



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, JULY 22 - 23, 2026

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Mr. Anurag Jain Takes Charge as New NITI Aayog CEO
NDTV,
July 23, 2026

Jain is a 1989-batch Indian Administrative Service (IAS) officer of the Madhya Pradesh cadre and has held several key positions in the Centre and the state government during his administrative career.

1989-Batch IAS Officer Anurag Jain Named NITI Aayog's New CEO Centre appointed Economist Ashok Kumar Lahiri as the Vice Chairperson of the NITI Aayog.

The Centre on Wednesday appointed senior IAS officer Anurag Jain as the Chief Executive Officer (CEO) of NITI Aayog.

The appointment was approved by the Appointments Committee of the Cabinet (ACC), according to an official order issued by the Department of Personnel and Training (DoPT).

"The Appointments Committee of the Cabinet has approved the appointment of Shri Anurag Jain, IAS (MP:89) as Chief Executive Officer, NITI Aayog with effect from the date of his assumption of charge of the post, till his approved tenure of extension in service and thereafter, for an overall period of two years or until further orders, whichever is earlier, on the same terms and conditions as were applicable to his predecessor," the order read.

Jain is a 1989-batch Indian Administrative Service (IAS) officer of the Madhya Pradesh cadre and has held several key positions in the Centre and the state government during his administrative career.

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Earlier in April, the Centre appointed Economist Ashok Kumar Lahiri as the Vice Chairperson of the NITI Aayog. Lahiri replaced Suman K Bery.

Along with him, Rajiv Gauba, Professor KV Raju, Professor Gobardhan Das, Dr M Srinivas and Professor Abhay Karandikar were also appointed as full-time members of the Aayog.

Meanwhile, Gujarat has secured the top position among India's major States in NITI Aayog's first-ever Investment Friendliness Index 2026, reaffirming its standing as the country's leading investment destination.

According to the release, the State achieved the highest score of 56.6, ahead of Maharashtra (53.7) and Tamil Nadu (53.3), in an assessment of 17 major States.

The Investment Friendliness Index evaluates States across 84 indicators under eight key pillars, covering every stage of the investment lifecycle from policy and governance to infrastructure, business facilitation and fiscal management.

The report underscores that while national-level reforms provide the overarching policy direction for economic growth, State Governments play a pivotal role in shaping the investment climate through robust infrastructure, efficient regulatory frameworks, effective institutions, and predictable policy regimes. Strengthening these State-level investment ecosystems is essential for enhancing India's competitiveness, attracting greater domestic and foreign investment, and sustaining high economic growth.

The Investment Friendliness Index seeks to foster competitive and cooperative federalism by encouraging States and Union Territories to adopt best practices and undertake continuous reforms in pursuit of the vision of Viksit Bharat @2047.

Earlier on June 11, Prime Minister Narendra Modi chaired the 11th Governing Council Meeting of NITI Aayog at Rashtrapati Bhavan Cultural Centre, New Delhi.

This year's theme was Inclusive Human Development for Viksit Bharat@2047. It was attended by Chief Ministers, Lt. Governors and Administrators representing 28 States and 5 UTs. This was the first time that Chief Ministers of all 28 States participated in the Governing Council Meeting of NITI Aayog.

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India's Biggest Highway Push: Over 22,700 Km Of Roads Completed Under Bharatmala Pariyojana, Government Tells Parliament

Swarajya,
July 23, 2026

India's flagship highway development programme, Bharatmala Pariyojana, is progressing steadily, with over 22,500 km of roads completed till 31 May 2026, the government informed the Parliament on Wednesday (22 July).

Approved in 2017, Bharatmala Pariyojana aims to develop 34,800 km of highways at an estimated cost of Rs 5.35 lakh crore.

"Under the program, projects covering a total length of 26,425 km had been awarded. Out of this, 22,709 km has already been constructed upto May 2026," Road Transport and Highways Minister Nitin Gadkari said in a written reply to a question in the Rajya Sabha.

The minister further said that new sanctions of projects under Phase-I of Bharatmala Pariyojana have been discontinued since November 2023.

The programme was designed to improve nationwide connectivity, strengthen freight movement and reduce logistics costs.

The project focuses on the development of economic corridors, inter-corridors, feeder routes, border roads, coastal roads and expressways.

These corridors are expected to support a major share of road-based freight traffic, along with the Golden Quadrilateral and the North-South and East-West corridors.

Under the programme, around 26,000 km of economic corridors, 8,000 km of inter-corridors and 7,500 km of feeder routes have been identified to improve logistics efficiency.

The plan also includes ring roads, bypasses and elevated corridors to ease congestion in cities.

As part of this, 28 cities have been identified for ring roads, along with 125 choke points and 66 congestion points for improvement.

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The initiative also sought to improve connectivity in tribal, aspirational and Left Wing Extremism-affected districts, while reducing travel time between key economic centres across India.

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NHAI Strengthens National Highway Project Supervision With Higher Engineer Remuneration And Revised Consultancy Guidelines

Business Standard,
July 23, 2026

The National Highways Authority of India (NHAI) has overhauled its consultancy framework for National Highway projects by introducing mandatory minimum salaries for engineering professionals and creating structured career opportunities for experienced field engineers.

Under the revised Standard Request for Proposal (RFP) documents, consultancy firms appointed as Authority Engineers (AE) and Independent Engineers (IE) will now be required to pay fixed minimum monthly remuneration to key technical personnel engaged on future contracts.

The revised payment structure sets a minimum salary of Rs 5 lakh for Team Leaders and Bridge or Structural Engineers, Rs 3.5 lakh for Resident-cum-Highway Engineers, Programme Schedule Reviewers, Senior Quality-cum-Material Experts and Senior Pavement Specialists, while Road Safety Experts will receive at least Rs 2.5 lakh per month.

The updated norms also provide minimum monthly remuneration of Rs 1.5 lakh for Sub-Professional Civil Engineers and Rs 1 lakh for Young Professional Civil Engineers. NHAI said these payments will be safeguarded through an escrow mechanism to ensure timely disbursement.

In a parallel move, the authority has revised its policy governing Site Engineers, removing earlier limitations that restricted their engagement and creating a clearer pathway into consultancy roles.

Under the new framework, at least 20 per cent of the Sub-Professional engineering workforce deployed by AE and IE consultancy firms must comprise experienced Site Engineers or Young Professionals previously associated with NHAI, the Ministry of Road

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Transport and Highways (MoRTH) or the National Highways and Infrastructure Development Corporation Limited (NHIDCL).

Professionals with five or more years of relevant experience will also be entitled to a minimum monthly remuneration of Rs 1.5 lakh.

To further strengthen quality standards, NHAI has introduced mandatory empanelment and interview requirements through the NHAI Skill Bridge portal before key professionals can be deployed on consultancy assignments.

According to the authority, the reforms are designed to retain experienced engineering talent within the highway sector, improve continuity in project supervision and enhance the technical capabilities of consultancy firms, ultimately supporting faster delivery and higher-quality National Highway infrastructure projects.

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Half Of India's Highway Projects Delayed As Land Issues Stall 629 Infrastructure Schemes

PTI,

July 23, 2026

More than half of India's ongoing national highway projects have missed their scheduled completion dates, with 629 out of 1,191 active infrastructure schemes running behind schedule.

The Ministry of Road Transport and Highways presented the figures in the Rajya Sabha in response to a parliamentary question by MP Mahendra Bhatt.

Maharashtra tops the list for delayed projects with 60 out of 118 highway works running behind schedule. Karnataka follows with 47 delayed projects out of 77 active sites, whilst Uttar Pradesh has recorded 44 delayed works out of 87 ongoing developments.

Andhra Pradesh and Bihar have also reported significant delays, with 42 out of 69 and 35 out of 67 projects respectively lagging behind original timelines.

The parliamentary disclosure excluded projects currently facing termination or foreclosure.

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Several smaller states have seen nearly all their highway construction programmes overshoot target dates, with Kerala reporting delays in 15 out of 16 ongoing projects, Nagaland experiencing setbacks in 16 out of 19 schemes, and Sikkim recording delays in nine of its 11 active sites.

Land acquisition and environmental clearances have emerged as major bottlenecks hampering highway development.

To address persistent delays, the ministry has increasingly turned to digital tracking mechanisms including the BhoomiRashi portal for land compensation and the revamped Parivesh platform for environmental clearances.

The government has also implemented strict enforcement measures against underperforming contractors, with over 100 agencies penalised or blacklisted across recent financial years for quality failures and execution lags.

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Indian Railways Approves Rs 440 Crore Third Line Project Between Nimpura And Midnapur To Ease West Bengal Rail Congestion

Swarajya,
July 23, 2026

Indian Railways has approved a third line project between Nimpura West Outer Cabin and Midnapur of South Eastern Railway at an estimated cost of Rs 440 crore.

The sanctioned project involves construction of a 14.52 km third line between Nimpura West Outer Cabin and Midnapur on South Eastern Railway.

The section forms part of the High Utilisation Network (HUN-2) route, where the Nimpura West Outer Cabin-Gokulpur section is presently a single line, while doubling works are already in progress.

The additional third line will substantially augment line capacity and improve operational flexibility on this strategically important corridor.

The infrastructure expansion forms part of the ongoing capacity augmentation initiatives across the network to address congestion on high-density corridors in West Bengal.

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The section between Nimpura and Midnapur is situated in Paschim Medinipur district and serves as a critical link on the Kharagpur railway division.

The route carries substantial volumes of passenger as well as freight traffic transporting key commodities including manganese, iron ore, containers, coal, clinker, pellet iron, iron and steel, wheat, stone, sleepers, slag, salt, rice, petroleum products, limestone, gypsum, fertilisers, edible oil, chemical salt, charcoal, cement, ballast and ash, with an overall freight loading of nearly 23.80 Million Tonnes Per Annum (MTPA).

The existing section is operating at a line capacity utilisation of 115.71 per cent, indicating severe congestion. The third line will create additional capacity to accommodate growing passenger and freight traffic while improving operational efficiency across the corridor.

Upon completion, the project is expected to facilitate additional freight traffic of 3.52 Million Tonnes Per Annum (MTPA).

The enhanced infrastructure will improve movement of essential commodities, reduce operational bottlenecks, increase network reliability and strengthen connectivity for industries and businesses dependent on this important rail corridor.

Nimpura functions as a major marshalling yard on the Howrah-Nagpur-Mumbai line, while Midnapur railway station operates on the Kharagpur-Bankura-Adra line, handling 66 trains daily including express and passenger services.

South Eastern Railway has been implementing multiple third line projects across West Bengal to enhance operational efficiency and freight movement capacity.

The state currently has 43 railway infrastructure projects worth Rs 60,168 crore under various stages of planning, approval, and construction across Eastern Railway, South Eastern Railway, and Northeast Frontier Railway zones.

The additional line is expected to ease operations and reduce congestion on one of the busiest rail corridors connecting Kolkata with interior districts.

Railway infrastructure projects in West Bengal have seen a threefold increase in annual fund allocation, from Rs 4,380 crore between 2009-14 to Rs 13,941 crore in 2024-25, though land acquisition challenges continue to affect project timelines.

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The Nimpura-Midnapur third line project will strengthen connectivity across Paschim Medinipur district and support the growing freight and passenger traffic demands.

South Eastern Railway has been targeting completion of several multitracking initiatives to improve line capacity and operational reliability across its network in eastern India.

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Chief Minister Yogi Adityanath To Dedicate Infrastructure Projects Worth Rs 995 Crore In Gorakhpur On 23 July

The Hindu,
July 22, 2026

The programme includes the inauguration of four completed projects valued at Rs 813.52 crore and the foundation stone laying for ten new schemes worth Rs 181.77 crore, spanning transport, education, urban infrastructure and public services.

The highlight of the event will be the inauguration of Gorakhpur's first six-lane flyover, built at a cost of Rs 429.49 crore along the TP Nagar-Padleganj corridor.

Stretching approximately 2.6 km, the elevated corridor is expected to significantly improve traffic movement within the city while easing inter-district travel towards Lucknow, Varanasi, Prayagraj, Azamgarh, Kushinagar, Deoria, Maharajganj, Bihar and Nepal.

The Chief Minister will also open the newly widened four-lane road between Padleganj Chowk and Firaq Gorakhpuri Chowk, developed at a cost of Rs 277.78 crore, strengthening the city's internal road network.

Other completed projects include the relocation of the MES office within the Air Force Station to facilitate the expansion of Gorakhpur Airport's terminal and the construction of a new hostel, barracks and investigation facilities at Gulariha police station.

The foundation stone will also be laid for several new civic and institutional projects. These include a Shramjeevi Women's Hostel, a Centre of Excellence at the Government Women's Polytechnic in collaboration with Tata Technologies, and a Science Museum near Gorakhpur University under the Smart City Mission.

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Additional works include an underpass and service road between Nandanagar Police Outpost and Shamsher Gate to eliminate a railway level crossing, upgrades to the Rapti Nagar depot workshop, and the construction of new cement concrete roads and drainage systems across multiple city wards.

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