

# NEWSLETTER

## CONSTRUCTION INFRASTRUCTURE UPDATES

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Bengaluru Business Corridor Stalled Over Land Dispute  
CW Team,  
February 19, 2025



The Rs 270 billion (\$3.25 billion) Bengaluru Business Corridor project, formerly known as the Peripheral Ring Road, has hit another roadblock due to prolonged land acquisition disputes. As a result, the tendering process for the long-delayed 73.03-km project has been further delayed.

In an effort to expedite the project, the Karnataka government has formed a special committee to address the issue. The panel, chaired by the additional chief secretary of the Urban Development Department, includes the BDA commissioner and principal secretaries from the law, finance, and revenue (disaster management) departments.

Initially proposed two decades ago to ease Bengaluru's traffic congestion, the project requires 2,560 acres of land. However, landowners, primarily farmers, are demanding higher compensation than what the Bangalore Development Authority (BDA) has proposed, bringing the acquisition process to a standstill.

The corridor aims to connect Tumakuru Road to Hosur Road, intersecting major highways such as Doddaballapur Road, Ballari Road, and Old Madras Road. With the new committee in place, the government hopes to break the deadlock and push the long-pending project forward.

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## Bengaluru's Major Arterial Road Nears Completion

CW Team,  
February 19, 2025

The much-anticipated Major Arterial Road (MAR) project in Bengaluru is nearing completion, promising to transform connectivity between the city's southern and western regions. Spanning 10.8 kilometers, the corridor will reduce travel time from 1.5 hours to just 10 minutes, offering a crucial alternative to the tolled NICE Road.

The project, initially budgeted at Rs 4.65 billion (\$56 million), has escalated to Rs 5.85 billion (\$70 million) due to delays and rising costs. The Bangalore Development Authority (BDA) has secured 321 acres for the road, which runs from Challaghatta on Mysuru Road to Kadabagere Cross on Magadi Road. It passes through key areas like Kambipura, K Krishna Sagara, and Kommaghatta, integrating urban and rural sectors while easing congestion for thousands of daily commuters.

Delays and Roadblocks Launched in 2011, the MAR project faced multiple setbacks, with tenders only issued in 2017 and construction beginning a year later. Originally slated for completion in August 2019, progress stalled due to pending approvals from the forest department and the delayed construction of a railway underpass near the Challaghatta Metro depot.

Despite these hurdles, BDA officials are optimistic, stating that all remaining issues are being resolved and the road should be operational within two months. The long-awaited project underscores concern about Bengaluru's slow infrastructure execution and the need for faster urban development strategies.

A Greener Future for Bengaluru Beyond connectivity, the MAR project aligns with sustainable urban planning. By reducing reliance on the tolled NICE Road and cutting down fuel consumption, it is expected to lower carbon emissions in one of India's most congested cities. The improved infrastructure could also boost public transport ridership, supporting a shift towards eco-friendly mobility solutions.

As Bengaluru continues its rapid expansion, the MAR project serves as a model for integrating infrastructure with sustainability, ensuring that future urban development balances efficiency, environmental impact, and civic progress.

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**Vizag Metro: Andhra Government Identifies 99.8 Acres For Phase 1 Of The Project, Land Acquisition Estimated To Cost Over Rs 880 Crore**  
Swarajya,  
February 19, 2025



The Andhra Pradesh government has released details on the acquisition of 99.8 acres of land for the Visakhapatnam Metro Rail Project, Times of India reported.

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Of this, almost nine acres are in private hands, and the rest is owned by different central and state government departments and institutions.

A committee has been formed by Visakhapatnam district authorities to determine the exact land parcels needed for the project.

According to the ToI report, around 47 acres belong to the state government, while 36 acres are held by Visakhapatnam Port, four acres by Indian Railways, three acres by the central government, and the remaining nine acres are privately owned.

The total cost of land acquisition alone is reportedly estimated to be Rs 882 crore.

The government has recently sanctioned Phase One of the Visakhapatnam Metro Rail Project, which will be 46.23 kilometres long and have 42 metro stations.

While most of these stations will be constructed on government land, some parts may need private land acquisition for the development of different amenities.

The initial phase of the metro system will comprise three major corridors:

- Vizag Steel Plant (VSP) Junction to Kommadi – 34.4 km
- Gurudwara to Old Post Office – 5.08 km
- Thatichetlapalem to Chinna Waltair – 6.75 km

The VSP Junction to Kommadi corridor is proposed along the national highway in a double-decker pattern involving minimal private land.

But the Thatichetlapalem to Chinna Waltair corridor, comprising seven metro stations, could require more private land acquisition since government land is scarce in the city.

The estimated cost of the first phase of the project, worked out based on 2024 market prices, has been revised to Rs 11,498 crore.

Phase Two of the metro system will add a fourth corridor, from Kommadi to Bhogapuram, to be developed once the Bhogapuram Airport becomes operational.

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## Maharashtra's Vadhvan Port Project Gets Rs 21,000 Crore Push As JNPA, NMDC Group Sign MoU

Swarajya,  
February 19, 2025

In a major step towards bolstering India's maritime infrastructure, the Jawaharlal Nehru Port Authority (JNPA) has signed a Memorandum of Understanding (MoU) with NMDC Group PJSC for the development of the greenfield Vadhvan Port in Maharashtra's Palghar district, reported PTI.



The agreement, announced on Tuesday (18 February), will see NMDC Group investing around Rs 21,000 crore towards dredging, reclamation, and shore protection for the upcoming port project.

The MoU was formalised between JNPA Chairman and Managing Director Unmesh Sharad Wagh and NMDC Group Chief Executive Officer Yasser Zaghoul.

The Vadhvan project, estimated to cost Rs 76,200 crore, is being spearheaded by Vadhvan Port Project Ltd (VPPL), a special purpose vehicle in which JNPA holds a 74 per cent stake, while the Maharashtra Maritime Board owns the remaining 26 per cent.

JNPA highlighted that NMDC Group's investment demonstrates a shared commitment to establishing "one of the top-10 ports globally and a port of the future."

NMDC Group PJSC, formerly known as National Marine Dredging Company PJSC, is a globally recognised player in engineering, marine dredging, procurement, and construction.

Headquartered in Abu Dhabi, it has a strong presence across the Middle East and beyond.

The Vadhvan Port, set to be a world-class maritime facility, will significantly enhance India's trade capabilities, streamline cargo handling, and strengthen its position in global shipping networks.

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## Virar-Dahanu Quadrupling Project 33% Complete

CW Team,  
February 19, 2025



The Virar-Dahanu Road quadrupling project, aimed at creating a dedicated corridor for suburban trains, has reached a key milestone, with 33% of the work completed. The Mumbai Rail Vikas

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Corporation (MRVC) confirmed that all 31 project sheets have been approved, and critical approvals for major bridges, and other infrastructure have been secured.

The Rs 35.78 billion (\$430 million) project will provide relief to suburban commuters by separating local trains from long-distance services, enhancing efficiency and capacity. It is scheduled for completion by the end of 2026.

“Earthwork is ongoing, with significant progress made on minor and major bridge works. Notably, for Important Bridge No. 92, 536 piles, 45 pile caps, and 72 spans have already been completed. Work is progressing for Bridge No. 93, with piles and piers partially completed,” said a senior MRVC officer.

MRVC has successfully acquired 29.17 hectares of private land and 10.26 hectares of government land for the project. Construction of platforms, retaining walls, and station infrastructure is actively progressing across Virar, Vaitarna, Palghar, Boisar, and Dahanu Road.

“At Saphale, Kelve Road, and Palghar, the foundations for new facilities, including the extension of foot overbridges and platform retaining walls, are well underway. At Boisar, the development of a new goods depot and other essential infrastructure is progressing,” said an MRVC official.

With contracts awarded for station buildings, service buildings, and staff quarters at key stations, the project is steadily advancing to enhance Mumbai’s suburban railway network.

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