

# NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, DECEMBER 08, 2025

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Need stronger arbitral institutions for infrastructure sector: Supreme Court judge  
The Hindu,  
December 8, 2025

*Justice Bindal warned about challenges posed by AI in arbitration and litigation, including fabricated evidence, non-existent judgments, and confidentiality risks on open AI platforms.*

Supreme Court judge Justice Rajesh Bindal has underlined the need for strong arbitral institutions, stating that the country's booming infrastructure sector requires expert involvement and problem-solving approaches to prevent disputes from stalling projects.

Speaking at the 5th Biennial International Conference on Construction Law and Arbitration organised by the Society of Construction Law in New Delhi on Friday (December 5, 2025), Justice Bindal said construction law is a highly specialised field.

He said the rapid growth of India's infrastructure, including power, roads, metro, ports and dams, has naturally increased disputes.

"Activity is increasing, so a percentage of disputes will go up — some genuine, some creative. We should solve them at each stage, instead of taking the entire dispute to the end and stalling the project," Justice Bindal said.

He endorsed institutional arbitration in construction disputes to combat its current issues of inflated costs and delayed proceedings by ensuring the availability of technical experts, proper record-keeping, and structured case management.

He also stressed contract drafting as a key area for reducing disputes. "The best form of agreement is where all relevant laws and terms are incorporated in a single document, avoiding overlaps and pathological clauses," he said.

Justice Bindal warned about challenges posed by Artificial Intelligence (AI) in arbitration and litigation, including fabricated evidence, non-existent judgments, and confidentiality risks on open AI platforms.

Speaking at the event, Attorney General R. Venkataramani called for dedicated legislation for the construction sector, underlining its current fragmented nature.

He urged law schools to play a larger role in shaping the future of construction law and regulatory frameworks.

Delhi High Court judge Justice Tejas Karia highlighted the rapid evolution and complexity of India's infrastructure sector and emphasised the need for specialised dispute resolution frameworks.

"The future of construction disputes is clear. It will be faster, more data driven and more technology supported. It will be less adversarial and more collaborative. It will rely on early resolution structures and enforcement. If we build a dispute resolution system that is clear, predictable, economically enabled and globally trusted, we can position India as a hub for infrastructure arbitration," he said.

Lalit Bhasin, president of the Society of Indian Law Firms, highlighted weaknesses in the current system in the country, saying that litigation "has virtually failed" to resolve construction disputes and that arbitration has struggled because "we do not have good and strong arbitral institutions that would inspire confidence among the disputing parties."

Stressing the need to revive India's traditional approach to harmony, he said, "The only way out appears to be settling disputes within the arbitration framework, a pre-stage of consensual resolution."

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## India's Biggest Highway Push: 31 Bharatmala Projects Sanctioned in Bihar — But Delays Cloud Progress

PTI,

December 8, 2025

The Union government has sanctioned 31 national highway projects for Bihar under the Bharatmala Pariyojana, India's biggest highway push, Road Transport and Highways Minister Nitin Gadkari has informed the Parliament.

But despite the scale of approval, a large share of these projects is running behind schedule, raising concerns over execution and delivery timelines.

According to a written reply by Road Transport and Highways Minister Nitin Gadkari in the Lok Sabha on 4 December, the sanctioned projects stretch across key districts including Kishanganj, Purnea, Patna, Muzaffarpur, Gopalganj, Rohtas, Samastipur, Aurangabad, Gaya, Madhubani, Supaul and Sitamarhi.

They cover everything from new 4-lane corridors to major bypasses, widening works and economic-corridor upgrades.

While several of these projects have already been nearly or partially completed, a large number remain behind schedule, with revised deadlines extending up to 2027.

Updated schedules now place completion dates across 2025, 2026 and 2027, depending on the corridor.

The revised timelines show delays across a wide variety of works, including flyovers in Kishanganj, widening of the Purnea–Araria and Maheshkuth–Madhepura corridors, expressway stretches in Rohtas and Kaimur, and major upgrades in Aurangabad, Gaya, Madhubani and Darbhanga.

The minister's response attributes delays to factors such as land acquisition problems, utility-shifting, pending railway permissions, design finalisation, slow contractor performance, and earlier COVID-19 and flood disruptions.

The Bharatmala Pariyojana envisages development of about 26,000 km length of Economic Corridors, which along with Golden Quadrilateral (GQ) and North-South and East-West (NS-EW) Corridors are expected to carry majority of the Freight Traffic on roads.

Further, about 8,000 km of Inter Corridors and about 7,500 km of Feeder Routes have been identified for improving effectiveness of Economic Corridors, GQ and NS-EW Corridors.

The programme envisages development of Ring Roads / bypasses and elevated corridors to decongest the traffic passing through cities and enhance logistic efficiency; 28 cities have been identified for Ring Roads; 125 choke points and 66 congestion points have been identified for their improvements.

Further, in order to reduce congestion on proposed Corridors, enhance logistic efficiency and reduce logistics costs of freight movements, 35 locations have been identified for development of Multimodal Logistics Parks.

Under the phase one of Bharatmala, project length of 34,800 km has been planned.

Out of 34,800 km planned under Phase-I of Bharatmala Pariyojana, 796 projects with the total length of 26,425 km have been awarded, of which cumulative length of 21,248 km has been constructed up to September, 2025.

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## **Rs 6,000-Crore DPR Ready For Pune–Kolhapur Highway Upgrade; Tunnel Work Nearing Completion**

Business Standard,  
December 8, 2025

Union road transport and highways minister Nitin Gadkari on Thursday (4 December) said the government has prepared a detailed project report (DPR) to upgrade the existing Pune–Kolhapur highway at an estimated cost of Rs 6,000 crore, The Times of India reported.

Responding to a query by Baramati MP Supriya Sule during the winter session, he said the plan also covers augmentation of the Pune–Satara corridor.

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“The govt will start to implement the DPR. The works of two tunnels near Khambatki Ghat near Satara is underway. One of them is to be inaugurated soon,” Gadkari said.

He added, “The highway is very important and the ministry is studying the project again. We are using the ministry's funds to develop the service lanes of the western bypass. The works between Satara and Kolhapur have already been awarded.”

Gadkari said a review meeting has been scheduled next week to discuss the project further, including suggestions from MPs.

The ministry aims to finish road-surface repairs and concreting within a year to ease commuter troubles, especially for travellers headed towards Bengaluru.

Sule, however, said the project had faced repeated delays. “Some of the road contractors have been blacklisted. When will the work be completed?” she asked.

She also raised concerns about continuing accident-prone zones such as the Navale Bridge area.

Nevertheless, the Satara–Kolhapur stretch continues to face hurdles, primarily due to land acquisition delays and administrative bottlenecks. Gadkari said a review meeting with senior NHAI officials has been scheduled to fast-track the pending work.

On the Khambatki Ghat section, long regarded as one of the most dangerous points on the corridor, Gadkari acknowledged that sharp bends and dense traffic routinely cause bottlenecks.

To resolve this, two new tunnels are being built. One tunnel is nearly complete and will be opened soon, offering significant relief to motorists.

Reaffirming the Centre’s commitment, Gadkari said the upgraded Pune–Kolhapur corridor will reduce travel time, enhance safety and strengthen connectivity across western Maharashtra once finished.

The project covers a 250-km corridor, with six-laning currently underway on 133 km.

The Pune–Satara section alone is estimated to cost Rs 6,000 crore, while the biggest hurdle to timely completion remains land acquisition issues between Satara and Kagal.

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## Uttar Pradesh’s 594 Km Ganga Expressway Nears Completion, Set To Open Early Next Year: Report

Swarajya,  
December 8, 2025

The Uttar Pradesh government expects the 594 km Ganga Expressway to become operational early next year, with construction now in its final stages, Hindustan Times has reported.

Stretching from Meerut to Prayagraj, the corridor spans 12 districts and forms a central plank of the state's expanding high-speed road network.

To elevate the project to global standards, the state signed an agreement earlier this year with ETH Zurich University and Switzerland-based RTDT Laboratories AG.

The collaboration introduces artificial intelligence-driven monitoring and advanced sensor technology to track construction quality in real time.

Officials say these systems can detect structural irregularities or surface deviations during execution, enabling engineers to make on-the-spot corrections.

At the time of the agreement, UPEIDA additional CEO Shrihari Pratap Shahi had noted that "Swiss technology is being used to ensure riding quality and comfort."

The sensors, he said, continuously measure surface undulations and passenger comfort levels, ensuring that the expressway adheres to international benchmarks.

Following the successful deployment on the Ganga Expressway, the same system will also be used on the 91.35 km Gorakhpur Link Expressway.

Beyond enhancing mobility, the state is preparing to leverage the new corridor as an economic engine.

Industrial clusters are planned along every major expressway in Uttar Pradesh, including the Ganga Expressway route through Meerut, Hapur, Bulandshahr, Amroha, Sambhal, Budaun, Shahjahanpur, Hardoi, Unnao, Rae Bareilly, Pratapgarh, and Prayagraj.

Engineered at a massive scale, the expressway intersects 140 water bodies and includes an extensive inventory of civil structures: 7 overbridges, 17 interchanges, 14 major bridges, 126 minor bridges, 28 flyovers, 50 vehicle underpasses, 171 light vehicle underpasses, 160 small vehicle underpasses, and 946 culverts.

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## Mumbai's Coastal Road To Extend Up To Bhayandar With Rs 2,337 Crore Elevated DBLR Project

Swarajya,  
December 8, 2025

The Brihanmumbai Municipal Corporation (BMC) is set to construct the elevated Dahisar–Bhayandar Link Road (DBLR) at a cost of Rs 2,337 crore, with the aim of reducing travel time between Dahisar and Bhayandar from nearly one hour to just five minutes, Indian Express reported.

The DBLR forms the final leg of the BMC's coastal road project, which will extend up to Bhayandar.

The second phase of the coastal road is divided into six packages, and the DBLR begins from the last segment that connects Gorai to Dahisar.

The elevated corridor will start near the Kandarpada Metro station along the Link Road at Dahisar West and end near Subhashchandra Bose Garden in Bhayandar West.

The proposed road will pass over environmentally sensitive areas, including mangrove forests, parts of Dahisar Creek and salt pan land, all of which fall under Coastal Regulation Zone protection.

At present, the nearly 10-kilometre stretch between Dahisar and Bhayandar passes through the heavily congested Western Express Highway, including bottlenecks such as Kashimira and the Dahisar Check Naka.

This results in a travel time of 50 to 60 minutes for commuters moving between areas under the BMC and the Mira-Bhayandar Municipal Corporation.

The elevated DBLR is expected to offer direct connectivity and allow motorists to bypass these junctions entirely, reducing the travel time between the two locations to just five minutes.

The total linear length of the bridge will be 4.58 kilometres, with the interchanges and ramps at Dahisar and Bhayander ends comprising 3.64 km.

The elevated corridor has been planned as a 45-metre-wide road.

The project is expected to be completed within three and a half years.

The first six months will be used for preparatory work, mainly to obtain mandatory statutory approvals.

At present, the civic body is awaiting environmental clearances, after which full-scale construction of the second phase will begin.

"We have floated a tender to appoint a Project Management Consultant for constructing the 45 metre-wide elevated road between Dahisar and Bhayandar, which is the final leg of the second phase of the coastal road. The consultants for all our other packages have already been appointed," a senior BMC official was quoted as saying by IE.

"Upon completion, the project will cut down traffic significantly, saving time, reducing fuel consumption, and minimising carbon emission while also generating employment opportunities," the official added.

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## Centre Prepares Rs 6,000 Crore Upgrade Plan For Pune–Kolhapur Highway As Gadkari Promises Faster Progress

PTI,  
December 8, 2025

The Union Ministry of Road Transport and Highways has drawn up a detailed project report (DPR) for a major upgrade of the Pune–Kolhapur highway, Union Minister Nitin Gadkari recently informed the Parliament.



The plan, estimated at Rs 6,000 crore, also includes improvements to the Pune–Satara corridor, as per a Times of India report.

Responding to a question raised by Baramati MP Supriya Sule during the winter session, Gadkari confirmed that the ministry is ready to begin implementing the DPR soon.

He added that construction work on two tunnels near Khambatki Ghat is progressing, noting that “one of them is to be inaugurated soon.”

Calling the highway “very important,” Gadkari said the ministry is reassessing the project to ensure its timely delivery.

He pointed out that ministry funds are being used to build service lanes along the western bypass, and that works between Satara and Kolhapur “have already been awarded.” A review meeting is scheduled in his office next week to discuss progress and consider inputs from MPs.

The minister also stated that the ministry aims to finish major road-surface improvements, including repairs and concreting, within a year, to reduce difficulties faced by travellers heading towards Bengaluru.

Sule, however, highlighted repeated delays. She said, “Some of the road contractors have been blacklisted. When will the work be completed?” She also raised concerns over persistent accident-prone zones around Pune, including the Navale Bridge stretch.

Local commuters echoed these worries. Residents noted that exit points such as Katraj and Shindewadi remain heavily congested, with traffic spilling over into city roads.

Daily jams and safety hazards continue, especially at night, as ongoing six-laning and related works around Khed Shivapur, Kapurhol and Navale Bridge slow movement.

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## Lucknow’s Rs 7,000-Crore Green Corridor To Get 7 Km Link To Ease Northern Traffic Without Burdening Inner Roads

PTI,  
December 8, 2025

The Lucknow Development Authority (LDA) will place a proposal before its board on 5 December to construct a 7 km road linking the Green Corridor project near IIM Road to the Outer Ring Road, or Kisan Path, the Hindustan Times reported.

Officials said the objective is to create a faster and more seamless route for commuters while strengthening access to upcoming township areas in Bakshi Ka Talab (BKT).

The link road is designed to reduce travel time, ease congestion on internal stretches, and support the planned Naimish Nagar township.



In the second phase, the corridor is expected to extend by another 3 km to directly connect with the Naimish Nagar scheme, facilitating smoother movement from northern localities to peripheral growth zones without putting additional load on inner-city roads.

Residents of neighbourhoods such as Vasant Kunj are likely to benefit significantly, as the proposed link will offer quicker access to Kisan Path and bypass the narrow, congested internal routes currently used by thousands of daily commuters.

Officials said the route would provide a “safe and uninterrupted passage” for vehicles moving toward the expanding BKT region.

Kisan Path, the 104 km Outer Ring Road, connects several major routes, including Sitapur, Sultanpur and Kanpur roads.

The Green Corridor project, planned as a signal-free North–South axis, is being executed in phases at an estimated cost of Rs 7,000 crore.

The corridor begins near IIM Road, progresses toward Shaheed Path, and will ultimately meet Kisan Path on Sultanpur Road.

The proposed extension is expected to integrate BKT more closely with the city centre while supporting large-scale residential development under LDA’s township model.

Engineering and planning teams are currently finalising the proposal, with officials emphasising that priority is being given to projects that enhance mobility and distribute traffic more efficiently across Lucknow’s expanding urban limits.

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## **Mohali’s Rs 1,400-Cr Greenfield Corridor Set To Open Next Week, Promises Relief For Delhi-Bound Traffic**

Swarajya,  
December 8, 2025

The long-pending Greenfield project in Mohali is now likely to open to commuters within the next week, after landowners ended their protest at the Banjeri village toll plaza, a blockade that had delayed the launch, the Hindustan Times reported.

Mohali deputy commissioner Komal Mittal said on Tuesday (2 December) that the sit-in had concluded. “The National Highways authorities are now giving final touches to the project, and the road will be opened for the public in a week,” she said.

The project, intended to ease the burden on Airport Road and offer an alternate route for Delhi-bound vehicles travelling towards Himachal Pradesh and Jammu & Kashmir, was earlier slated for a 1 December opening.

But landowners and members of farmer unions had held a week-long demonstration to demand an additional entry and exit point near the toll plaza.

The National Highways Authority of India (NHAI) argued that such a provision could not be accommodated, which pushed the project into yet another delay.

The corridor had previously overshot its June and September completion targets as well.

Mittal said, "The NHAI is doing surveys and working out the feasibility of entry and exit points, although the entire slip road is not possible."

The 31-km Greenfield link, part of the Centre's Bharatmala Pariyojana, connects IT Chowk (PR-7) close to Chandigarh International Airport with the Kurali-Chandigarh Road.

A Maharashtra-based contractor, selected in October 2022, is executing the project along the outskirts of Mohali.

The overall outlay stands at Rs 1,400 crore, split equally between land acquisition (Rs 700 crore) and construction (Rs 700 crore).

The scheme was planned after NHAI dropped the proposed 40-km Kharar-Banur-Tepla corridor in July 2019 due to its higher expected costs.

The initiative has faced opposition before. In 2021, construction remained suspended for nearly eight months after landowners contested the compensation offered.

Initial rates of Rs 24 lakh to Rs 4.18 crore per acre were later revised upward to between Rs 1 crore and Rs 1.09 crore per acre in some cases, enabling the work to move forward again.

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## **BEML Strikes Landmark Pact With Korean Majors To Build Next-Gen Maritime And Port Cranes In India**

PTI,

December 8, 2025

BEML Limited has taken a significant step toward strengthening India's maritime manufacturing capabilities by signing a wide-ranging Memorandum of Understanding with HD Korea Shipbuilding & Offshore Engineering (KSOE) and HD Hyundai Samho Heavy Industries (HSI).

The agreement, finalised on 5 December in Bengaluru, marks the beginning of a long-term collaboration aimed at building a world-class ecosystem for maritime and port cranes within India.

Signed under the aegis of the Ministry of Defence and the Ministry of Ports, Shipping and Waterways, the MoU unites BEML's established industrial base with the technological finesse of the Korean engineering giants.

The three partners will jointly design, develop, manufacture, integrate, install and commission a new generation of cranes—ranging from conventional models to autonomous and smart systems.

The initiative also includes a complete after-sales framework covering service, spare parts and training support, ensuring long-term operational reliability for India's ports and shipyards.

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This collaboration directly aligns with India's Maritime Amrit Kaal Vision 2047, a national strategy aimed at transforming India into one of the top five global maritime powers. A key plank of the vision is ramping up port capacity to 10,000 MMTPA.

By building advanced cranes domestically, the partnership is expected to substantially reduce the country's dependence on imports while equipping its maritime infrastructure with state-of-the-art, energy-efficient and high-capacity equipment tailored to future operational demands.

It is also expected to stimulate private-sector participation and generate high-value employment, particularly in specialised engineering and manufacturing roles.

At present, a lot of these cranes are sourced from Chinese suppliers like the Zhenhua Port Machinery Company (ZPMC).

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