

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

WEDNESDAY, AUGUST 15 - 20, 2025

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PM Modi to inaugurate projects worth Rs 12,000 crore in Gaya on August 22
The Financial Express,
August 18, 2025

Ahead of the visit, Chaudhary inspected the venue at the Magadh University campus and instructed officials to ensure proper preparations.

Prime Minister Narendra Modi will inaugurate and lay the foundation stone of development projects worth more than Rs 12,000 crore in Gaya on August 22.

Bihar Deputy Chief Minister Samrat Chaudhary on Sunday announced that Prime Minister Narendra Modi will inaugurate and lay the foundation stone of development projects worth more than Rs 12,000 crore in Gaya on August 22.

Ahead of the visit, Chaudhary inspected the venue at the Magadh University campus and instructed officials to ensure proper preparations.

Attack on Opposition

Later, addressing an NDA workers' meeting at Cultural Bhawan, Haridas Seminary in Gaya, Chaudhary launched a scathing attack on the opposition, particularly the Gandhi family and RJD chief Lalu Prasad Yadav.

"Some people add 'Jananayak' to their names, and some write 'Gandhi' after their names, but merely writing does not make anyone a leader. The Gandhi family and Lalu family looted Bihar, while Nitish Kumar has transformed the state," he said.

NDA's Employment and Development Record

Highlighting NDA's record in job creation, Chaudhary compared the tenures of Lalu Prasad Yadav and Nitish Kumar.

“Lalu Prasad could not provide even one lakh government jobs during his tenure, whereas Nitish Kumar gave 7.5 lakh jobs between 2005 and 2020. By 2020-25, 50 lakh government jobs and employment opportunities have been created, and by 2025-30, one crore youth will be given jobs and employment,” he claimed.

During a review meeting with JDU leaders, Bihar minister Santosh Suman, and NDA allies, Chaudhary emphasised that Bihar is witnessing rapid development under the guidance of PM Modi and CM Nitish Kumar. He urged party workers to strengthen the organisation at the grassroots and spread awareness of government achievements.

Infrastructure and Tourism Push

Citing progress in infrastructure and power supply, Chaudhary said: “In 2005, Bihar had only 17 lakh electricity connections, which have now increased to 2.14 crore. Currently, the electricity bill of 1.64 crore households is zero under the subsidy schemes. The government aims to provide free electricity to every household through 100 per cent subsidised solar plate installations in coordination with the Centre.”

He also highlighted improved road connectivity: “Now one can reach any part of the state from Patna in five hours, and the government’s goal is to reduce this to four hours.”

On religious tourism, Chaudhary pointed to major temple projects. “The grand temple of Ram Lalla in Ayodhya completed under PM Modi’s tenure and a Rs 1,000 crore grand temple of Maa Janaki under construction at Punaauradham, Sitamarhi,” he said.

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Centre Greenlights 110 Km Bhubhaneshwar Capital Ring Road; Project To Boost Freight Efficiency And Cut Logistics Costs

Swarajya,
August 20, 2025

The Cabinet Committee on Economic Affairs (CCEA), chaired by Prime Minister Narendra Modi, has approved the construction of a six-lane access-controlled Capital Region Ring Road around Bhubaneswar.

The 110.875 km project, to be built on the Hybrid Annuity Mode (HAM), will cost Rs 8,307.74 crore.

The corridor is designed to ease congestion on the existing stretch between Rameshwar and Tangi, which currently faces heavy traffic through Khordha, Bhubaneswar and Cuttack.

The official statement stressed that by diverting commercial vehicles away from these urban centres, the project will significantly improve freight movement, cut logistics costs, and drive socio-economic growth across Odisha and adjoining eastern states.

The alignment will integrate with three National Highways: NH-55, NH-57 and NH-655 and State Highway 65.

It will also improve multi-modal connectivity by providing links to one major railway station, Bhubaneswar airport, two ports at Puri and Astrang, and a proposed Multi-Modal Logistics Park.

According to the project details, the new bypass will connect 10 economic clusters including a Special Economic Zone, a mega food park, textile and pharmaceutical hubs, and a fishing cluster.

It will also pass through four social nodes and five logistics hubs, strengthening industrial corridors while improving access to aspirational and tribal districts.

The ring road is expected to generate 74.43 lakh person-days of direct and 93.04 lakh person-days of indirect employment. With estimated traffic of 28,282 passenger car units (PCU) daily by FY25, the highway is projected to become a crucial economic lifeline.

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Mumbai–Ahmedabad Bullet Train: Rs 78,839 Crore Spent On The Project, 400 Km Of Foundations Completed, Says Centre

Swarajya,
August 20, 2025

The government informed Parliament on Wednesday (20 August) that cumulative financial expenditure on the Mumbai–Ahmedabad High-Speed Rail (MAHSR) project has reached Rs 78,839 crore as of 30 June.

The Rs 1.08 lakh crore flagship bullet train corridor, spanning 508 km, is being developed with Japanese technical and financial assistance.

Civil Works and Physical Progress

In a written reply to a question in the Lok Sabha, Railways Minister Ashwini Vaishnaw informed that entire 1,389.5 hectares of land required for the project have been acquired, and statutory clearances — including wildlife, Coastal Regulation Zone (CRZ), and forest — have been secured.

Out of the 28 tender packages, 24 have been awarded, and all 1,651 utility shifts completed.

The minister highlighted substantial progress in civil works:

- Foundation work: 406 km completed (350 km in Gujarat, 56 km in Maharashtra)
- Piers: 395 km completed (350 km in Gujarat, 45 km in Maharashtra)
- Girder casting: 333.67 km completed (332 km in Gujarat, 1.67 km in Maharashtra)
- Girder launching: 312.16 km completed (312 km in Gujarat, 0.16 km in Maharashtra)

Track laying has already started across 127 km of viaduct, with overhead electrification (OHE) mast erection underway.

Stations and Bridges

Out of the planned 12 stations, foundation works have been completed at eight locations in Gujarat — including Vapi, Surat, Vadodara, Ahmedabad, and Sabarmati.

In Maharashtra, foundation work is ongoing at Thane, Virar, and Boisar, while excavation at the Mumbai BKC terminal is nearly finished, with casting of the base slab initiated.

The project has also seen 17 river bridges completed, with advanced work continuing at four major bridges in Gujarat and four in Maharashtra.

Construction of depots at Thane, Surat, and Sabarmati is progressing in parallel.

Tunnels and Undersea Section

While the only tunnel in Gujarat has been completed, the 21 km undersea tunnel — a key engineering feature of the corridor — has begun execution in the Maharashtra section.

A 4 km stretch between Ghansoli and Shilphata in Maharashtra has already been completed.

Employment and Future Timelines

The minister noted that the project has created both direct and indirect employment opportunities through construction, supply of materials, and services.

However, he cautioned that given the project's complexity and reliance on advanced technology, final completion timelines and costs can only be reasonably estimated after associated civil, track, electrical, and signaling works are completed.

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Greenfield Airport To Be Built In Rajasthan's Kota, Lakhs Of Students To Benefit From Better Connectivity

PTI,

August 20, 2025

The Cabinet Committee on Economic Affairs (CCEA), chaired by Prime Minister Narendra Modi, has cleared a proposal by the Airports Authority of India (AAI) for the development of a greenfield airport at Kota-Bundi in Rajasthan, with an estimated investment of Rs 1,507 crore.

Kota, set on the banks of the Chambal river, has long been recognised as Rajasthan's industrial hub and has in recent decades gained national prominence as India's leading centre for educational coaching.

The new airport is expected to address mounting demand for better air links from both sectors and help stimulate growth across southern Rajasthan.

The state government has already handed over 440.06 hectares of land to AAI for the project. Plans feature a state-of-the-art terminal covering 20,000 square metres, designed to handle 1,000 peak-hour passengers with an annual capacity of 2 million travellers.

The layout also provides for a 3,200 metre runway, seven parking bays for A-321 aircraft, two taxiways, an ATC cum technical block, fire station, car park and allied infrastructure.

At present, Kota is served by a small airport owned by AAI. With a 1,220 metre runway fit only for Code 'B' aircraft such as the Dornier 228, an apron for two such planes and a 400 square metre

terminal capable of handling just 50 passengers at peak hours, the facility is unsuited to commercial operations.

Expansion has been ruled out because of land constraints and dense urbanisation around the site.

The greenfield project, the official statement stressed, is intended to meet anticipated passenger traffic, reduce bottlenecks, and improve connectivity for industries and students alike.

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Yogi Adityanath Inaugurates Uttar Pradesh's First Green Hydrogen Plant In Gorakhpur, Homes And Industries To Benefit

Business Standard,
August 20, 2025

Uttar Pradesh Chief Minister Yogi Adityanath on Sunday (17 August) inaugurated the state's first and the country's second green hydrogen plant in Khanimpur village, Gorakhpur.

The facility, established by Torrent Gas and Torrent Power, will have an annual capacity of 72000 tonnes, according to PTI report.

Calling green hydrogen the "energy of the future," CM Adityanath said it would play a decisive role in preserving biodiversity, cutting carbon emissions and improving public health.

"If we wish to save humanity and civilisation, we must minimise carbon emissions. Green energy will be crucial not just for the environment but also for reducing diseases caused by pollution," he remarked.

The Gorakhpur plant will blend green hydrogen with CNG and PNG for domestic and industrial consumption, marking a breakthrough in the shift towards sustainable fuel.

Unlike conventional hydrogen, green hydrogen is produced by splitting water molecules using electricity derived from renewable energy sources, avoiding the use of fossil fuels.

Highlighting the state's natural advantages, the Chief Minister said Uttar Pradesh, with its abundant water resources, could emerge as a hub for hydrogen production.

He drew parallels with past initiatives such as LED streetlights, which slashed energy use and emissions, and noted that affordability would increase over time.

"Like mobile phones, which were once costly but became accessible to all, green hydrogen too will become cheaper in the coming years," he said.

Meanwhile, last month, the Deendayal Port Authority (DPA), Kandla, had commissioned the nation's first Make-in-India 1 MW Green Hydrogen Plant on 30 July.

Part of a larger 10 MW project was inaugurated by the Prime Minister in May, the facility can generate around 140 metric tonnes of hydrogen annually.

Positioned to drive maritime decarbonisation and greener port operations, the initiative follows DPA's earlier rollout of India's first all-electric Make-in-India Green Tug.

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Kerala Govt Planning Industrial Ecosystem Around Vizhinjam Port, Consultant Appointed To Prepare DPR

Swarajya,
August 20, 2025

The Kerala government has sanctioned Rs 1.83 crore for the appointment of a consultant to prepare a detailed project report (DPR) on industrial development around the Vizhinjam International Seaport.

A selection committee is expected to finalise the consultant by the end of this month, with both technical and financial evaluations already completed, reported Times of India.

The chosen firm will have a year to deliver the report, though early completion will be accepted.

"We are ensuring that the foundations for a port ecosystem are put in place without further delay," a senior government official was quoted as saying.

"The study will detail supporting infrastructure, container yards, logistics clusters and marine access necessary to make Vizhinjam port an industrial hub."

The urgency stems from the absence of essential allied facilities around the port. Without container yards, freight-handling stations or trucking terminals, gateway cargo operations cannot commence. Land scarcity is another pressing concern.

"We are getting numerous inquiries from investors seeking land near the port. However, inflated land prices make it unviable. Even around India's larger ports, land is much cheaper. We are now prioritising land identification for infrastructure like truck terminals and container yards," the official added.

To address this, the Kerala Maritime Board has proposed transferring five acres near the Inspection Bungalow on Harbour Road to the state, earmarked for logistics hubs under a public-private partnership model, pending cabinet clearance.

Vizhinjam International Seaport Ltd has also been authorised to reserve 200 acres for industrial infrastructure, including cluster developments for food processing and manufacturing.

Connectivity upgrades are underway with a temporary NH-66 link at Thalakode nearing completion.

However, the proposed Rs 360 crore cloverleaf interchange remains stalled. Plans also include a 9 km rail tunnel connecting the port to Balaramapuram, with tenders expected soon.

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India To Achieve Single-Digit Logistics Cost By End Of 2026, Assures Gadkari

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

The Hindu,
August 17, 2025

Union Minister for Road Transport and Highways, Nitin Gadkari, has pledged that India's logistics cost will fall to single-digit levels by the close of 2026.

At present, India's logistics expenses account for 14–16 per cent of GDP, compared with China's 8 per cent and 12 per cent in both Europe and the United States.

Speaking during the inauguration of two major national highway projects by Prime Minister Narendra Modi, Gadkari emphasised the government's commitment to bringing down costs.

"I want to assure the Prime Minister and all of you that before the end of 2026, the logistics cost of our country will come in the single digits, which will be very important for our exports. We will become even more competitive," he said.

The projects inaugurated include the 10.1 km Delhi section of the Dwarka Expressway, built at a cost of around Rs 5,360 crore, and the Alipur–Dichaon Kalan stretch of the Urban Extension Road-II (UER-II), developed for Rs 5,580 crore.

Together, they form part of the government's wider strategy to ease congestion in Delhi and improve regional connectivity.

The Dwarka Expressway section will provide multimodal links to Yashobhoomi, the DMRC Blue and Orange lines, the upcoming Bijwasan railway station, and the Dwarka bus depot.

The UER-II stretch adds direct spurs to Bahadurgarh and Sonipat, enhancing industrial access and reducing pressure on Delhi's Inner and Outer Ring Roads.

Highlighting their impact, Gadkari said, "... With both these projects, the people of Delhi NCR will get great relief from traffic jams. If I say that the problem of 50 per cent traffic jam in Delhi will be reduced due to these highways, I think it will not be surprising. We have connected these projects to different places in Delhi."

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Delhi-NCR Gets Rs 11,000 Crore Infra Push: PM Modi Inaugurates Section Of Dwarka Expressway, UER-II Stretch

Swarajya,
August 16, 2025

Prime Minister Narendra Modi on Sunday (17 August) inaugurated two landmark National Highway projects worth around Rs 11,000 crore in the national capital.

The projects — the Delhi section of the Dwarka Expressway and the Urban Extension Road-II (UER-II) — have been developed under the government's comprehensive strategy to decongest the national capital, with a focus on improving connectivity, reducing travel time, and easing traffic pressure across Delhi and the National Capital Region (NCR).

Delhi Section of Dwarka Expressway

The 10.1 km Delhi stretch of the Dwarka Expressway has been completed at a cost of around Rs 5,360 crore.

Designed as a major connectivity corridor, the section will link multiple transport hubs including Yashobhoomi convention centre, the DMRC Blue and Orange metro lines, the upcoming Bijwasan railway station, and the Dwarka cluster bus depot.

Package I: 5.9 km from Shiv Murti intersection to the Road Under Bridge (RUB) at Dwarka Sector-21.

Package II: 4.2 km from Dwarka Sector-21 RUB to the Delhi-Haryana border, providing direct connectivity with UER-II.

The Haryana section of the expressway, measuring 19 km, was earlier inaugurated by Prime Minister Modi in March 2024.

Urban Extension Road-II (UER-II)

Alongside the expressway, Prime Minister Modi will also inaugurate the Alipur to Dichaon Kalan stretch of UER-II, including new spurs providing direct access to Bahadurgarh and Sonipat.

Developed at a cost of around Rs 5,580 crore, the project is expected to significantly ease traffic on Delhi's Inner and Outer Ring Roads as well as congested points like Mukarba Chowk, Dhaula Kuan, and NH-09.

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Kochi Metro Invites Rs 127.9 Crore Tender For Ballastless Track In Phase 2 Pink Line Corridor

The Hindu,
August 17, 2025

Kochi Metro Rail Ltd (KMRL) has accelerated work on the second phase of its Pink Line with the launch of tenders for the installation of ballastless standard gauge track along the elevated stretch from JLN Stadium to Infopark Phase 2 station, according to a New Indian Express report.

The project, estimated at Rs 127.91 crore, includes the design, supply, installation, testing and commissioning of the track and will be partly financed through a loan from the Asian Infrastructure Investment Bank (AIIB), headquartered in Beijing.

The tender specifies that the selected bidder must complete the work within 16 months of the Letter of Award.

1 September has been fixed as the final date for submissions, with bids set to be opened on 9 September.

The contract allows subcontracting of up to 50 per cent of the total value, while the tender itself will remain valid for 180 days from the closing date.

This development follows KMRL's recent call for tenders for a third-rail traction system, further underscoring its push to revive momentum in the delayed Phase 2 project.

Covering 11.2 km and 11 stations, the proposed elevated, electrified corridor between JLN Stadium and Infopark was initially scheduled for completion by the end of 2025.

However, financial challenges and delays in utility shifting have pushed the revised deadline to 31 December 2026.

"While the complete section is targeted to be completed by next year's end, we plan to open the first reach up to Padamughal by June 30, 2026. Hence, the successful bidder should complete the work in that session quickly by March 2026. It requires another three months for testing and other purposes," a senior KMRL official was quoted as saying by TNIE.

Once operational, the Pink Line expansion is expected to significantly strengthen connectivity in the city, catering to the commuter base in the IT corridor.

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Bhubaneswar Metro Rail Project Gets Fresh Push, Odisha Govt to Seek Centre's Support For New Plan

PTI,

August 16, 2025

The Odisha government will soon submit a new proposal to the Centre for the Bhubaneswar metro rail project, Housing and Urban Development (H&UD) minister Krushna Chandra Mahapatra announced after the second inter-ministerial committee meeting on Thursday (14 August), The New Indian Express reported.

A technical committee comprising the H&UD secretary, engineers, and experts will be constituted to prepare a comprehensive plan, including route alignment, parking spaces, and other facilities.

The panel will conduct field visits to metro-operational cities to adopt best practices, while public opinion will also be sought before finalising the blueprint.

"It has been decided to form a technical committee comprising H&UD secretary, engineers and experts to develop a comprehensive plan for the project including metro route and parking space after making field visits to cities, where the metro is functional. Public opinion will be sought before finalising the blueprint," the minister was quoted as saying by TNIE.

The previous metro plan was scrapped due to traffic congestion issues along the proposed route, prompting the government to redesign the project.

The new proposal will be executed with financial support from the Centre.

A sub-committee will also be formed to oversee smooth implementation.

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