



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, AUGUST 03 - 10, 2026

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CM Saini Cracks Down On Road Contractors With Blacklisting Warning For Substandard Work In Haryana, Sets Strict Repair Deadlines
Swarajya,
August 09, 2026

Haryana Chief Minister Nayab Singh Saini has ordered government agencies to complete road construction, widening and repair projects within fixed deadlines, while warning contractors that substandard work or delays could lead to penalties and blacklisting.

Chairing a review meeting on road projects at Haryana Niwas, Saini directed officials to ensure that no damaged road remains unattended and that all repair and construction work meets prescribed quality standards.

The review covered projects being handled by the Public Works Department, Haryana State Agricultural Marketing Board, panchayati raj bodies, urban local bodies and other state agencies.

The Chief Minister also instructed departments to prioritise complaints about potholes and damaged roads received through the 'Hamari Sadak' mobile app and ensure that repair work and progress reports are uploaded on the platform.

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Saini called for a comprehensive mapping exercise covering roads across Haryana to establish their condition, ownership and maintenance requirements. The data, he said, would help departments monitor projects and identify roads requiring urgent intervention.

The government has already begun enforcing accountability for poor-quality construction. Karnal Municipal Corporation has barred a contractor from bidding for two years over substandard work on a Rs 2.43 crore project.

In Faridabad, the municipal corporation ordered reconstruction of a Rs 1.88 crore road after sections failed quality inspections.

Saini also asked officials to prepare a list of delayed road projects affected by railway-related issues so that the state can coordinate with railway authorities and resolve construction bottlenecks.

He stressed the importance of strengthening roads in industrial areas to improve the movement of goods and support investment and employment.

Departments were also told not to allow shortages of bitumen to halt projects and to consider cement-concrete construction where necessary.

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MMRDA Signs Consultancy Agreement With Singapore's Surbana Jurong For Mumbai 3.0 Master Plan Covering 323 Sq Km

Swarajya,
August 09, 2026

The agreement was signed by MMRDA Metropolitan Commissioner Dr Sanjay Mukherjee and Surbana Jurong South Asia Chief Executive Avinash Mishra in the presence of Maharashtra Chief Minister Devendra Fadnavis.

The proposed Mumbai 3.0 greenfield city has moved into its planning stage after the Mumbai Metropolitan Region Development Authority (MMRDA) appointed Singapore-based Surbana Jurong Infrastructure Pte. Ltd. to prepare its vision document, master plan and wider development framework.

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The agreement was signed by MMRDA Metropolitan Commissioner Dr Sanjay Mukherjee and Surbana Jurong South Asia Chief Executive Avinash Mishra in the presence of Maharashtra Chief Minister Devendra Fadnavis.

The new urban centre will cover 323.44 sq km across 124 villages in Panvel, Uran and Pen talukas of Raigad district. The state government notified the project under the Maharashtra Regional and Town Planning Act in October 2024 and designated MMRDA as its New Town Development Authority.

Surbana Jurong will examine existing land use, transport links, population patterns, utilities, environmental conditions and socio-economic factors before developing the long-term planning framework.

The exercise will also draw on international approaches to transit-oriented development, renewable energy, smart infrastructure, digital connectivity and mixed-use urban districts.

The first phase is scheduled to take 30 weeks. It will cover an inception report, assessment of existing conditions, the Vision Document, a draft land-use plan, stakeholder consultations and the final concept plan.

The draft plan will establish the proposed structure of the city, including future growth areas and land-use patterns.

It will also outline mobility networks and infrastructure requirements covering water supply, sewerage, drainage, waste management, electricity, gas and social facilities.

The planning process will consider residential, commercial, industrial, institutional, recreational, transport and conservation areas, with consultations involving government agencies and other stakeholders.

The appointment follows an MoU signed between MMRDA and Surbana Jurong at the World Economic Forum in Davos in January. The Maharashtra government later approved the consultancy through a government-to-government arrangement in June 2026.

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L&T Realty elevates Navneet Kaul, Rishi Kailash Bansal as executive directors

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The Economic Times,
August 03, 2026

Synopsis

L&T Realty Properties Limited has appointed Navneet Kaul as executive director and chief operating officer. Rishi Kailash Bansal also joins as executive director and head of land and logistics development. Kaul brings over 36 years of experience, focusing on operational excellence and project delivery. Bansal possesses over 33 years of expertise in project execution and business development. These appointments are effective immediately, strengthening the company's leadership team.

L&T Realty Properties Limited (L&T Realty) has appointed Navneet Kaul as executive director and chief operating officer and Rishi Kailash Bansal as executive director and head – land and logistics development with immediate effect.

Kaul has been serving as an Executive Vice President and the Chief Operating Officer at L&T Realty. In this role, he has been providing strategic leadership for L&T Realty's project development business across multiple geographies, with a strong focus on operational excellence, timely project delivery, customer experience and sustainable growth.

Prior to L&T Realty, he served as Executive Vice President & Head - Technical Services for the Mumbai-Ahmedabad High-Speed Rail (MAHSR) C4 Package, one of the largest EPC contracts being executed by L&T's Heavy Civil Infrastructure vertical.

Kaul joined L&T as a Graduate Engineer Trainee in 1989 and has built an exemplary career spanning over 36 years with the organisation.

Bansal has been serving as Executive Vice President & Head – Land & Logistics Development, L&T Realty. Prior to L&T Realty, he served as an Executive Vice President & the Head of Transportation Infrastructure, L&T, where he played a pivotal role in driving order book growth, enhancing profitability and delivering execution excellence across several large and complex infrastructure projects.

Bansal joined L&T as a Graduate Engineer Trainee in 1993. A seasoned business leader with over 33 years of experience, he possesses deep expertise in project execution, construction planning, project management, business development and business leadership, predominantly in the Roads, Airports and Bridges construction sector.

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Beyond Construction: Enhancing the durability and performance of road infrastructure

Indian Infrastructure,
August 07, 2026

By Vinod Kumar Giri, Senior Vice-President (Head Operations), DRA Infracon Private Limited.

India built its road network at record speed. The harder – and more valuable – work now is keeping it. A quiet shift in financing and technology is changing how that gets done.

There is a number in Union Budget 2026-27 that says more about the next decade of Indian infrastructure than any construction target does. During the year, the Ministry of Road Transport and Highways has been allocated Rs 3,098.75 billion – an 8 per cent increase over the previous year's revised estimates, and roughly 6 per cent of total central government expenditure. Of that, Rs 2,941.67 billion is capital expenditure. Ministry capital spending has compounded at about 33 per cent per year since 2012-13, one of the most sustained infrastructure build-outs anywhere in the world. Revenue expenditure over the same period has averaged around Rs 133 billion per year.

That ratio is the story. India has built an enormous asset base very quickly, and the machinery for keeping it has not scaled at anything like the same rate.

The national highway network has grown from 91,287 km in 2014 to roughly 146,560 km – witnessing a 60 per cent expansion in a decade. National highways account for about 2 per cent of India's total road length of roughly 6,670,000 km, but carry more than 40 per cent of its traffic. A CII-Knight Frank assessment estimates that about \$360 billion of infrastructure investment over the decade has pulled logistics costs down to 10-10.7 per cent of GDP from 13-14 per cent, worth \$123 billion-\$133 billion a year to the economy (estimates vary sharply by methodology; a DPIIT-NCAER study on a different basis puts the figure lower.)

The build worked. The question that defines the next decade is a different one: what does the network cost to keep, and who is accountable for keeping it?

The asymmetry nobody priced

Consider the timeframes an Indian highway asset actually lives under. A major structure is designed for a service life measured in decades. The contractor who builds it typically carries a defect liability of four to five years. The maintenance budget that will sustain it is

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appropriated annually and competes each year against new construction – an argument maintenance almost always loses, because commissioning a corridor is visible and desilting a drain is not. Every party in the delivery chain has legally and financially exited before the asset enters the phase of life in which deterioration actually shows. Durability ends up as everyone's stated aspiration and nobody's contractual deliverable, because it appears in no bill of quantities against which it can be measured, paid for or enforced.

The consequences show in the maintenance data. In 2024-25, the government approved short-term maintenance contracts (STMCs) covering 17,884 km at Rs 28.42 billion, and performance-based maintenance contracts (PBMCs) covering 6,118 km at Rs 67.57 billion.

The contrast is instructive. STMCs typically run one to two years; PBMCs run five to seven years and transfer condition risk to the contractor. On a per-kilometre-year basis, the PBMC is the more expensive instrument, and it covers barely a quarter of the length that the cheaper, shorter, more reactive one does.

There is a second asymmetry, less discussed. The private sector's share of road construction has fallen from 51 per cent in 2014-15 to around 15 per cent in 2023-24. As the state has taken on more of the building, it has also absorbed more of the long-term condition risk, without a corresponding shift in how that risk is funded or measured.

Maintenance became a data problem

The technological shift has moved fast. The National Highways Authority of India (NHAI) has been restructuring highway operations and maintenance around predictive rather than reactive intervention, built on three pillars: large-scale condition monitoring, continuous digital asset records, and risk-based prioritisation.

Network survey vehicles (NSVs) are the backbone. The NHAI has invited bids to deploy NSVs across 23 states covering 20,933 km, using 3D laser-based systems with high-resolution 360-degree cameras, differential GPS, inertial measurement units and distance measuring indicators. These capture surface cracking, potholes, patches, rutting and roughness automatically, without human interpretation.

Critically, the NSV survey has been made mandatory at project completion certification and every six months thereafter, and written into standard bidding documents for consultancy services. That makes a durability baseline – the single most underused instrument in Indian asset management – contractual.

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Artificial intelligence (AI) dashcams extend coverage cheaply. Cameras mounted on route patrol vehicles are being rolled out across roughly 40,000 km of network, running weekly surveys organised across five zones, and picking up road furniture defects such as faded markings, damaged crash barriers, non-functional streetlights, alongside pavement condition. The platform supports side-by-side comparison of the same stretch over time.

Drone analytics are building digital inventories, monitoring structures and identifying encroachment on highway land. Falling weight deflectometer testing measures structural response beneath the surface, catching problems invisible to any camera.

All of it feeds the NHAI data lake, where a road asset management cell converts condition data into maintenance prioritisation. Field reporting has moved onto the NHAI One and Tatpar apps, with geo-tagged, time-stamped photographs and digital test uploads.

Alongside this, NHAI has introduced a concessionaire rating system – assessed every six months and published – and tightened request for proposal provisions with stricter qualification norms, a narrower definition of comparable work, and a ban on unauthorised subcontracting beyond permitted limits, now treated as an undesirable practice attracting penalty.

Taken together, this is the infrastructure of accountability the sector has lacked: data that is continuous rather than episodic, comparable over time, and attached to a named party.



Construction workers in high-visibility gear are applying fresh hot asphalt to roadway surface

The engineering that decides the outcome

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Technology tells you what is failing. It does not tell you why, and that answer is unglamorous and largely unchanged – water.

In pavements, water displaces bitumen from aggregate at the interface, causing stripping and ravelling. Trapped beneath the bound layers under wheel load, it is pressurised and ejected through cracks, carrying fines with it – the process that turns a hairline crack into a pothole, forming the void first and collapsing the surface later. Saturation reduces effective subgrade bearing capacity, so the pavement loses the foundation it was designed against.

In structures, the mechanism is chemical and less forgiving. Steel in sound concrete is protected by high pore-solution alkalinity. Carbonation and chloride ingress destroy that protection, and both are transport processes, governed entirely by how easily their agents move through the cover concrete. Once corrosion starts, it is self-accelerating: corrosion products occupy several times the volume of the steel they replace, cracking the cover, admitting more water and accelerating the reaction.

Strength is what we test. Permeability is what determines how long the asset lasts.

This points to an uncomfortable proposition for anyone writing specifications. We accept structural concrete principally on a compressive strength test. No Indian bridge has deteriorated because its concrete was insufficiently strong. Structures deteriorate because their concrete was sufficiently permeable to let chloride, moisture and carbon dioxide reach the reinforcement inside the intended service life.

The market has partly anticipated this. India's construction chemicals sector is estimated at around \$2.3 billion-\$2.6 billion, with waterproofing solutions accounting for roughly 35-38 per cent of it and growing at about 7 per cent annually. Membranes are displacing traditional finishes on infrastructure work, driven by monsoon exposure and by tighter BIS standards – IS 2645 for waterproofing compounds and IS 9103 for admixtures.

But the technology is rarely the constraint. Waterproofing is a system – substrate preparation, primer, membrane, protection layer and detailing – and installed systems almost never fail in the middle of the sheet. They fail at terminations, upstands, penetrations, drainage outlets and expansion joints. The battle is over detailing, application quality and verification, not over which membrane was purchased.

The corresponding investment is small. Deck waterproofing and concrete protection typically represent a low single-digit percentage of structure capital cost, and they defend the whole asset. The classical durability-economics relationship – de Sitter's Law of Fives

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– holds that the same outcome costs 1 unit at design, five during construction, twenty-five as early preventive maintenance, and one hundred and twenty-five once deterioration has reached the reinforcement.

Three gaps that remain open

- Verification is still the weak link. Cover meter surveys, adhesion pull-off tests, holiday testing of membranes and permeability testing of concrete are quick, established and cheap relative to what they protect. Each tests something about to become permanently inaccessible. They belong at contractual hold points, not on a best-practice list.
- Structures lag pavements. The Indian Bridge Management System inventorised 172,517 structures on national highways – 134,229 culverts, 32,806 minor bridges, 3,647 major and 1,835 extra-long. Pavement condition monitoring has since raced ahead on the back of NSVs and dashcams. Structural health monitoring has not moved at the same pace, even though bridge deterioration is slower to appear, far more expensive to reverse, and carries safety consequences that pavement roughness does not.
- Climate has outrun the design basis. Rainfall intensity-duration-frequency relationships embedded in older detailed project reports (DPRs) no longer represent observed events in many basins. Cross-drainage works sized against historical data are hydraulically undersized against present conditions and will become more so. Drainage designed for yesterday's climate is a durability liability today – and drainage remains, in most DPRs, the last chapter, prepared by the most junior team and value-engineered first when the estimate exceeds its ceiling.

What the next tender could do

None of the following requires new technology, new codes or new money. They require new clauses

- State a target service life in the contract, with a verification method, not as a line in the design basis report that is never referred to again.
- Add durability parameters to concrete acceptance criteria alongside compressive strength – water-binder ratio, supplementary cementitious material content, cover verification and permeability limits derived from exposure class.
- Make waterproofing and concrete protection separately measured pay items. Anything deemed included is, in practice, deemed optional. An item with its own rate, measurement and inspection survives value engineering; one buried inside a composite wearing-coat rate does not.

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- Require a whole-life cost statement from every bidder, even before it carries evaluation weight. Whole-life evaluation is genuinely hard in India because the deterioration and cost data do not yet exist at scale. But the discipline of preparing the statement is what starts generating that data – and the data lake is, for the first time, somewhere it could live.
- Mandate a baseline condition survey and digital asset record at handover. With NSV surveys now required for completion certification, the instrument already exists. What is needed is for it to become evidence: when deterioration appears in year seven, the difference between a construction defect and normal ageing should be settled by data rather than by negotiation.

In sum

India spent a decade proving it could build at scale. The evidence of the past three years is that the country is now assembling – through capital markets and sensors rather than through circulars – the machinery to keep what it built.

The remaining gap is contractual. The engineering is largely settled, and the monitoring is arriving fast. What has not caught up is the set of clauses that would make service life something a named party is measured against, paid for, and held to.

That is a smaller problem than the one India has already solved. It is also the one standing between a network that was built well and a network that lasts.

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Afcons receives LoA for Mumbai desalinated water tunnel project
Construction Times of India,
August 06, 2026

The Manori-to-Mahavir Nagar tunnel will be critical to boost Mumbai's water supply.

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Afcons Infrastructure Ltd has announced that it has received the Letter of Acceptance (LoA) from Brihanmumbai Municipal Corporation (BMC) for the Design and Construction of a Desalinated Water Conveyance Tunnel from the proposed Water Pumping Station at Manori to Charkop, extending further to Mahavir Nagar (Kandivali), Mumbai. The project is valued at Rs 1,918 crores, including GST and O&M.

Krishnamurthy Subramanian, Executive Chairman, Afcons Infrastructure Ltd, said, "The desalinated water conveyance tunnel is a critical step towards ensuring sustainable water supply for Mumbai and stands as a testament to our engineering excellence and execution capabilities."

S Paramasivan, Managing Director, Afcons Infrastructure Ltd, added, "We are honoured to partner with BMC once again. Alongside the Kasheli–Mulund water conveyance tunnel, this complex desalinated water tunnel project will be executed on time while maintaining the highest standards."

In India, Afcons has successfully delivered and is currently executing several hydro, water supply, and water tunnel projects. Some of these projects include BMC's 7.13 km underground water conveyance tunnel from Kasheli to Mulund, CIDCO's 8.7 km treated water tunnel in Navi Mumbai, Rural Water Supply Scheme in Uttar Pradesh, and Water Supply Project in Rajasthan. Afcons has also constructed Annaram Barrage in Telangana, part of the world's largest multi-stage irrigation project.

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Internationally, Afcons has delivered multiple water supply projects across Africa, including in Tanzania, Ivory Coast, Benin, and Rwanda, further strengthening its global footprint in sustainable infrastructure development.

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West Bengal Considers Land Pooling Strategy To Address Fragmented Holdings For Industrial Development

Swarajya,
August 10, 2026

West Bengal is considering land pooling and an expanded network of industrial parks to make large parcels available for new industries while avoiding direct government acquisition of private land, news agency PTI reported.

The approach is being examined against the backdrop of the political sensitivity around land acquisition in the state, where the Singur and Nandigram movements had a major impact on state politics.

The proposed models could allow land to be assembled for industrial projects while reducing direct negotiations between the government and individual landowners.

Subrata Gupta, adviser to Chief Minister Suvendu Adhikari, said land pooling was one of the options under consideration, along with a stronger focus on industrial parks.

"Land pooling is one of the options that the state is evaluating for land aggregation, apart from giving greater impetus to industrial parks. The objective is to facilitate the availability of larger parcels of land required by industry while addressing the challenges posed by fragmented land holdings," he was quoted as saying by PTI.

Under land pooling, multiple land parcels are brought together for planned development instead of being acquired outright.

Owners can receive developed plots or other benefits in return for contributing their land. Andhra Pradesh used the model extensively for Amaravati, pooling about 33,000 acres from nearly 29,000 farmers.

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West Bengal is also examining industrial parks as an alternative route. Private developers could assemble land and provide ready-to-use plots along with common infrastructure, making it easier for companies requiring sizeable contiguous areas to establish operations.

Gupta said any decision to introduce land pooling would require new legislation. The state is also reviewing existing land laws governing ownership and utilisation.

"Industries do not fall under the urban land ceiling. What we need is reform of land laws, which are stringent on holding and utilisation," he said.

"If a large unit comes in, it will require a larger quantum of land, and we will have to provide laws so that the company can hold on to that land and use it for its purposes," he added.

The government is additionally assessing land belonging to closed industrial units and examining the legal position of bargadars, or sharecroppers, who retain rights over land despite no longer farming it.

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Rae Bareli's Bachhrawan Set To Become UP's Largest Rs 26,000 Crore Industrial Hub With 104 Square Km Zone

Business Standard,
August 03, 2026

Uttar Pradesh is preparing to develop a 104 sq km integrated industrial zone in Bachhrawan, Rae Bareli, as part of its wider plan to turn the Lucknow-Rae Bareli industrial corridor into a major manufacturing centre.

As per the Amar Ujala report, the project is estimated to require Rs 26,000 crore and is expected to create more than 2.5 lakh direct jobs, along with several lakh indirect employment opportunities.

The development is planned in four phases over 25 years, with work beginning in 2026. The first phase, from 2026 to 2031, will cover 10 sq km and involve an investment of Rs 2,500 crore.

The second phase, scheduled for 2031-36, will expand the industrial area by another 19 sq km, with Rs 4,750 crore earmarked for development.

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The third stage will run from 2036 to 2041, covering 30 sq km at an estimated cost of Rs 7,500 crore.

The final and largest phase will be implemented between 2041 and 2051, covering the remaining 45 sq km and requiring Rs 11,250 crore. Together, the four stages will complete the planned 104 sq km industrial estate.

The proposed zone is expected to host a diverse range of industries, including automobiles and auto components, railway equipment, defence manufacturing, food processing, cement, ceramics, construction materials, wood-based units and warehousing.

Logistics infrastructure will form a major part of the development. A 150-hectare multimodal logistics centre is proposed along National Highway 30 at an estimated cost of Rs 1,300 crore.

It will include warehouses, cold storage, a container depot, air cargo facilities, railway sidings and terminal infrastructure, with an annual handling capacity of 30 lakh tonnes.

The project will build on Rae Bareli's existing industrial base, including its railway coach factory and thermal power facilities.

Its proximity to major highways, railway routes and the National Industrial Corridor is expected to support the movement of industrial goods.

Another freight facility proposed near Sandila is expected to handle 2 lakh tonnes by the end of 2026, with capacity projected to reach 12 lakh tonnes by 2051.

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