

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, FEBRUARY 25 - 26, 2026

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Centre Launches Rs 16.72 Lakh Crore Asset Monetization Plan for 2025-30
Swarajya,
February 25, 2026

Finance Minister Nirmala Sitharaman on Monday, 23 February, unveiled the blueprint for the second phase of India's public asset monetization programme, targeting Rs 10.82 lakh crore in mobilisation by fiscal year 2030 and an additional Rs 5.9 lakh crore over the full concession period of assets placed under private sector management.

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The plan, prepared by Niti Aayog, marks a sharp scale-up from the first phase covering FY22-25, which had a target of Rs 6 lakh crore.

Niti Aayog chief executive B.V.R. Subrahmanyam said 89 per cent of that earlier target has been achieved, mobilising Rs 5.3 lakh crore primarily from highways, coal, mines, and petroleum and natural gas sectors.

The overall monetisation target of Rs 16.72 lakh crore also factors in Rs 5.8 lakh crore in private sector investments for construction and maintenance of the handed-over assets. The central government expects to receive Rs 80,000–90,000 crore annually from the programme. For FY26 alone, the target is to mobilise Rs 2.49 lakh crore.

Crucially, the programme does not involve the sale of legal title. Assets will be transferred to the private sector for a defined concession period — typically 15 to 35 years — after which they revert to government ownership. "The asset remains yours. This is the biggest advantage," Subrahmanyam said, distinguishing asset monetisation from disinvestment.

The plan spans 12 sectors including highways, railways, power, ports, civil aviation, telecom, coal, mines, warehousing and urban infrastructure. Highways, multimodal logistics parks and ropeways account for over a quarter of the total target, while railways, power and ports each contribute 16–17 per cent.

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New build-own-operate road projects have equitable risk and reward sharing: Nitin Gadkari

The Economic Times,
February 26, 2026

Synopsis

The Union Minister for Road Transport and Highways announced modifications to the BOT road project concession agreement, aiming for equitable risk and reward sharing with concessionaires. This initiative, involving Rs 2 lakh crore in projects, will allow for shared profits and losses between contractors and the government.

The model concession agreement for build operate transfer (BOT) road projects has been modified to equitably share risk and rewards with concessionaires, union road transport and highways minister Nitin Gadkari said Tuesday. Speaking at third edition of Build India Infra Awards 2026, he said Rs 2 lakh crore BOT road projects have been lined up where contractors have a 10-15 year defect liability period.

"We can monitor the vehicular traffic data. Both profits and losses can be shared with contractors and government under the new BOT concession agreement," the minister said.

Commenting on improvements of national highways, Gadkari said 350 land slide spots have been identified and Rs 40,000 crore are being spent on rectifying black spots. The minister announced a new scheme is being prepared to partner with state governments for building highways. He said there will be elements of cost sharing in lieu of land acquisition by the state government under the scheme being readied.

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The minister said tolling techniques are improving and queues of cars at plazas will be eliminated by December-end.

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Infra projects see cost overrun of Rs 5.52 lakh cr in January

Business Standard,
February 25, 2026

Synopsis

The latest 'Flash Report on Central Sector Infrastructure Projects' showed that the revised cost of all 1,702 projects, each valued at Rs 150 crore or higher, monitored by the statistics ministry stood at Rs 39,24,534 crore compared to their original cost of Rs 33,71,816 crore.

Several infrastructure projects worth above Rs 150 crore each registered a cumulative cost overrun of Rs 5.52 lakh crore, according to a monthly government report for January 2026.

The latest 'Flash Report on Central Sector Infrastructure Projects' showed that the revised cost of all 1,702 projects, each valued at Rs 150 crore or higher, monitored by the statistics ministry stood at Rs 39,24,534 crore compared to their original cost of Rs 33,71,816 crore.

The report did not specify the actual number of projects that are facing cost overrun.

The Ministry of Statistics and Programme Implementation (MoSPI) stated in a press release on Wednesday that as of January this year, 1,702 ongoing infrastructure projects, with a revised cost of Rs 39.25 lakh crore, are reported on the PAIMANA portal across 17 central ministries/departments.

During the month, three projects were commissioned and 203 additional projects were brought under the monitoring of PAIMANA.

The cumulative expenditure incurred on these projects up to January 2026 stands at Rs 20.02 lakh crore.

Out of the total 1,702 projects, 645 (38 per cent) have achieved over 80 per cent progress, while 240 (14 per cent) have crossed 80 per cent completion, reflecting that a substantial portion of projects are at advanced stages of implementation.

The transport & logistics sector accounts for the highest number of ongoing projects at 1,180, with revised estimates of Rs 20.65 lakh crore, underscoring priority to connectivity-driven infrastructure growth.

The total ongoing projects include 695 mega projects (costing Rs 1,000 crore and above) with a revised cost of Rs 29 lakh crore, and 1,007 major projects (worth below Rs 1,000 crore and up to Rs 150 crore) amounting to Rs 4.72 lakh crore.

As of January 2026, the cumulative expenditure incurred on these 1,702 under implementation projects stands at Rs 20.02 lakh crore, accounting for approximately 51.01 per cent of the revised project cost.

Physical and financial progress broadly move in tandem, with a large number of projects being at the initial (0-20 per cent) and advanced (81-100 per cent) stages, indicating a pipeline of newly-started projects alongside many nearing completions.

While physical progress exceeds financial progress in the 81-100 per cent range, financial progress is relatively higher in the early stages, reflecting upfront expenditure patterns in project implementation.

The ministry-wise data showed that the Ministry of Road Transport & Highways accounts for the highest number of 863 projects (50 per cent), having a 20 per cent share of total project cost at Rs 8.1 lakh crore.

The Ministry of Railways is implementing 249 projects (15 per cent), and has the largest share of total project cost at Rs 8.5 lakh crore (22 per cent).

Ministry of Coal accounts for implementing 126 projects (7 per cent), with a total project cost of Rs 2.14 lakh crore (6 per cent).

The Ministry of Petroleum & Natural Gas, the Ministry of Power, Ministry of Housing & Urban Affairs, and the Department of Water Resources, River Development & GR are implementing 110, 102, 56, and 47 projects, with associated costs of Rs 5.03 lakh crore, Rs 5.28 lakh crore, Rs 3.96 lakh crore, and Rs 1.98 lakh crore, respectively.

The remaining 149 projects (9 per cent), with a total cost of Rs 3.98 lakh crore (10 per cent), are distributed across various ministries/departments, including higher education, civil aviation, steel, telecommunications, labour & employment, ports, shipping & waterways, health & family welfare, mines, DPIIT, and sports.

Sector-wise data showed that the transport & logistics related projects account for 53 of the total revised cost at Rs 20.65 lakh crore across 1,180 projects.

The energy sector follows with 28 per cent of the aggregated revised cost (Rs 10.84 lakh crore) across 218 projects.

Communication infrastructure, with a project cost of Rs 2.74 lakh crore (7 per cent) across 14 projects, represents targeted interventions aimed at strengthening digital connectivity.

Water and sanitation projects account for Rs 2.03 lakh crore (5 per cent) across 70 projects.

Social and commercial infrastructure, comprising 74 projects with a revised project cost of Rs 0.79 lakh crore (2 per cent), reflects selective investments in education, healthcare, real estate, and tourism, hospitality and wellness.

Projects classified under 'others', amounting to Rs 2.18 lakh crore (5 per cent) across 146 projects, indicate diversification across sectors such as coal, steel, metals, and mining.

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During January 2026, three projects were commissioned, including major ones in railway, power and petroleum & natural gas.

Notable commissioned projects include the third railway line of 291 km between Patratu-Sonnagar worth Rs 8,975 crore, and the "transmission scheme for evacuation of 4.5GW RE injection at Khavda PS under Phase II- Part C" worth Rs 2,821 crore.

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Government Approves Rs 1,677 Crore Civil Enclave Development At Srinagar International Airport

Swarajya,
February 25, 2026

The government today approved a major infrastructure project to develop the civil enclave at Srinagar International Airport at an estimated cost of Rs 1,677 crore, marking a significant investment in Kashmir Valley's aviation infrastructure. The Cabinet Committee on Economic Affairs, chaired by Prime Minister Narendra Modi, sanctioned the expansion which will transform connectivity for the region.

The civil enclave project will span 73.18 acres and feature a state-of-the-art terminal building covering 71,500 square metres, including 20,659 square metres of existing structure. The facility has been designed to serve 2,900 passengers during peak hours and achieve an annual capacity of 10 million passengers. The expanded apron will accommodate 15 aircraft parking bays, including one widebody aircraft stand.

Operated by the Airports Authority of India within the Budgam Airbase of the Indian Air Force, the airport lies approximately 12 kilometres from Srinagar city. The project scope also includes the construction of barracks for security personnel to support enhanced operations at the facility.

The development is expected to significantly boost tourism and economic growth by improving connectivity to attractions including Dal Lake, Shankaracharya Temple, and the Mughal Gardens. The project will generate employment opportunities and stimulate investment whilst reinforcing Srinagar's position as a premier tourist destination. Sustainability features include advanced water harvesting systems, maximised natural lighting, and locally sourced eco-friendly materials, with the project targeting a prestigious five-star GRIHA rating.

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Delhi-Katra Expressway construction on track, will be completed by March 2027: NHAI

PTI,
February 26, 2026

Synopsis

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India's fifth major expressway, the Delhi-Amritsar-Katra route, will be ready by March 2027. This project significantly cuts travel time between Delhi and Katra to six hours. It connects Sri Harmandir Sahib in Amritsar and Mata Vaishno Devi shrine in Katra. The expressway will also aid faster military movement near the International Border. Construction faced delays but has now regained momentum.

The Delhi-Amritsar-Katra Expressway, the fifth major expressway being developed in the country, is set for completion by March 2027, a senior official of the National Highways Authority of India said on Wednesday.

The construction of the National Expressway 5 (NE5), which began in April 2021, had significantly slowed last year due to Operation Sindoor as well as heavy rains and floods across northern states.

Once completed, the project is expected to considerably enhance regional connectivity, promote religious tourism and facilitate faster mobility for the armed forces, the official said.

The expressway will reduce the distance from Delhi to Katra from 727 to 588 kilometres, cutting travel time from 14 to about six hours, he said.

Speaking to PTI Videos here, Rajiv Kumar, project director, NHAI (Project Implementation Unit Jammu), said, "Construction of the expressway was hit badly last year in the aftermath of Operation Sindoor and later by heavy rains and flooding. But the work has gathered pace again. The deadline for its completion has been fixed for March next year."

Kumar said the National Expressway 5 is the fifth major expressway being developed in the country and has been conceptualised as a religious corridor, supplementing existing air and rail connectivity.

"It will connect two of the most prominent pilgrimage destinations -- Sri Harmandir Sahib, also known as the Golden Temple or Darbar Sahib in Amritsar (Punjab) and Mata Vaishno Devi shrine in Katra (Reasi district, Jammu and Kashmir)," he said.

A large number of devotees visit Mata Vaishno Devi annually, the official said, explaining that they currently rely on rail and air travel. The expressway would provide a third option, enabling Delhi-Katra travel in approximately six hours.

"We had only five to six months of effective work last year. One of the biggest challenges was retaining manpower during tense security situations. Many workers left due to safety concerns and had to be persuaded to return. Additionally, heavy rains washed away two bridges, severely disrupting supply lines," Kumar said.

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