

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

WEDNESDAY, JULY 23, 2025

[^ TOP](#)

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- [India needs \\$2.4 trillion urban infra investment by 2050: World Bank](#)
- [National highways construction pace slows to 29km/day in FY25: Gadkari](#)
- [Panel Proposes RRTS Integration for Faster Travel Between Delhi's IGI and Upcomign Jewar Airport In Noida](#)
- [Greater Noida–Jewar Link Road Project To Ease Travel To Upcoming Noida International Airport](#)
- [Mumbai's Six Key Metro Corridors Set To Benefit As Maharashtra Government Clears Path For MMRDA To Secure Foreign Loans](#)

India needs \$2.4 trillion urban infra investment by 2050: World Bank

The Economic Times,
July 23, 2025

Synopsis

The World Bank reports India needs \$2.4 trillion by 2050 for urban infrastructure to support a growing urban population, potentially reaching \$10.9 trillion by 2070. The report emphasizes the need for private sector involvement and strategic investments in climate-resilient infrastructure to avoid significant economic losses, proposing a task force to address urban financing and climate impact management.

India would need an investment of \$2.4 trillion by 2050 to meet the urban infrastructure requirement of an estimated population of 951 million in its cities by then, with a critical role to be played by the private sector, the World Bank said. It estimates the requirement to be \$10.9 trillion by 2070, when the urban population is projected to be 1.1 billion.

In a report titled 'Towards Resilient and Prosperous Cities in India', prepared in collaboration with the Ministry of Housing and Urban Affairs, the World Bank said over 50% of the urban infrastructure required for 2050 is still to be built, giving India a critical opportunity to drive resilient urban infrastructure development.

The report, released on Tuesday, proposes setting up a task force to look into urban financing and lay out a roadmap for managing floods as well as heat impact on urban life.

According to World Bank estimates, 144 million urban dwellings will be needed between 2022 and 2070 for new urban population, which is more than double of the existing housing stock.

"The current capital expenditure in Indian cities, an overwhelming share of which is from public fiscal resources, is far below what is needed," it said, adding that the cities' own-source revenue is low and remained flat at 1% of GDP from 2011 to 2018. "An urban finance strategy and road map can help identify key actions to increase public and private sector financing for resilience actions," it suggested.

The report said Indian cities could face annual economic losses of up to \$30 billion by 2070 in the absence of any urgent and strategic investments in climate-resilient urban infrastructure.

[^ TOP](#)

National highways construction pace slows to 29km/day in FY25: Gadkari

The Economic Times,
July 23, 2025

Synopsis

India's National Highways construction pace experienced a slowdown, reaching 29 km/day in the last fiscal year, as revealed in Parliament. While this marks a decrease from the 34 km/day in 2023-24 and the peak of 37 km/day in 2020-21, the government has constructed 10,660 km of NHs in 2024-25 and is focusing on greenfield access-controlled expressways to improve logistics efficiency.

The pace of National Highways construction in India slowed to 29 km/day in the last fiscal, Parliament was informed on Wednesday.

Union Road Transport and Highways Minister Nitin Gadkari, in a written reply to the Rajya Sabha, said the pace of National Highways construction during 2023-24 stood at 34 km/day. The highest-ever pace was recorded in 2020-21, when it reached 37 km per day.

The Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs), including National Expressways.

The ministry had constructed 10,660 km length of national highways in 2024-25, 12,349 km length of national highways in 2023-24 and 10,331 km length of national highways in 2022-23.

Gadkari said all the NHs development projects, including development of access-controlled High Speed Corridors (HSC) / Expressways, are planned in line with PM GatiShakti National Master Plan (NMP) Principles.

"The government has constructed 10,660 km of NHs during the last Financial Year 2024-25. Projects in 26,425 km have been awarded under Bharatmala Pariyojana, out of which 20,770 km have been constructed so far, including 2,967 km constructed during FY 2024-25," he said.

The minister said that the government has decided to focus on the development of greenfield access-controlled HSCs / expressways for improving the logistics efficiency of the country.

Accordingly, he said 26 greenfield corridors in about 7,500 km have been awarded and, additionally, about 600 km has already been approved.

"Out of this, about 4,800 km has been constructed so far. Total 2,636 km length has already been operationalised," he said, adding that the remaining sections are planned to be operationalised in a phased manner in the next two years.

He said the PM GatiShakti NMP portal depicts the economic zones and the infrastructure linkages required to support them with an objective to holistically integrate all the multimodal connectivity projects. This also facilitates identifying the missing gaps for seamless movement of people, goods & services for proper connectivity.

[^ TOP](#)

Panel Proposes RRTS Integration for Faster Travel Between Delhi's IGI and Upcomign Jewar Airport In Noida

Swarajya,
July 23, 2025

A parliamentary panel has urged the Union Housing and Urban Affairs Ministry to establish a Regional Rapid Transit System (RRTS) corridor connecting Delhi's Indira Gandhi International Airport (IGIA) and the upcoming Jewar airport in Greater Noida, to strengthen regional mobility across the National Capital Region (NCR), news agency PTI reported.

The recommendation comes from the Standing Committee on Housing and Urban Affairs, chaired by MP Magunta Sreenivasulu Reddy, which commended the efforts of National Capital Region Transport Corporation (NCRTC) for promoting multimodal integration.

The committee highlighted the importance of linking the RRTS with other key transport infrastructure, including metro stations, railway terminals, ISBTs, and expressways.

“The integration of RRTS will not only improve connectivity but will also enhance the ridership and financial viability of the Delhi-Meerut Corridor. It will provide much-needed connectivity to Jewar Airport, a vital node in the region’s transportation network,” the committee was quoted as saying by PTI.

The report noted that Jewar Airport is poised to become a major transit hub for residents across Ghaziabad, Noida, and Greater Noida, given the corridor’s growing concentration of residential, commercial, and institutional developments.

On the IGIA front, the committee acknowledged prior information given to it that connectivity would be facilitated through the Delhi-SNB corridor.

However, it observed that the Detailed Project Report (DPR) for this corridor is currently being re-evaluated.

Additionally, the panel stressed the need to assess the impact of RRTS vibrations on nearby buildings and recommended the installation of sound barriers along the Delhi-Meerut stretch.

“The installation of sound barriers is important to prevent inconvenience to the public due to the operation of Namu Bharat trains,” it said.

[^ TOP](#)

Greater Noida–Jewar Link Road Project To Ease Travel To Upcoming Noida International Airport

Swarajya,
July 23, 2025

The Greater Noida Authority and Yamuna Expressway Industrial Development Authority (YEIDA) are assessing the feasibility of constructing a 3 km link road to directly connect Greater Noida with the upcoming Noida International Airport in Jewar, according to a Times of India report.

The project will connect Greater Noida’s 130 metre wide road, which runs from Char Murti Chowk to Sirsa village, with YEIDA’s 120 metre wide road at Rampur Majra.

The missing 3 km stretch, once completed, is expected to decongest the Yamuna Expressway by diverting airport-bound traffic from Greater Noida, Greater Noida West and Ghaziabad.

Once operational, the link is expected to ease pressure on the Yamuna Expressway by offering an alternative, high-capacity route to the airport.

“Once the two roads are connected, it is expected to ease travel for residents of Greater Noida West, Greater Noida and Ghaziabad to the greenfield airport in Jewar,” Sumit Yadav, Additional CEO of Greater Noida Authority was quoted as saying by Tol, following a site inspection on Monday (21 July).

The 130 metre wide road currently extends from Char Murti Chowk in Greater Noida West to Sirsa village over a 30 km stretch.

However, a crucial 3 km patch remains unfinished due to earlier land acquisition hurdles. Officials now confirm that the acquisition process will soon resume, as the surrounding region has developed significantly.

The plan also includes an underpass near Sirsa village to facilitate smooth passage under the Eastern Peripheral Expressway.

The strategic corridor will link residential sectors like Sigma III, IV, Omicron 1A, and industrial zones such as Ecotech 11, enhancing both urban and economic growth.

[^ TOP](#)

Mumbai's Six Key Metro Corridors Set To Benefit As Maharashtra Government Clears Path For MMRDA To Secure Foreign Loans

Swarajya,
July 23, 2025

The Maharashtra government has approved a new financing framework to enable the Mumbai Metropolitan Region Development Authority (MMRDA) to borrow loans from foreign financial institutions against six under-construction Metro corridors, The Indian Express reported.

These projects include Metro Line 5 (Thane-Bhiwandi-Kalyan), Line 6 (Swami Samarth Nagar-Vikhroli), Line 7A (Dahisar East to Mumbai Airport), Line 9 (Dahisar East to Mira Bhayander), Line 10 (Gaimukh to Shivaji Chowk, Mira Road), and Line 12 (Kalyan to Taloja).

The state will provide contingent liability backing for MMRDA's loans from bilateral or multilateral organisations or other financial institutions, according to the government resolution cited in the IE report.

The borrowing can occur on a back-to-back basis or other appropriate methods, with likely concessional interest rates, according to the resolution.

Despite the state previously clearing these lines in earlier Cabinet decisions, hurdles in tapping foreign-assisted financing reportedly prompted the state government to intervene.

The resolution clarifies that MMRDA would primarily be responsible for repaying the interest, fees, and principal amount of the loan.

However, in case of default or exceptional circumstances, the state will act as guarantor and pay the dues.

Additional financial burden owing to delay, cost overruns for litigation, or other unexpected reasons, will be borne by the MMRDA, not the state.

"This backing by the state government provides funding certainty and enables us to go ahead with loan arrangements needed for these important infrastructure projects," an MMRDA officer was quoted as saying in the IE report.

Further, the resolution authorises the MMRDA and the Urban Development Department to execute loan agreements with banks and project and financial agreements with the Centre, wherever necessary.

These agreements will specify the repayment schedule, interest payments, and conditions tied to the external financial assistance.

According to the MMRDA official, the loan process was at an advanced stage, but needed the state to intervene for guarantee and risk mitigation.

"With this clearance, we are getting closer to arranging the funds and completing project timelines," the official added.

[^ TOP](#)