Out of the 34,800 km sanctioned under Bharatmala Phase I, Rajasthan (2,257 km completed), Uttar Pradesh (2,061 km), and Maharashtra (1,944 km) have emerged as top performers in absolute construction completed as of June 2025.

Here's how the progress looks across the country:

Top Performers (90 per cent and above of awarded length completed)

- **Goa:** 100 per cent (26 km completed out of awarded length of 26 km) | Sanctioned length: 26 km
- **Odisha:** 96.0 per cent (928 km completed out of awarded length of 967 km) | Sanctioned length: 1,586 km

- **Rajasthan:** 95.6 per cent (2,257 km completed out of awarded length of 2,360 km) | Sanctioned length: 2,503 km
- **Haryana:** 92.3 per cent (977 km completed out of awarded length of 1,058 km) | Sanctioned length: 1,058 km
- **Delhi:** 92.1 per cent (187 km completed out of awarded length of 203 km) | Sanctioned length: 203 km

High Performers (80–89 per cent)

- **Maharashtra:** 89.4 per cent (1,944 km completed out of awarded length of 2,174 km) | Sanctioned length: 3,029 km
- **West Bengal:** 88.1 per cent (339 km completed out of awarded length of 385 km) | Sanctioned length: 874 km
- **Gujarat:** 85.7 per cent (1,023 km completed out of awarded length of 1,194 km) | Sanctioned length: 1,577 km
- **Tamil Nadu:** 85.7 per cent (1,265 km completed out of awarded length of 1,476 km) | Sanctioned length: 2,414 km
- **Telangana:** 85.2 per cent (874 km completed out of awarded length of 1,026 km) | Sanctioned length: 1,719 km
- **Mizoram:** 83.1 per cent (493 km completed out of awarded length of 593 km) | Sanctioned length: 593 km
- **Madhya Pradesh:** 83.0 per cent (1,674 km completed out of awarded length of 2,017 km) | Sanctioned length: 3,063 km
- **Uttar Pradesh:** 82.6 per cent (2,061 km completed out of awarded length of 2,495 km) | Sanctioned length: 3,126 km
- **Assam:** 81.0 per cent (349 km completed out of awarded length of 431 km) | Sanctioned length: 433 km

Moderate Progress (60–79 per cent)

- **Nagaland:** 73.6 per cent (153 km completed out of awarded length of 208 km) | Sanctioned length: 208 km
- **Chhattisgarh:** 73.0 per cent (344 km completed out of awarded length of 471 km) | Sanctioned length: 571 km

- **Karnataka:** 72.1 per cent (1,156 km completed out of awarded length of 1,603 km) | Sanctioned length: 2,059 km
- **Kerala:** 71.4 per cent (506 km completed out of awarded length of 708 km) | Sanctioned length: 1,126 km
- **Manipur:** 69.8 per cent (443 km completed out of awarded length of 635 km) | Sanctioned length: 635 km
- **Meghalaya:** 69.4 per cent (118 km completed out of awarded length of 170 km) | Sanctioned length: 170 km
- **Himachal Pradesh:** 68.9 per cent (115 km completed out of awarded length of 167 km) | Sanctioned length: 167 km
- **Tripura:** 68.1 per cent (64 km completed out of awarded length of 94 km) | Sanctioned length: 94 km
- **Uttarakhand:** 65.9 per cent (174 km completed out of awarded length of 264 km) | Sanctioned length: 273 km
- **Andhra Pradesh:** 63.7 per cent (1,234 km completed out of awarded length of 1,936 km) | Sanctioned length: 2,525 km
- **Jharkhand:** 63.4 per cent (508 km completed out of awarded length of 801 km) | Sanctioned length: 1,000 km

Low Progress (40–59 per cent)

- **Bihar:** 60.2 per cent (698 km completed out of awarded length of 1,159 km) | Sanctioned length: 1,572 km
- **Punjab:** 46.0 per cent (714 km completed out of awarded length of 1,553 km) | Sanctioned length: 1,764 km
- **Jammu & Kashmir:** 57.8 per cent (145 km completed out of awarded length of 251 km) | Sanctioned length: 433 km

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Highway projects worth ₹4 lakh crore face delays; 200 more worth ₹1.6 lakh crore await construction start

The Economic Times,
August 07, 2025

Synopsis

“Joining the Hands that Believe in Building Sustainably # Platform for Sustainable Infra”

India's road-building ambitions face hurdles as nearly 580 National Highway projects, valued at ₹3.9 lakh crore, are delayed due to land acquisition, contractor issues, and clearances. Despite setbacks, efforts to reduce delays are showing progress, with projects pending over three years dropping significantly. However, new rules requiring 80% land acquisition before bidding are impacting upcoming projects.

India's ambitious road-building programme is hitting speed bumps again. Nearly 580 National Highway (NH) projects, with a total value close to ₹3.9 lakh crore, are currently delayed. Another 200 projects worth ₹1.6 lakh crore have been bid out but are yet to get off the ground, as per TOI.

The key culprits? Land acquisition logjams, contractor-related complications, and delays in obtaining statutory clearances, according to people familiar with the matter, as reported by TOI.

Despite the setbacks, the Ministry of Road Transport and Highways has managed to chip away at some of the worst delays. Projects pending for over three years have dropped by nearly half, from 152 in April 2024 to 81 as of July 2025, thanks to tighter monitoring and problem-solving efforts. In the first four months of FY26 alone, the number of all delayed projects dropped by 16%.

“The target is to reduce the number of delayed projects significantly as these cause cost escalation and deprive people of the desired benefit,” said an official.

To keep things moving, highway-building agencies are now part of a monthly coordination meeting focused on clearing bottlenecks and pushing execution.

Land acquisition remains the single largest obstacle, holding up 28% of the delayed projects. Contractor-related issues account for 19%, and forest clearances delay another 13%. Officials said there's now a push to prioritise projects that are near completion but stuck due to small pending works.

Data show that the number of delayed NH projects has fallen from 690 in April 2024 to 686 in April 2025, and further to around 580 by end-July 2025. Over half of these are behind schedule by up to six months, and over a third have been delayed for one to three years.

The delays are also spilling over into upcoming work. Around 276 sanctioned projects worth ₹1.4 lakh crore haven't even reached the bidding stage, largely because of new rules that prevent bids from being opened until at least 80% of the required land is in hand.

While Road Transport Minister Nitin Gadkari recently reiterated his goal of building “US-level roads” in the next two years, the reality on the ground shows that execution risks, both old and new, are still far from resolved.

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Chennai Metro-Mass Rapid Transit System Merger: Southern Railway To Cover MRTS Operating Costs For Two Years

Swarajya,
August 07, 2025

Southern Railway announced on Tuesday (5 August) that it will cover the operating expenses of the Chennai–Velachery MRTS for a two-year period, as the system's assets and operations are handed over to the Tamil Nadu government and merged with Chennai Metro Rail Limited (CMRL).

During this period, Southern Railway will not only bear operational expenses but also provide train coaches and handle maintenance at no charge.

If the takeover is not completed within two years, SR may continue to operate the MRTS, but the TN government will be charged for operations and maintenance on actual cost basis, the railway press release clarified.

The plan involves using the existing Electric Multiple Units (EMUs) owned by Southern Railway for two years grace period.

After this, the EMUs will either be returned to SR or the TN government will pay their depreciated value, the statement added.

To ensure a smooth handover, Southern Railway will train CMRL personnel in the operations and maintenance of infrastructure and rolling stock.

Railway staff will remain deployed during the interim at no cost, while CMRL gradually recruits and develops its own workforce and facilities.

Certain assets, such as the yards at Fort and Chennai Beach, will continue to serve MRTS. Their future access terms and charges will be settled by a joint committee comprising officials from the railways and the state.

The Railway Board, which approved the transfer on 31 July, confirmed that all MRTS infrastructure including tracks, bridges, signalling systems, electrification, land, and buildings will pass to the Tamil Nadu government/CMRL.

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Bengaluru Metro Yellow Line: PM Modi to inaugurate 19.15 km stretch on August 10, lay foundation for phase-3

Swarajya,
August 07, 2025

Tejasvi Surya added that the Yellow Line will significantly benefit daily commuters.

BJP leader Tejasvi Surya on Sunday announced that Prime Minister Narendra Modi will visit Bengaluru on August 10 to inaugurate the Yellow Line Metro and lay the foundation stone for Metro Phase-3.

A Landmark Visit for Bengaluru South

In a post on 'X', Surya said, "PM @narendramodi Ji's visit to Bengaluru on August 10 will be a landmark moment for Bengaluru South. He will not only inaugurate the long-awaited Yellow Line

Metro operations but also lay the foundation stone for Metro Phase 3 – a project that received Cabinet approval within the first 100 days of his third term.”

He further added that the Yellow Line will significantly benefit daily commuters. “The Yellow Line will cater to close to eight lakh riders and the ‘infamous Silk Board jam’ will be addressed greatly. Public transport is the only option to reduce traffic congestion. Together, these projects will benefit nearly 25 lakh people in Bengaluru South,” he said.

Yellow Line to Meet August 15 Deadline

The MP said that by inaugurating the Yellow Line Metro project on August 10, the initiative would meet its August 15 deadline. Surya credited this achievement to the Prime Minister’s commitment. “This could happen because of Modi’s personal insistence that this must be open to public without any further delay,” he stated.

Surya, who is also the Bharatiya Janata Yuva Morcha (BJYM) national president, quoted Union Urban Affairs Minister Manohar Lal Khattar, who said on ‘X’, “I am pleased to announce that the Prime Minister of India has kindly agreed to inaugurate 19.15 km Yellow Line from RV Road to Bommasandra of Bengaluru metro with 16 stations at the cost of Rs 5,056.99 crore and lay the foundation stone of 44.65 km of Bangalore phase-3 at the cost of Rs 15,611 Crore on 10th August 2025.”

Surya had recently staged a demonstration demanding the opening of the Yellow Line of the Bengaluru Metro Rail project, which will soon be operational with the Prime Minister’s visit.

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