



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, AUGUST 17, 2026

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Anand Vihar, Kashmere Gate And Sarai Kale Khan Set To Become Integrated Transport Hubs By 2047

Swarajya,
August 17, 2026

The Master Plan of Delhi 2047 proposes developing multi-modal transport hubs at three strategic locations across the capital, where metro, bus, railway and other facilities will be available in proximity.

The three key transit corridors—Anand Vihar-Karkardooma, Kashmere Gate and Nizamuddin-Sarai Kale Khan—will integrate rail, metro, bus, para-transit and non-motorised transport.

Delhi will develop these high-footfall transit nodes with comprehensive plans prepared jointly by all concerned transit agencies.

The draft Master Plan indicates that transit agencies will undertake coordinated planning for execution of such projects, with agencies permitted to amalgamate their land and integrate multiple modes within the same building or complex.

The multi-modal transport hub projects will facilitate easy interchange between different modes of transport within integrated complexes through multi-level interchange facilities and active spaces such as retail podiums.

Where non-contiguous land parcels are separated by features such as railway tracks or roads, integration of buildings using connectors such as skywalks and subways will be permitted, subject to statutory clearances.

The hubs will promote safety, public interaction and economic activity through cultural and public spaces.

To improve public transportation, the Master Plan suggests that transit agencies work on Intelligent Transport Systems and AI-based passenger and traffic management systems to support data integration, better enforcement and smoother movement between different transport modes.

Transit-Oriented Development projects within a 500-metre radius of a multi-modal transport hub will be considered for approval only after integration with the plan.

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The Delhi Development Authority approved the Master Plan for Delhi-2047 on 12 August, and the plan has now been sent to the Ministry of Housing and Urban Affairs for final approval and subsequent notification.

The plan is designed to accommodate an estimated population of 3.2 crore by 2047, compared with around 2.4 crore currently.

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Allahabad HC Seeks Replies From Centre, State Over Road Sinking On Newly Opened Lucknow-Kanpur Expressway
PTI,
August 17, 2026

The Allahabad High Court has issued notices to the Centre, Uttar Pradesh Government, NHAI, and the Ministry of Road Transport and Highways over alleged construction defects and road sinking incidents on the Lucknow-Kanpur Expressway, demanding detailed responses from the authorities.

The Lucknow Bench heard a Public Interest Litigation regarding the construction quality of the expressway, which opened on 13 July this year.

The Rs 4,200 crore expressway has come under intense scrutiny after heavy monsoon rains exposed potholes, surface subsidence and cracks at several locations.

A section near Km 64 in Unnao's Korari area developed surface slippage after rain just 13 days after the expressway was opened to traffic.

Controversy escalated after videos showing workers using large industrial and pedestal fans to dry a waterlogged stretch of the expressway near Begumkheda village in Unnao district went viral on social media.

The matter has raised concerns over infrastructure quality, public safety, and the use of public funds in one of Uttar Pradesh's key road projects.

Between 13 July and 11 August, road depressions, subsidence or failure of patchwork have been reported at around 45 locations along the 45 km greenfield section.

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Drainage arrangements are reportedly missing at four locations at km 44.7 on the Unnao-Lucknow carriageway, whilst road settlement has been reported at three locations between km 49 and 60.

IIT Kharagpur is wrapping up its investigation and a team checked out the expressway in person, taking 50 samples for testing. Early signs point to design and drainage problems as the main culprits, not just poor construction.

The team found water seeping as deep as 18 feet in some spots, raising questions about how well the drainage system works.

The 63 km expressway, built to reduce travel time between Lucknow and Kanpur, was constructed at Rs 4,700 crore by PNC Infratech-backed concessionaire Awadh Expressway Pvt Ltd.

The petition argues that repeated incidents on the expressway have raised serious questions about the quality of work and monitoring mechanisms involved in the project.

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India Moves To Operationalise SHANTI Act With Mandatory Nuclear Plant Insurance Rules

Swarajya,
August 17, 2026

The Department of Atomic Energy (DAE) has notified draft rules under the Sustainable Harnessing and Advancement of Nuclear Energy for Transforming India (SHANTI) Act, 2025, mandating comprehensive insurance coverage for nuclear power plant operators.

The rules propose a mandatory insurance policy, financial security, or a combination of both for nuclear power plants.

In a significant requirement, the rules state that the financial security must remain in place until all spent fuel has been removed from the concerned storage pool.

This provision ensures long-term financial protection extends beyond operational phases to include decommissioning and waste management activities.

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The draft regulations, released on Friday (14 August), mark a crucial step in operationalising India's ambition to expand nuclear capacity twelvefold to 100 gigawatts over the next two decades.

The rules establish a periodic review mechanism, requiring the Centre to constitute a group of experts once every five years to review the maximum limits of an operator's liability for nuclear damage.

Under the SHANTI Act framework, the maximum operator liability for each nuclear incident will vary depending on the category of the nuclear installation, ranging from Rs 100 crore to Rs 3,000 crore.

For facilities utilising international technology, the draft rules stipulate strict safety credentials. If a nuclear plant or reactor is based on a foreign design, its design should be certified or approved in the country of origin by its regulatory body.

The regulations also introduce a single composite licence authorising the building, owning, operating and decommissioning of the nuclear power plant or reactor.

The SHANTI Act, which received presidential assent in December 2025, represents India's first major legislative framework enabling private sector participation in nuclear power generation.

The insurance requirements address longstanding concerns about liability protection whilst facilitating the entry of domestic conglomerates and foreign technology providers into India's civil nuclear sector, previously monopolised by state entities.

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Kerala's Vizhinjam Port To Cut Europe Shipping Time By 18 Days As EXIM Operations Commence Tomorrow

The Hindu,
August 17, 2026

Kerala's Vizhinjam International Seaport will commence export-import operations on Tuesday (18 August) after receiving final clearance from the Central Board of Indirect Taxes and Customs.

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Chief Minister V D Satheesan will flag off the first export container at a ceremony scheduled for 10:45 am, with the maiden shipment carrying Kerala food products including jackfruit chips and Marayoor jaggery bound for Valencia, Spain aboard the MSC MARIE LESLIE.

The expansion marks a significant shift for the Adani-operated facility, which has thus far primarily handled transshipment operations involving the transfer of containers between large mother vessels and feeder ships.

Shipments from Vizhinjam will take only 22 days to reach Europe, compared to around 40 days via other regional ports, whilst journeys to America will take 35 days.

MSC Shipping Company has announced two services for exports from Vizhinjam: the Himalaya Express to Portugal, Valencia, Barcelona and Italy, and the India-Africa Service to southwestern African countries.

Four containers from companies in Thiruvananthapuram have already been booked for export, with additional bookings from Thoothukudi, Kochi and Kollam.

The development is expected to benefit small and medium enterprises in sectors such as agricultural produce, spices, cashew, marine products, handloom and textiles.

Import operations will initially be limited to Full Container Load containers eligible for Direct Port Delivery, which must move directly from the port terminal to the importer's premises within 48 hours of landing, as no Container Freight Station is currently attached to the port.

Vizhinjam has emerged as one of the world's fastest-growing container ports, handling two million TEUs within 18 months of starting commercial operations. Adani Ports plans to build a 100-acre Container Freight Station near the port to support growing EXIM volumes.

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