CONSTRUCTION FEDERATION OF INDIA

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

WEDNESDAY, DECEMBER 22 - 24, 2025

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Vijayawada–Bengaluru Greenfield Expressway Picks Up Pace, Completion Expected By 2026

From Chenab to Atal Setu: India's bridges that rewrote engineering rules
The Financial Express,
December 24, 2025

India's bridges are rewriting the rules of infrastructure, rising across turbulent seas, deep Himalayan gorges and cyclone-prone coasts. From the world's highest railway arch at Chenab to the country's longest sea bridge, Atal Setu, these engineering marvels have transformed connectivity, mobility and regional growth.

From storm-lashed coastlines to deep Himalayan gorges, India's bridges stand as enduring symbols of engineering ambition and national integration. Built across some of the country's most unforgiving terrain, these structures do far more than span rivers or valleys, they connect regions once separated by geography, climate and isolation. Each bridge carries a story shaped by difficult landscapes, technological innovation and the persistence of thousands of engineers and workers.

Bridges That Redefined Urban and Coastal Connectivity

Rising across the Arabian Sea, the Atal Bihari Vajpayee Sewri–Nhava Sheva Atal Setu, popularly known as the Mumbai Trans Harbour Link (MTHL), represents a landmark shift in Mumbai's transport landscape. Designed to decongest the island city, the sea bridge provides a direct and faster connection between Mumbai and Navi Mumbai, dramatically cutting travel time across the harbour.

Spanning 16.5 kilometres over water and another 5.5 kilometres on land, the project is India's longest sea bridge. Built with advanced safety systems and modern construction techniques, it offers improved driving conditions and reduced accident risks. Beyond easing daily commutes, the bridge has strengthened logistics movement, supported industrial growth and boosted tourism in surrounding regions. Approved at a cost of Rs 17,843 crore, the project remained on schedule even through the disruptions of the Covid-19 pandemic.

Chenab Bridge

India's engineering capabilities reached a historic milestone with the completion of the Chenab Bridge, now the world's highest railway arch bridge. Towering 359 metres above the Chenab River, the structure rises even higher than the Eiffel Tower and has emerged as both a critical transport link and a global engineering landmark.

Part of the Udhampur–Srinagar–Baramulla Railway Link (USBRL), the 1,315-metre-long steel arch bridge has been designed to withstand wind speeds of up to 260 kmph and is expected to last 120 years. Built at a cost of Rs 1,486 crore, it was constructed amid extreme weather, unstable terrain and frequent rockfalls. Once Vande Bharat trains operate on the route, travel time between Katra and Srinagar is expected to reduce to around three hours, significantly improving access to the Kashmir Valley.

Anji Khad Bridge

Another critical link in the USBRL project is the Anji Khad Bridge, India's first cable-stayed railway bridge. Located in the Himalayan region between Katra and Banihal, the bridge stretches 725 metres across a deep gorge, rising 331 metres above the Anji River valley.

Its most striking feature is a 193-metre-high inverted Y-shaped pylon supported by 96 high-tensile cables and reinforced with over 8,200 metric tonnes of structural steel. Built in challenging geological conditions marked by unstable rock formations, the project required extensive slope stabilisation to protect the fragile mountain ecosystem. Completed in just 11 months, the bridge is designed to withstand seismic activity and plays a key role in strengthening rail connectivity between Jammu and Kashmir and the rest of the country.

New Pamban Bridge

Connecting Rameswaram to the mainland, the new Pamban Bridge has set a global benchmark as India's first vertical lift railway sea bridge. Stretching 2.07 kilometres, the structure includes a 72.5-metre lift span that can rise 17 metres to allow ships to pass without disrupting train services.

Built at a cost exceeding Rs 700 crore, the project faced significant challenges, including strong currents, cyclones, seismic risks and tight tidal windows for construction. Advanced materials such as stainless steel reinforcement, fully welded joints and specialised protective coatings have been used to ensure durability in harsh marine conditions. The bridge has also been designed with provisions for a second railway line, supporting future traffic growth.

Dhola–Sadiya Bridge

In India's northeast, the Dhola–Sadiya Bridge, officially named the Bhupen Hazarika Setu, plays a vital strategic and economic role. Stretching 9.15 kilometres over the Lohit River, a major tributary of the Brahmaputra, it provides the first permanent road connection between Assam and Arunachal Pradesh.

Designed to carry 60-tonne military tanks, including the Arjun and T-72, the bridge enhances both civilian mobility and defence logistics. By linking Dhola in Assam's Tinsukia district to Sadiya in Arunachal Pradesh, it has significantly reduced travel time and strengthened regional integration.

More Than Steel and Concrete

Across the country, bridges such as the Bogibeel Bridge and New Saraighat Bridge in Assam and the Digha–Sonpur Bridge over the Ganga in Bihar continue to reshape mobility through rail-cum-road connectivity. Together, these structures reflect more than engineering progress; they signal India's determination to overcome natural barriers and expand opportunity.

As India pushes ahead with infrastructure development, its bridges remain powerful expressions of a nation in motion, spanning landscapes, linking communities and steadily building pathways toward the future.

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India's 2025 construction boom gears up for a high-growth 2026

Architect and Interiors India,
December 23, 2025

The Indian infrastructure and construction sector demonstrated remarkable resilience and expansion in 2025, with the total market size projected to reach ₹5.31 lakh crore (≈ USD ≈ 300 billion), marking a growth of 11.2% year-on-year from 2024.

Buoyed by aggressive government spending under flagship initiatives, including the National Infrastructure Pipeline (NIP), infrastructure outlays across roads, rail, power, and urban transit remained robust. From July to November 2024 alone, Union government capital expenditure rose by 8.2%, led by transport, rail and power sectors, reflecting a 38.8% growth in capex over the past five years. Analysts expect that by 2029, the construction industry value will cross ₹39.10 lakh crore, with a forecasted CAGR of ~8.8% for 2025-2029.

The year also saw significant traction in large-scale infrastructure projects: transport infrastructure accounting for nearly 38% of the overall infrastructure segment in 2024, while renewable energy-rich corridors and urban infrastructure recorded material growth.

Moreover, the broad construction sector, spanning industrial, commercial, institutional facilities and civil works, remained one of India's largest employment engines, reinforcing its strategic importance for economic growth and livelihood generation.

Within this rapidly expanding landscape, 2025 emerged as a turning point where speed, sustainability and integration of digital tools became the currency of success. For builders, designers and interior firms alike, the pressure to deliver quality on aggressive timelines, while aligning with environmental norms, has intensified.

In parallel, firms engaged in core civil construction focused on efficiency gains through digital workflows and off-site fabrication. Parveen Gupta, Director of Ramacivil India, said, "Modern construction is an orchestra, if procurement, factory, and site don't play in sync you lose time and margin. We have invested in workflows and digital handoffs to reduce on-site wastage and shrink timelines. The returns are already visible in margins and client satisfaction." This reflects how contractors are retooling operations to align with developer and investor expectations.

Simultaneously, the interiors and finishing segment saw rising demand from commercial, institutional, and mixed-use developments, where flexible, durable and low-maintenance interiors started being valued as part of long-term asset value. Manish Bansal, Director of Window Magic, notes, "Interiors are no longer afterthoughts; they are longevity engines for assets. Clients ask for flexible, serviceable interiors that can adapt across different tenancies and use cases. The focus is on durable materials, low maintenance systems and design that complements energy targets."

During 2025, major infrastructure sub-segments, roads, rail, urban infrastructure, utilities and renewables, continued to provide the backbone for growth. Public funding contributed roughly

63% of outlays, while private capital, including institutional and corporate capex, recorded among the highest projected CAGRs through 2030.

Simultaneously, new technologies and modular construction methodologies, including prefabrication, BIM-driven planning and supply-chain digitization, gained traction, especially for mid- to large-scale projects, where speed to market, quality assurance and labour efficiency matter most. The emergence of a nascent "Construction 4.0" landscape, combining IoT, automation, factory-based manufacturing and advanced project management, is creating new openings for innovation and differentiation.

Looking ahead to 2026 and beyond, industry experts believe the coming year will be defined by three converging themes: industrialized delivery (modular + panelized + hybrid construction systems), measurable sustainability (embodied-carbon accounting, net-zero operational roadmaps), and productized services (standardized design kits, repeatable interior systems). Firms that combine these with disciplined project financing, transparent governance and integrated service delivery, from civil work to interiors, are expected to capture premium value.

Economic momentum and policy tailwinds remain strong. Government-backed programs such as NIP continue to fuel demand for road, rail, urban transit, power and urban infrastructure. The capex push, combined with rising private investment and improving financing mechanisms (PPP, infrastructure bonds, REITs), positions the industry well for a sustained multi-year growth path.

Moreover, the growing focus on ESG (environmental, social, governance) compliance, from energy and water efficiency to carbon footprint reduction, is reshaping investor and client expectations. Developers and institutional landlords are increasingly seeking facilities that meet green certification standards, cost less to operate over their lifecycle, and command higher long-term value.

In this evolving environment, integrated-service providers such as Ramacivil India and Window Magic are well-positioned to deliver end-to-end solutions, from civil construction to interiors and façade, combining speed, quality, sustainability and design adaptability. Their collaborative, project-management-oriented approach is expected to define how landmark infrastructure and real-estate projects will be delivered in 2026 and beyond.

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India's Mega Infrastructure Push: Seven Rail Projects And One Highway Upgrade Reviewed By NPG Under PM GatiShakti

Swarajya,
December 22, 2025

The 105th meeting of the Network Planning Group (NPG) under PM GatiShakti was held on Friday (19 December) to assess infrastructure proposals from various ministries, focusing on multimodal connectivity and logistics efficiency under the PM GatiShakti National Master Plan (NMP).

The NPG evaluated seven rail projects and one road project for their conformity to the PM GatiShakti principles of integrated multimodal infrastructure, last-mile connectivity to economic and social nodes and 'Whole of Government' approach.

These initiatives are expected to boost logistics efficiency, reduce travel times, and deliver significant socio-economic benefits to the catchment areas of the project.

The projects include:

Railway Projects

1. 3rd and 4th Line Arakkonam – Renigunta

The Ministry of Railways has proposed constructing a 76.559 km third and fourth railway line between Arakkonam and Renigunta to ease congestion, boost line capacity, improve punctuality, and support rising freight demand.

The corridor spans districts in Tamil Nadu and Andhra Pradesh and forms a key part of "Mission 3000 MT" and the High-Density Traffic Routes (Amrit Chaturbhuj) programme.

The proposal incorporates industry consultations, ensures connectivity with major highways and airports, and leverages strong multimodal links to industrial hubs and key transport nodes.

Enhanced approach roads for freight loading will further strengthen logistics efficiency.

The ministry underscores that the project is a strategic investment aimed at reinforcing rail infrastructure and supporting regional economic growth.

2. Doubling of track between Erode-Karur Section

The Ministry of Railways has proposed doubling the 66.67 km Erode–Karur railway line in Tamil Nadu to ease congestion, enhance capacity, and improve operational efficiency for both passenger and freight services.

The project will support shorter freight routes, boost industrial growth, and strengthen regional mobility.

The corridor's strong integration with national and state highways, air connectivity, and existing road links to industrial hubs will enable seamless multimodal transport.

Doubling the line will also improve movement of key commodities such as coal, steel, cement, and granite to power plants and industries, supported by adequate approach roads to loading points.

The ministry emphasises that the project will enhance supply chains, improve connectivity, and contribute significantly to Tamil Nadu's economic development.

3. 3rd and 4th line between Guntakal–Bellary stations

The Ministry of Railways has proposed building a 45.92 km third and fourt line between Guntakal and Bellary, effectively quadrupling the existing double-line corridor across Andhra Pradesh and Karnataka.

The project will boost capacity on a key freight and passenger route serving major industries such as JSW, Kalyani Steels, Ultratech Cement, ACC Cement, and KPCL.

Situated on the vital Hubli–Gadag–Bellary–Guntakal route, the section connects northwest Karnataka with major regions across India.

The mineral-rich belt of Bellary, Tornagallu, Hosapete, and Ginigera—home to major steel and power plants—stands to gain significantly through improved freight mobility and reduced congestion.

4. 3rd & 4th line between Guntakal – Wadi stations

The Ministry of Railways has proposed a 230 km third and fourth line between Guntakal and Wadi, traversing Karnataka, Andhra Pradesh, and Telangana.

The project will quadruple the existing double-line section, expanding capacity on one of the region's most crucial freight routes.

The corridor is vital for transporting coal from the Nagpur–Balharshah–Kothagudem belt to power plants along the Wadi–Guntakal–Renigunta axis and supports major cement industries between Wadi and Tandur.

The expansion will ease bottlenecks, improve punctuality and average speeds, and create additional paths for both passenger and freight trains.

5. Doubling between Salem-Karur-Dindigul

The Ministry of Railways has proposed doubling the 159.26 km Salem–Karur–Dindigul railway corridor to ease congestion, boost line capacity, and enable smoother, faster passenger and freight operations.

As a key energy and industrial route serving the Mettur Thermal Power Plant and major sectors such as steel, cement, textiles, agriculture, and food processing, the upgraded line will significantly reduce freight costs, improve logistics efficiency, and stimulate regional economic growth. Strong industrial clusters across Salem, Namakkal, Karur, and Dindigul stand to benefit from enhanced connectivity.

The project is expected to improve service reliability, create local employment, and strengthen Tamil Nadu's strategic freight network.

6. 3rd and 4th line between Yadadri and Kazipet stations and 4th line between Ghatkesar and Yadadri stations

The Ministry of Railways has proposed constructing a third and fourth railway line between Yadadri and Kazipet (77.958 km) and a fourth line between Ghatkesar and Yadadri (32.448 km).

These sections form part of a High Traffic Density Corridor identified under the Universe of Projects of Indian Railways, underscoring their strategic importance.

The Yadadri–Kazipet–Ghatkesar corridor is one of Telangana's most vital rail routes, serving as a key artery for both passenger and freight movement across South India and providing connectivity to major metropolitan cities including Hyderabad, Chennai, Kolkata, and Delhi.

The corridor has witnessed significant development owing to its strategic location and the concentration of major industrial establishments in the region.

The route benefits from strong multimodal connectivity, with direct access to major roads such as NH-163 and State Highways SH-1 and SH-2.

It also lies within convenient proximity to major airports—Rajiv Gandhi International Airport (around 31 km from Secunderabad) and Begumpet Airport (approximately 40 km).

Existing road links between railway stations and industrial zones, including pharmaceutical clusters, will be further strengthened to accommodate increased traffic once the project is completed. No ports are located in the immediate vicinity.

The proposed expansion aims to enhance network capacity, improve punctuality, and support the region's growing passenger and freight demand.

7. 3rd and 4th line Electrified Multi tracking line between Talegaon-Uruli

The Ministry of Railways has proposed a broad-gauge, electrified multi-tracking railway line between Talegaon and Uruli in Pune district, Maharashtra, to enhance passenger and freight connectivity.

The alignment will serve key towns including Talegaon, Wagholi, and Uruli, and support major industrial and logistics hubs.

Key stakeholders such as JSW Dolvi, JNPA, Adani APSEZ, MIDC Chakan, Niphad Dry Ports, and automobile industries have been consulted for traffic assessment.

The project ensures multimodal integration with airports and highways, while avoiding infringement on major national and state highways.

The line will connect to the upcoming Mega Coaching Terminal at Uruli, integrate with the Pune–Solapur–Wadi route on the Mumbai–Chennai High-Density Network, and link additional lines to Alandi on the Pune–Satara section, improving overall network capacity and operational efficiency.

Road Projects

Construction for upgradation of NH-544D from Vinukonda- Guntur section terminating at Amaravati Outer Ring Road in Andhra Pradesh

The Ministry of Road Transport and Highways has proposed the upgradation of National Highway NH-544D from Vinukonda to Guntur, involving its widening from a two-lane configuration to a four-lane highway with paved shoulders.

The project aims to enhance road capacity, safety, and overall operational efficiency along this strategically important corridor, which provides a critical link between NH-44 (Bengaluru–Hyderabad) and NH-16 (Kolkata–Chennai).

The proposed alignment extends from Podili Junction in Vinukonda to the Amaravati Outer Ring Road, covering a total length of approximately 85.9 km, including about 44.6 km of brownfield and 41.3 km of greenfield sections.

While the project largely follows the existing highway, selected stretches will undergo geometric improvements, realignments, and the development of bypasses to rectify current deficiencies and improve traffic movement.

Upon completion, the project is expected to reduce travel time by nearly 52 per cent, lower logistics costs, and significantly improve freight movement and traffic flow.

It will strengthen connectivity between key urban centers such as Narasaraopeta, Guntur, Vijayawada, and the upcoming capital city of Amaravati, while supporting regional economic growth, employment generation, urban development, and tourism.

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MP Cabinet Approves Rs 2,508 Crore For Badwah–Dhamnod Four-Lane Road Linking Two National Highways

Swarajya,
December 23, 2025

The Madhya Pradesh cabinet, chaired by Chief Minister Mohan Yadav, on Monday (22 December) approved an outlay of Rs 2,508.21 crore for the widening and upgradation of the Badwah–Dhamnod road into a four-lane highway with paved shoulders.

The 62.795 km project will be implemented under the Hybrid Annuity Model (HAM).

Briefing the media after the cabinet meeting, Public Works Department minister Rakesh Singh said, "The two-lane Badwah-Dhamnod Road will be upgraded to four lanes. Basically, this new road will link two National Highways and provide connectivity to Maheshwar. The Madhya Pradesh Road Transport Corporation will construct the road."

The project includes the construction of ten bypasses, five major bridges, 23 medium bridges, 12 vehicular underpasses, seven major junctions and 56 medium junctions, aimed at easing traffic flow and improving road safety across the corridor.

According to the minister, 40 per cent of the project cost will be funded initially through the State Highway Fund, while the remaining 60 per cent will be met from the state budget over a 15-year period.

In another significant decision, the cabinet approved the continuation of the 'Saksham Anganwadi and Poshan 2.0' scheme for five more years, in line with the Centre's guidelines for the 16th Finance Commission period from 2026–27 to 2030–31.

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Rs 33,000 Crore Delhi–Panipat–Karnal RRTS Project: NCRTC Invites Utility Shifting Tenders For Kashmiri Gate–Bhalswa Stretch

Swarajya,
December 22, 2025

The National Capital Region Transport Corporation (NCRTC) has taken a key step towards advancing the Delhi–Panipat–Karnal Regional Rapid Transit System (RRTS) by inviting bids for the shifting and modification of major electrical utilities along a critical stretch in north Delhi, the Hindustan Times reported.

The tender covers works between Kashmiri Gate and Bhalswa, spanning chainage 9,550 to 20,770, and forms part of the Delhi section of the corridor.

According to NCRTC, the selected contractor will be responsible for the supply, installation, testing and commissioning of low-tension electrical utilities, along with the dismantling, relocation and modification of streetlights that come in the way of the proposed Namo Bharat alignment.

The work is essential to clear the corridor for subsequent civil construction.

"The utility shifting work is a prerequisite for initiating civil construction and must be executed with minimal disruption to traffic and daily life. Contractors will be required to coordinate closely with utility agencies and local authorities to ensure continuity of services during relocation. This work should be completed within a year," an official was quoted as saying by HT.

NCRTC plans to float additional tenders in the coming months to allow diversion and enabling works to proceed simultaneously across different sections of the corridor.

The move follows a November announcement by Union minister for Housing and Urban Affairs Manohar Lal Khattar that the Delhi–Panipat–Karnal corridor had received final approvals and construction would begin soon.

The 136-km corridor is one of three priority RRTS lines aimed at improving connectivity between Delhi and major towns in the National Capital Region.

It will originate at Sarai Kale Khan, the nodal hub for all three RRTS corridors, and pass through north-west Delhi and Haryana's urban and industrial centres, including Narela, Kundli, Sonipat, Gannaur, Samalkha and Panipat, before extending to Karnal in later phases.

The project will have 17 stations, excluding Sarai Kale Khan, and is estimated to cost around Rs 33,000 crore.

"Work on the first phase, covering a 22-km stretch between Narela and Murthal, had begun in October with the shifting of utilities. The Kashmiri Gate-Bhalswa section now under tender forms part of the Delhi segment, which is expected to be among the more complex portions of the alignment due to dense utilities and traffic conditions," the official added.

Designed for trains operating at speeds of up to 180 kmph, the Delhi–Panipat RRTS is expected to cut travel time between the two cities to under an hour, ease congestion on NH-44 and enable more reliable commuting from satellite towns.

The Sarai Kale Khan station is planned to be interoperable, allowing seamless operations across the Delhi–Meerut, Delhi–Alwar and Delhi–Panipat corridors.

Currently, 55 km of the Delhi–Meerut corridor with 11 stations is operational.

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India's Biggest Highway Push: Maharashtra Gets 564 Km Of NHs Under Bharatmala Pariyojana In Last Two Years

Swarajya,
December 20, 2025

As many as 564 kilometres of National Highways have been constructed in Maharashtra under the Centre's flagship connectivity project, Bharatmala Pariyojana, during the last two years, the government informed the Parliament on Thursday (18 December).

In a written reply to a question in the Lok Sabha on the expansion of the Bharatmala Pariyojana in Maharashtra, Road Transport and Highways Minister Nitin Gadkari said, "564 km length is constructed by NHAI in Maharashtra under Bharatmala Pariyojana during the last two years".

The minister stated that multiple projects are at different stages of execution across districts in Maharashtra under the scheme.

While significant progress has been achieved, Gadkari informed that several projects have faced delays.

"In the State of Maharashtra, 66 projects including 15 projects under
Bharatmala Pariyojana are delayed beyond their original completion schedule as per contract," the minister said.

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 over 21,000 km has been constructed.

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PM Modi To Launch Rs 3,200 Crore National Highway Projects In West Bengal To Strengthen Kolkata–Siliguri Connectivity

The Hindu,
December 23, 2025

Prime Minister Narendra Modi is set to visit West Bengal on December 20, where he will inaugurate and lay the foundation stone for two major National Highway projects aimed at improving road connectivity in the state.

The projects, with a combined cost of around Rs 3,200 crore, will be launched at an event in Ranaghat in Nadia district.

During the visit, PM Modi will also address a public gathering, according to a statement by the Prime Minister's Office.

One of the key projects to be inaugurated is the 66.7-kilometre four-lane stretch of the Barajaguli–Krishnanagar section of National Highway 34 in Nadia district.

Alongside this, the foundation stone will be laid for the four-laning of the 17.6-kilometre Barasat–Barajaguli section of the NH 34 in North 24 Parganas district.

These highway upgrades are expected to strengthen the road link between Kolkata and Siliguri, a crucial corridor for passenger and commercial traffic.

According to the PMO statement, the improved stretches are likely to reduce travel time by nearly two hours, easing congestion and allowing smoother movement of vehicles.

"The projects will serve as a vital connecting link between Kolkata and Siliguri. They will help to reduce travel time by approximately 2 hours, ensuring faster and smoother movement of vehicles for unhindered traffic flow, reduced vehicle operating costs, and improve connectivity between Kolkata and other neighboring districts of West Bengal as well as with neighbouring countries," the PMO said.

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Subansiri Lower Hydropower Project Reaches Major Milestone With Commissioning Of 250 MW Unit-2

Business Standard,
December 24, 2025

India's largest hydropower project marked a significant step forward on Tuesday with the commissioning of Unit–2 of the Subansiri Lower Hydroelectric Project, adding 250 MW to the national grid.

The unit was inaugurated virtually by Union Minister of Power, Housing and Urban Affairs Manohar Lal.

Describing the development as more than a technical feat, the minister said the commissioning was not just a technical achievement, but a testament to years of hard work, dedication, and teamwork.

He added that the Subansiri project symbolises India's resolve to expand clean and sustainable energy while supporting growth in the North-East, strengthening the national grid and advancing the country's Net Zero ambitions.

The event was attended by senior officials including Power Secretary Pankaj Agarwal and NHPC Chairman and Managing Director Bhupender Gupta.

Agarwal highlighted the project's importance for improving electricity availability in the North-East and stressed the need for the timely commissioning of the remaining units.

With the latest unit coming online, the 2,000 MW project,comprising eight units of 250 MW each is now moving steadily towards commissioning three more units in the near term, followed by phased completion of the remaining four units during 2026–27.

Once fully operational, the project is expected to generate over 7,400 million units of renewable electricity annually.

Located on the Subansiri River and designed as a run-of-the-river scheme with small pondage, the project features the tallest dam in North-East India and incorporates advanced engineering, including some of the country's largest hydroelectric components.

Beyond power generation, it offers flood moderation benefits and has been complemented by extensive riverbank protection works downstream.

NHPC said the project has already delivered substantial socio-economic benefits through employment, community development and infrastructure investment across Arunachal Pradesh and Assam.

On completion, it will supply power to 16 states, provide free power to the host states and allocate 1,000 MW to the North-East.

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UP Government Approves Rs 1,246 Crore Greenfield Expressway Linking Jewar Airport With Ganga Expressway

Swarajya,
December 23, 2025

The Uttar Pradesh government has announced a major infrastructure push with the allocation of Rs 1,246 crore for the construction of a greenfield expressway linking Noida International Airport at Jewar with the Ganga Expressway.

The provision was made in the first supplementary budget for the 2025–26 financial year, presented during the ongoing winter session of the state Assembly.

The proposed expressway, stretching approximately 76 km, will pass through the Bulandshahr district.

The project aims to significantly cut travel time while strengthening regional connectivity across key urban and industrial centres, including Meerut, Bulandshahr, Khurja and Syana.

According to project plans, an interchange is also proposed near Sector 21, close to the upcoming Film City along the Yamuna Expressway.

The Uttar Pradesh government has also shared details of the project through its official X handle, highlighting the expressway's role in improving access between major national corridors such as the Ganga Expressway, Yamuna Expressway and the Delhi–Mumbai Expressway.

Beyond this project, the supplementary budget also focuses on Under Budgetary Gap Funding, as Rs 1,835 crore has been allocated for the Ganga Expressway and Rs 100 crore for the Gorakhpur Link Expressway to address financial and execution challenges.

A token provision has also been made for public utility complexes and parking facilities along the Agra–Lucknow Expressway.

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Bihar's Rs 1,822 Crore Bakhtiyarpur–Tajpur Ganga Bridge On Track For May 2026 Launch

Swarajya,
December 24, 2025

The Rs 1,822 crore Bakhtiyarpur–Tajpur mega road bridge across the river Ganga is expected to be ready for commissioning by May 2026, with construction work now around 65 per cent complete.

The bridge, one of Bihar's most significant ongoing infrastructure projects, is designed to connect National Highway-31 at Karjan near Bakhtiarpur on the southern bank of the river with Tajpur on National Highway-28 in Samastipur district to the north.

Once opened, the bridge is expected to divert a significant volume of traffic from the overstretched Mahatma Gandhi Setu and other Ganga crossings, offering a shorter and more direct link between Patna, Samastipur and adjoining districts.

Progress on the bridge was reviewed on Tuesday (23 December) by Chief Secretary Pratyaya Amrit during a comprehensive assessment meeting covering major works under the road construction department, alongside key projects of the water resources department.

He directed officials and the executing agency to adhere strictly to the May 2026 deadline and instructed that hurdles affecting the construction of two linked road overbridges be resolved without delay.

The review also took stock of developments under the centrally aided North Koel reservoir irrigation project, valued at Rs 1,367 crore.

Land acquisition for the right main canal has accelerated in Aurangabad and Gaya districts, with a substantial portion of the required land already secured.

Preparatory work, including the shifting of more than 1,100 electric poles and 18 transformers, has been largely completed. Tendering is progressing for canal packages and distributaries across multiple divisions, with openings scheduled later this month.

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Patna: Bihar's First Water Metro Likely To Start Operations By January 2026

Swarajya,
December 23, 2025

After months of missed deadlines and mounting anticipation, Bihar's proposed Ganga Water Metro is now expected to begin operations in January 2026, with officials indicating that the project has finally entered its final preparatory phase.

The electric vessel designated for the service, MV Gomdhar Kunwar, is currently berthed near Gaighat on the Ganges in Patna. Built by Hooghly Cochin Shipyard Limited in Howrah at a cost of Rs 12 crore, the vessel was originally slated for launch during Dussehra in 2025.

Arvind Kumar, director of the Inland Waterways Authority of India (IWAI) in Patna, said the vessel has completed all required technical checks and trial runs on the river.

Officials confirmed that once these final certifications are obtained, MV Gomdhar Kunwar will be formally inaugurated as Bihar's first Water Metro service, with January 2026 now set as the operational target.

On the ground, however, key infrastructure gaps remain. Charging stations for the electric vessel are yet to be installed at Digha and NIT Ghat, and floating community jetties must be completed at Digha, NIT Ghat and Kangan Ghat to enable services along the planned route.

As per the proposed operational plan, the vessel will begin its journey at Digha, recharge at NIT Ghat, proceed to Kangan Ghat, and return via NIT Ghat before heading back to Digha.

The state tourism department is also working on a separate charging facility at Kangan Ghat, with tenders currently under process.

The air-conditioned vessel can accommodate 50 seated passengers, along with standing space for about 25 more. Its battery requires roughly 30 minutes to charge, enabling around 90 minutes of continuous operation.

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India's First Fully Elevated Railway Terminal Proposed At Yelahanka Under Rs 6,000 Crore Plan: Report

Business Standard,
December 24, 2025

The South Western Railway (SWR) has proposed a sprawling, airport-style coaching terminal in North Bengaluru's Yelahanka inspired by China's Hangzhou railway station, according to a report by Moneycontrol.

If approved, the project would become Bengaluru's fourth major terminal, joining KSR Bengaluru City, Yeswantpur and Sir M Visvesvaraya Terminal at Byappanahalli.

The terminal is planned across roughly 20 acres, largely on land belonging to the Railway Wheel Factory (RWF), supplemented by small parcels of private land, the existing Yelahanka station yard and railway staff quarters.

The current station has five platforms, but the proposed hub could accommodate up to 16 platforms, along with 10 stabling lines and 15 pit lines, significantly expanding operational capacity in north Bengaluru.

The fourth terminal was earlier proposed at Devanahalli before being relocated to Yelahanka to better utilise available railway land.

"This will be the country's first fully elevated railway terminal," a senior South Western Railway (SWR) official was quoted as saying by Moneycontrol.

"We are proposing an airport-like railway terminal with five levels - a basement, ground floor, Level 1, Level 2 and Level 3 - featuring a concourse, mezzanine floor, platforms and an underground basement. Train tracks will run at the basement and ground-floor levels."

Railway officials say the emphasis on vertical construction reflects Bengaluru's high land costs and dense urban development.

"In a city like Bengaluru, land is very expensive, so vertical development makes more sense. We are also exploring revenue generation through commercial development. This is the first time railway tracks themselves are being elevated," the official said.

Passenger circulation is central to the design, with arriving and departing travellers routed through separate levels to ensure unidirectional movement and reduce congestion.

Under the plan, arrivals would disembark at a lower level and exit through a basement, while departing passengers would enter through a concourse with access to ticketing, waiting areas and platforms.

The terminal will be integrated with the upcoming Blue Line Metro at Kogilu Cross and connected via an elevated road, with the main entry planned from the Yelahanka–Doddaballapur highway.

The project, estimated to cost around Rs 6,000 crore, is likely to be executed through a public-private partnership or DBFOT model. However, approvals are still pending.

Bengaluru Divisional Railway Manager Ashutosh K Singh was also quoted as saying in the report that, “the proposed railway terminal in Yelahanka is still at a nascent stage and is yet to be sanctioned by the Railway Board. Land values in Bengaluru are high, but there is a need for a mega terminal to cater to growing passenger traffic.”

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Singanallur Flyover Project Gets MoRTH Nod After Sixth DPR Revision, Rs 170 Crore Plan Set To Move To Tender Stage

Business Standard,
December 23, 2025

The detailed project report (DPR) for the long-pending Singanallur flyover in Coimbatore has been revised for the sixth time, with the updated proposal now receiving approval from the Ministry of Road Transport and Highways (MoRTH), reported Times of India.

Officials said the project, estimated to cost Rs 170.82 crore, is expected to be put out for bidding within the next two months.

The 2.4 km long flyover, planned along one of Coimbatore’s busiest arterial roads, will now require the acquisition of 1,202 square metres of land to accommodate service roads which was not included in earlier designs.

According to officials from the National Highways (NH) wing, a formal proposal for land acquisition has been submitted to the revenue officer, after which the acquisition process will commence.

Once tenders are finalised, construction is expected to take about two years to complete. The project was first proposed in 2020 at a cost of Rs 110.84 crore and was opened for bidding in March 2022. At that time, the design did not involve any land acquisition.

Explaining the repeated revisions, an NH official said, "The earlier design was dropped as it had a minor constructability constraint for 63 meters, which has been rectified in the revised DPR, with a minor portion requiring land acquisition (LA). The LA cost shall be finalized by the LA officer and is expected to be fulfilled within the estimate."

The flyover is critical for addressing long-standing traffic congestion and accident-prone locations at Vasantha Mill Junction and Uzhavar Santhai Junction.

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New Pune–Mumbai Expressway Gets DPR Nod, Promises 90 Minute Commute

Arjun Brij
PTI,
December 22, 2025

Commuters travelling between Pune and Mumbai could soon see a dramatic cut in travel time, with the NHAI clearing the detailed project report for a new high-speed expressway between the two cities.

The proposed corridor, estimated to cost around Rs 15,000 crore, is designed to ease mounting pressure on the existing Mumbai–Pune Expressway, which has been grappling with heavy congestion and safety challenges.

According to the Hindustan Times report, the planned eight-lane access-controlled expressway will be built to handle nearly three lakh vehicles a day. Once completed, it is expected to reduce the Pune–Mumbai journey to about 90 minutes under normal traffic conditions.

The route will integrate seamlessly with Mumbai's Atal Setu and Pune's upcoming Ring Road, creating a continuous high-capacity transport spine across western Maharashtra.

According to NHAI officials, the new corridor has been strategically aligned to support key logistics and economic hubs.

Sanjay Kadam, project director, NHAI Pune, was quoted as saying, "The existing Pune-Mumbai e-way has reached saturation due to a sharp rise in traffic volume, leading to congestion, delays, and safety concerns. This new expressway is being planned as a high-capacity alternative that will ensure smoother, faster and safer travel. Once operational, commuters will be able to cover the distance in around 90 minutes under normal traffic conditions."

He added, "The expressway will start near Atal Setu, connect Navi Mumbai International Airport and Jawaharlal Nehru Port Trust (JNPT) and pass through the Sahyadri range using a network of tunnels and elevated bridges before terminating at Shivare in Bhor taluka. By linking directly with Pune's Ring Road, vehicles heading towards Satara, Kolhapur, and Bengaluru will bypass Pune city entirely."

Construction is expected to begin after final procedural clearances, with NHAI targeting completion within three years.

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CONSTRUCTION FEDERATION OF INDIA

Vijayawada–Bengaluru Greenfield Expressway Picks Up Pace, Completion Expected By 2026

PTI,
December 22, 2025

Construction work on the Vijayawada–Bengaluru greenfield national highway has gathered momentum and the entire project is expected to be completed by 2026, as per a report by The Times of India.

Once completed, the six-lane, access-controlled corridor is expected to cut travel time between Amaravati and Bengaluru, from the current 11–12 hours to nearly six hours.

Developed as NH-544G under Bharatmala Pariyojana Phase II, extensive earthworks, embankment formation and asphalt laying are currently underway across multiple sections, supported by large fleets of modern construction equipment to maintain speed and quality.

The highway will pass through key Andhra Pradesh districts including Guntur, Prakasam, Kurnool and Kadapa before entering Karnataka.

The project's overall length is estimated between 518 km and 624 km, combining greenfield and brownfield sections, with an investment of around Rs 19,200–19,320 crore.

The greenfield stretch alone covers roughly 342–343 km, extending from Kodikonda at the Andhra–Karnataka border to Addanki or Muppavaram.

Brownfield upgrades include the Bengaluru–Kodikonda section on NH-44 and the Addanki–Vijayawada stretch on NH-16.

Construction has been divided into 14 packages, executed by firms such as Megha Engineering & Infrastructures, KNR Constructions and Dilip Buildcon.

Prakasam district accounts for one of the longest segments of the expressway in Andhra Pradesh, spanning nearly 110 km.

Works have intensified across several mandals, with progress visible on earthworks, bridges, culverts and blacktop layers. Land acquisition has been largely completed, allowing smooth execution and generating local employment.

Once operational, the corridor is expected to strengthen regional trade, agriculture and industry, improving access to Bengaluru, Vijayawada and east coast ports.

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