

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, JANUARY 20 - 22, 2026

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HCC Honoured by Hon'ble Prime Minister Shri Narendra Modi During Centenary Year



Mumbai, India — Hindustan Construction Company (HCC), as it marks 100 years of nation-building excellence, was honoured by the Hon'ble Prime Minister of India, Shri Narendra Modi Ji, during a special interaction held in its centenary year.

The meeting was attended by **Mr. Ajit Gulabchand**, President Emeritus of CFI and Chairman of HCC, along with **Mr. Arjun Dhawan**, Vice Chairman & Managing Director, and **Ms. Shalaka Gulabchand Dhawan**. During the interaction, HCC had the privilege of sharing its remarkable **100-year journey of building critical infrastructure and contributing to India's development**.

As India advances toward a transformative future, the interaction reaffirmed HCC's enduring commitment to **Building for Bharat**—rooted in a strong legacy, strengthened by innovation, and driven by purpose. The occasion gained added significance as it coincided with **Makar Sankranti / Uttarayan**, symbolising new beginnings, progress, and upward momentum.

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

This moment stands as a source of immense pride for everyone associated with **HCC and CFI**, with Mr. Ajit Gulabchand being a **Founder Member of CFI** and Mr. Arjun Dhawan serving as a **National Council Member of CFI**. The interaction marks a meaningful milestone in HCC's centenary celebrations and its continued journey of nation-building.

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Delhi–Mumbai Expressway's Vadodara–Godhra Stretch Ready, Awaits Clearance Of High-Tension Power Lines

Swarajya,
January 22, 2026

The construction of the Delhi–Mumbai Expressway across Gujarat has entered its final phase, with the crucial Vadodara–Godhra stretch almost ready for full-scale operations.

With the bulk of civil and finishing works complete, the only hurdle delaying the opening of the corridor is a short segment affected by a pending relocation of a high-tension electricity line.

According to Desh Gujarat, Packages 29, 30 and most of Package 31, spanning from the Vadodara NE1 Interchange to the Godhra Interchange, are complete and ready for use.

The remaining obstacle is a roughly 200 metre stretch in Package 31, where overhead power transmission lines are yet to be fully shifted. Until this clearance is secured, the section cannot be formally commissioned.

Package 31, covering nearly 19–19.5 km between Pratapnagar and the Ahmedabad–Vadodara National Expressway-1, is the final piece of the Delhi–Vadodara leg of the expressway.

Executed by PNC Infratech Pvt. Ltd., the package has seen completion of road surfacing, lane markings, crash barriers, signage, plantation and interchange ramps. The delay stems solely from utility shifting at one location.

Ground-level assessments suggest that relocation of major transmission lines has begun, with new towers erected and wiring underway. However, progress on shifting smaller high-tension lines at the same site has been slow, with work expected to resume only after the main line is completed.

At another location near the NE1 Interchange, one high-tension line has already been successfully moved, allowing partial readiness of the carriageway.

Elsewhere along the stretch, infrastructure is fully in place. Interchanges linking the expressway to NE1 and other arterial roads are complete, while the first toll plaza near Vadodara is operational and already diverting heavy traffic away from NH-48.

Rest and Service Areas have also been completed, providing essential facilities for long-distance motorists.

Once the final clearance is achieved, uninterrupted expressway travel from Godhra to Vadodara and onward to Navsari's Kharel section will become a reality.

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MMRDA Bags \$104.6 Billion In MoUs At WEF Davos To Build Logistics Hubs, Data Centres And Global Business Districts

Swarajya,
January 22, 2026

The Mumbai Metropolitan Region Development Authority (MMRDA) has signed 12 memorandums of understanding worth a combined \$104.65 billion (approximately Rs 9.52 lakh crore) on the second day of the World Economic Forum Annual Meeting in Davos, marking one of the largest investment drives ever announced for the Mumbai Metropolitan Region (MMR).

The agreements were signed in the presence of Maharashtra Chief Minister Devendra Fadnavis.

The authority said the latest round of MoUs is intended to move beyond headline announcements and position the MMR as a “co-creation hub”, blending capital with technology, research, healthcare and climate-resilient urban planning.

Collectively, the projects are expected to generate around 9.5 lakh direct and indirect jobs across sectors.

Among the biggest commitments, Brookfield Asset Management proposed investments of \$30 billion to develop a large logistics and industrial park at Kharbav-Bhiwandi and a Fintech-Insurtech hub at Wadala.

RMZ, through Millennia Realtors Pvt Ltd and partners including Canada Pension Plan Investment Board and Mitsui Fudosan, outlined a \$25-billion plan to build global business districts, data centres and mixed-use developments across the MMR over the next decade.

Chief Minister Fadnavis said the partnerships were aimed at the “holistic development” of the wider metropolitan region, not just Mumbai city.

Deputy Chief Minister and MMRDA Chairman Eknath Shinde added that the focus was on converting these tie-ups into visible on-ground outcomes and sustained livelihood creation.

MMRDA Metropolitan Commissioner Sanjay Mukherjee said several global institutions were coming on board as long-term collaborators rather than short-term investors, citing organisations such as Brookfield, Arup, The Alan Turing Institute, TU Delft/AMS Institute and Surbana Jurong.

Additional MoUs included a \$15-billion investment pipeline with the Indo-Italian Chamber of Commerce and Industry, healthcare infrastructure development with Jupiter Wellness, hyperscale data parks with Shree Naman and Tillman Global Holdings, and a \$4.65-billion push under the ‘Mumbai 3.0’ growth plan through the Raigad Pen Growth Centre.

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50 New Airports In Five Years, 350 By 2047: Civil Aviation Minister On India's Aviation Push

PTI,
January 22, 2026

India is preparing for a dramatic expansion of its aviation infrastructure, with plans to build nearly 350 airports by 2047, Union Minister of Civil Aviation Ram Mohan Naidu said on the sidelines of the World Economic Forum (WEF) in Davos.

The roadmap aligns with the government's long-term vision of transforming the country into a developed economy under the 'Viksit Bharat 2047' programme.

"We have a plan to build 50 airports in the next 5 years and by Viksit Bharat 2047, when we want to see a developed India, we want to have up to 350 airports," Naidu said on Tuesday (20 January), as per an ANI report.

Highlighting India's rise as a global aviation powerhouse, the minister said the country is now the world's third-largest domestic aviation market.

"We are the third largest domestic aviation market in the world. It was not a natural growth, but rather due to policy-making, a strong infusion of capital into the civil aviation sector, and the whole idea of democratising civil aviation in the country and expanding regional connectivity..." he noted.

Naidu pointed to the sector's rapid growth over the past decade, adding, "From 74 airports in 2014, we have grown to 164 today... We have almost 1700 aircraft orders, and no other country has this kind of order... Every year, in civil aviation itself, we are growing at a growth rate of over 10-12 per cent..."

Several Indian states, including Madhya Pradesh, Karnataka, Uttar Pradesh and Assam, are using the Davos platform to engage with international corporations and financial institutions.

Officials from Madhya Pradesh, for instance, held meetings with global industry leaders from Sri Lanka, Japan and Europe to explore investment opportunities, while Karnataka's Commerce and Industries Minister M B Patil led strategic discussions on infrastructure and industrial development.

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Himachal Pradesh Plans Two New Satellite Townships Near Chandigarh And Kangra: Report

Business Standard,
January 22, 2026

Himachal Pradesh is preparing to reshape its urban landscape with plans for two large satellite townships, according to report in the Economic Times.

One township is proposed along the Punjab–Himachal border near Chandigarh, while the second is planned near Kangra, aligned with the expansion of Kangra airport.

The township near Chandigarh, tentatively named Him Chandigarh, will be developed in the Baddi–Shitalpur belt, a region already known for its industrial activity.

The second project, yet to be formally named, is expected to benefit from improved air connectivity and tourism-driven growth in the Kangra region.

Each township is planned to span nearly 12,500 acres and will feature high-rise residential developments alongside organised retail and commercial spaces, largely built by private developers.

Confirming the plans, Chief Minister Sukhvinder Singh Sukhu said, “We are initiating the process of land acquisition for the two townships.”

He added, “These two townships will help in the planned development of cities and provide modern residential and retail space in a mountain state like Himachal Pradesh, which does not have such spaces.”

Addressing concerns around land availability, Sukhu noted, “The government already owns the majority of the land, which is largely forest land. The remaining land acquisition will not be difficult.”

Calling it a first for the state, he said, “This is the first attempt to develop townships on the pattern of Gurugram and Noida. We will acquire land using a land-pooling model, and the land parcels will be auctioned to private developers.”

The projects will be spearheaded by the Himachal Pradesh Housing and Urban Development Authority, with the government also exploring the possibility of a third township.

Unlike the stalled Jathiya Devi township near Shimla, which faced resistance over the acquisition of fertile farmland, officials believe the new projects will encounter fewer hurdles as most of the land is already state-owned.

If implemented as planned, the townships could provide a much-needed economic push for the debt-burdened state, which continues to rely on borrowings despite efforts to rein in expenditure.

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**Delhi Government Approves Rs 1,471 Crore Double-Decker Flyover On
Mehrauli–Badarpur Road To Ease South Delhi Traffic**

Swarajya,
January 21, 2026

The Delhi government has approved the construction of a six-lane, double-decker flyover along the Mehrauli–Badarpur (MB) Road.

Chief Minister Rekha Gupta announced on Tuesday (20 January) that the infrastructure project has received clearance from the Expenditure Finance Committee and will be executed at an estimated cost of Rs 1,471.14 crore, with completion targeted for December 2027.

The integrated elevated corridor, stretching nearly five km, will be implemented in two phases.

“The integrated elevated road project, with a total length of nearly 5 kms, will be developed in two phases. The first phase will cover a 2.42 km stretch from Saket G-Block to Sangam Vihar, while the second phase will extend for about 2.48 km from Maa Anandmayee Marg to Pul Prahladpur,” the Chief Minister said.

Designed to maximise limited urban space, the project will feature a double-decker configuration, with a metro corridor running on the upper deck and a six-lane elevated roadway below.

“The design features a double-decker system, with the metro corridor on the upper deck and a six-lane elevated road on the lower deck. The integrated structure would help optimise limited urban space while significantly enhancing traffic capacity,” Gupta added.

The Delhi Metro Rail Corporation will undertake the construction of the corridor.

As part of the plan, two vehicular underpasses will also be built, one at Saket G-Block and another along the BRT corridor, to further streamline traffic movement.

Officials said these underpasses would offer relief to congestion-prone neighbourhoods such as Saket, Ambedkar Nagar, Khanpur and Sangam Vihar, particularly during peak hours.

Since a portion of the alignment falls within the Tughlaqabad Fort zone, the proposal has been forwarded to the Union Ministry of Culture for statutory clearances.

Emphasising the project’s long-term impact, the Chief Minister said congestion on MB Road would ease considerably, vehicle speeds would improve, and millions of daily commuters would benefit from shorter travel times.

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GMDA Eyes Integrated Road And Metro Design In Gurgaon Amid Old Railway Road Space Constraints

Business Standard,
January 20, 2026

In an effort to address long-standing traffic congestion in Gurgaon’s old city areas, the Gurugram Metropolitan Development Authority (GMDA) has asked Gurgaon Metro Rail Ltd (GMRL) to assess the feasibility of constructing an elevated road alongside a proposed metro corridor on Old Railway Road.

The proposal was reviewed at a meeting chaired by GMDA CEO PC Meena on Monday (19 January).

The discussion focused on aligning road infrastructure with two upcoming metro projects, the Millennium City Centre–Cyber City line and the Gurgaon railway station–Bhondsi corridor.

Senior officials from GMRL and the Haryana Mass Rapid Transport Corporation (HMRTC) were present.

A Times of India report stated that officials agreed to explore whether both systems could be accommodated within a shared corridor.

However, space constraints emerged as the principal challenge. Old Railway Road is densely built up, with limited right of way in several stretches.

GMRL reportedly raised concerns over GMDA's proposal for a four-lane, 7.4 km elevated road from Rajiv Chowk towards the railway station, looping near Sector 5 and linking to Atul Kataria Chowk, a project estimated to cost around Rs 750 crore.

Metro planners noted that the railway station–Bhondsi line cannot be taken underground and must remain elevated, as must the Millennium City Centre–Cyber City corridor.

Both lines are planned to intersect at Sector 5 and Subhash Chowk, with a shared depot at Sector 33. Shifting underground would require additional land and infrastructure.

HMRTC officials cautioned against the practicality of dual elevated structures in such a narrow corridor.

"The available right of way is already constrained, and the road width further reduces at several locations. Developing both structures in an elevated form will be challenging," an official was quoted as saying by TOI.

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