NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

FRIDAY, JULY 27 - 31, 2026

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Indian Railways Clears Rs 220 Crore Electric Traction Upgradation Project On South Central Railway's Wadi-Raichur Section
Swarajya,
July 31, 2026

Indian Railways has approved a Rs 220 crore project to upgrade the electric traction system on the 102-route kilometre Wadi-Raichur section of South Central Railway, marking a significant infrastructure investment on one of the country's busiest rail corridors.

The project will upgrade the existing 1×25 kV electric traction system to a 2×25 kV system across the 102-route kilometre (204 track kilometre) double-line section as part of the national transporter's ongoing modernisation drive.

The Wadi-Raichur section forms part of High Density Network (HDN) Route-7, which connects Mumbai, Pune, Wadi, Raichur, Guntakal, Kadapa, Renigunta and Chennai, establishing it as a strategically vital artery for both passenger and freight movement between India's commercial and industrial hubs.

The section serves as a critical link on the Mumbai-Chennai main line.

The adoption of the 2×25 kV Electric Traction System will strengthen the existing electric traction infrastructure and improve the capability of the section to handle increasing passenger and freight traffic.

The enhanced power supply infrastructure will enable locomotives to haul heavier loads whilst supporting faster train operations on this high-density corridor.

The enhanced traction system is expected to improve operational efficiency whilst ensuring more reliable train operations on the busy corridor, while also contributing to the railways' broader objective of modernising core infrastructure across the network.

The upgraded system will better accommodate the growing transportation demands along this strategically important route connecting western and southern India.

The approval reflects the national transporter's continued focus on developing a modern, efficient and future-ready railway network by upgrading critical infrastructure to support seamless passenger and freight services.

The project aligns with Indian Railways' mission to enhance capacity on high-density routes whilst improving energy efficiency and operational reliability.

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Hyderabad Regional Ring Road: Gadkari Says 99 Per Cent Land Notified For Northern Corridor, Southern DPR Yet To Be Finalised

PTI,
July 30, 2026

The Centre has made significant progress on the northern section of the proposed Hyderabad Regional Ring Road (RRR), with nearly the entire land acquisition process entering its final notification stage, while the Detailed Project Report (DPR) for the southern corridor is still under preparation.

Responding to a question in the Rajya Sabha, Union Minister for Road Transport and Highways Nitin Gadkari said the DPR for the 161.518 km northern corridor has been completed and the proposal has already been appraised by the Public-Private Partnership Appraisal Committee (PPPAC).

The six-lane project, planned under the Bharatmala Pariyojana Phase-I through the National Highways (Original) programme, is proposed to be developed on the Hybrid Annuity Model (HAM) at an estimated capital cost of Rs 23,935.6 crore.

Providing an update on land acquisition, the minister said notifications under Section 3D of the National Highways Act, 1956 have been issued for 99.06 per cent of the land required for the project.

Compensation awards under Section 3G have also been declared for 87.19 per cent of the land identified for acquisition, indicating that the project has crossed a major pre-construction milestone.

Gadkari, however, did not specify a construction completion deadline. He said the execution schedule would be determined after the project receives final approval from the competent authority, based on the findings of the DPR, connectivity requirements, projected traffic demand and its integration with the PM Gati Shakti National Master Plan.

On the southern section of the Regional Ring Road, the minister confirmed that the DPR is yet to be finalised. As a result, there is no update at present on the revised project cost or the timeline for environmental and forest clearances.

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Piyush Goyal Says India-US Trade Deal Ready Once Competitive Tariff Edge Is Restored; Calls Proposed 100 Per Cent US Tariff 'Speculation'

Business Standard,
July 30, 2026

Commerce and Industry Minister Piyush Goyal on Wednesday (29 July) dismissed reports that India could face a proposed 100 per cent US tariff for importing Russian crude oil.

"We don't comment on speculation," Goyal said when asked about reports that the United States may impose steep tariffs on countries purchasing Russian oil, including India.

He also reaffirmed that the first phase of the India-US Bilateral Trade Agreement (BTA) is ready for implementation once the tariff framework becomes favourable for India.

The remarks follow reports that a Russia sanctions bill has advanced in the US Senate. If eventually approved by both chambers of Congress and signed by President Donald Trump, the legislation could authorise sweeping tariffs on nations continuing to buy Russian energy.

Addressing the broader trade relationship with the United States, Goyal reiterated that the initial tranche of the bilateral trade agreement has already been finalised and remains ready for implementation.

"We have very categorically and on several occasions expressed confidence that what we have finalised with the US as the first tranche of the bilateral trade agreement, announced by our leaders on February 3, will come into operation as soon as the United States is able to ensure that we get a comparative advantage over our competitors, countries in our neighbourhood, the ASEAN region and other nations with whom we compete," he said.

He added that the agreement was negotiated on the understanding that India would receive favourable market access compared with competing export economies. "Once that basis is re-established, the US BTA will be ready and operational," Goyal said.

The minister also referred to ongoing investigations under Section 301 of the US Trade Act, noting that India has actively participated in the process and remains engaged with the US administration.

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NITI Aayog Panel Proposes Three-Category Airport Tariff Framework To Replace Item-Wise Airport Charging System: Report

Swarajya,
July 30, 2026

A high-level government committee has reportedly proposed sweeping changes to India's aviation regulatory framework, including a simplified airport tariff structure, quicker approvals for airport-related infrastructure, and relaxed certification norms for drones and terminal facilities.

According to a MoneyControl report, a panel on non-financial regulatory reforms headed by NITI Aayog full-time member Rajiv Gauba has recommended replacing the existing item-wise airport tariff regime with a simpler three-category framework.

The proposal seeks to reduce regulatory complexity whilst giving airport operators greater flexibility in pricing services and improving the ease of doing business across the aviation sector.

Under the existing system, the Airports Economic Regulatory Authority (AERA) approves separate tariffs for multiple airport services, including landing fees, aircraft parking charges, User Development Fee (UDF), aerobridge usage and other operational charges.

The panel has reportedly suggested consolidating these into three broad categories—landing and parking charges, UDF, and other airport service charges.

The committee believes the current structure limits airports from using pricing strategically to attract airlines through route-specific incentives, seasonal discounts or promotional tariffs.

It is understood to have examined international regulatory models at airports such as London Heathrow and Dublin, where operators are allowed greater pricing flexibility within an overall revenue cap.

Beyond tariff reforms, the panel has reportedly proposed allowing airport operators to self-certify commercial modifications inside terminal buildings, including retail outlets, restaurants and lounges, instead of obtaining fresh approvals from the Bureau of Civil Aviation Security for every change.

It has also recommended automating the issuance of height no-objection certificates (NOCs) for buildings near airports and extending their validity to up to 12 years, provided operational conditions remain unchanged. The move is expected to reduce delays for infrastructure and real estate projects around airports.

Other recommendations include permitting airlines with self-handling capabilities to provide ground-handling services to other carriers at airports where multiple service providers already operate, extending the validity of Foreign Aircrew Temporary Authorisation (FATA) from one year to two years, and introducing auto-certification for low-risk drones weighing up to 30 kg after testing by authorised agencies.

According to the news report, the committee has also proposed an implementation timeline for each recommendation to accelerate regulatory reforms across India's aviation ecosystem.

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Kerala Divides National Highways Into Six 100 Km Enforcement Zones For 24x7 Patrols To Curb Overspeeding And Road Accidents

The Hindu Business Line,
July 29, 2026

The Kerala government has announced a round-the-clock enforcement mechanism on national highways by dividing the state into six enforcement zones to curb overspeeding, road accidents and traffic violations.

The national highway network passing through the state will be divided into six stretches of around 100 km each, with dedicated enforcement teams deployed round the clock in every zone throughout the week, Transport Minister C P John said in a statement.

The decision comes two days after a private bus travelling on the Kozhikode-Thrissur route overturned on National Highway 66 near Kuttipuram in Malappuram district, allegedly due to overspeeding, killing one person and injuring 26 others.

The six zones will comprise two southern zones under the Deputy Transport Commissioner, Thiruvananthapuram, one central zone each under the Deputy Transport Commissioners of Ernakulam and Thrissur, and two northern zones under the Deputy Transport Commissioner, Kozhikode.

Special enforcement squads will be formed by drawing personnel from Enforcement RTOs, RTOs and Sub-RTOs, with each squad comprising Motor Vehicle Inspectors, Assistant Motor Vehicle Inspectors, drivers and departmental vehicles equipped with the necessary enforcement equipment.

Deputy Transport Commissioners have been directed to supervise enforcement activities in their respective zones, conduct surprise inspections, monitor personnel deployment through GPS, review daily operations, ensure enhanced checks at accident-prone locations, hold weekly review meetings with RTOs and enforcement officials, and coordinate with district police chiefs, the NHAI and the Public Works Department.

The minister said the use of uniforms and reflective safety jackets had been made mandatory during inspections, whilst body cameras, speed detection devices and digital enforcement systems would be used wherever available.

Instead of remaining stationed at a single location, the enforcement teams will adopt a mobile patrolling model with continuous movement along the highways.

Surprise inspections, joint drives with the police whenever required, technology-based surveillance using cameras and other digital enforcement tools, action based on NHAI camera footage, and intensified monitoring during holidays and festival seasons will also be undertaken.

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Delhi-Meerut Namo Bharat waiting time reduced: Trains to run every 8 minutes till Aug 14 — 52 extra trips added

The Financial Express,
July 30, 2026

To accommodate higher passenger demand during the Kanwar Yatra, NCRTC has added 52 daily Namo Bharat trips. From July 30 to August 14, trains will run every eight minutes instead of 10.

If you travel on the Delhi-Meerut Namo Bharat corridor regularly, your commute is about to get a little faster. From July 30, commuters will have to wait less at stations as trains will now arrive every eight minutes instead of every 10 minutes.

The change comes after the National Capital Region Transport Corporation (NCRTC) introduced 52 additional train trips every day on the corridor. The revised schedule will remain in place till August 14.

The increase in services comes during the Shravan month, a period when thousands of devotees travel towards Haridwar. As road traffic is affected by diversions in many areas, more commuters are likely to rely on the Namo Bharat corridor.

Namo Bharat trains to arrive every 8 minutes
Between July 30 and August 14, Namo Bharat services will run at an 8-minute frequency across the entire operational stretch between Sarai Kale Khan and Modipuram.

The higher frequency is expected to reduce waiting time at stations, especially during peak travel hours for commuters. NCRTC said more services may be introduced if passenger demand increases.

52 extra daily trips added
To support the increased frequency, 52 additional train trips have been added to the daily timetable. The extra services are expected to ease crowding during the festive season while making travel more convenient for regular commuters travelling between Delhi, Ghaziabad and Meerut.

Delhi-Meerut Namo Bharat Corridor: Route and stations
The Delhi-Meerut Namo Bharat corridor connects Delhi, Ghaziabad and Meerut, offering a faster travel option for commuters across the NCR.

The 82.15-km route has 16 stations, including Jangpura, Sarai Kale Khan, New Ashok Nagar, Anand Vihar, Sahibabad, Ghaziabad, Guldhar, Duhai, Duhai Depot, Muradnagar, Modi Nagar South, Modi Nagar North, Meerut South, Shatabdi Nagar, Begumpul and Modipuram.

If you're travelling between any of these stations until August 14, you'll be able to board Namo Bharat trains every eight minutes.

Meerut Metro services remain unchanged

The revised schedule applies only to Namo Bharat services. Meerut Metro trains between Meerut South and Modipuram will continue to operate according to their existing timetable.

Passengers travelling within Meerut can continue using the Metro as usual, while those heading towards Delhi or Ghaziabad can seamlessly switch to Namo Bharat services.

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Rs 8,056 cr Mumbai tunnel to cut travel time between Orange Gate and Marine Drive by 20 mins – 650 m excavated on 9.2-km route

The Financial Express,
July 28, 2026

The Orange Gate–Marine Drive Tunnel project in Mumbai has reached an important milestone, with 650 metres of tunnel excavation now completed.

Mumbai commuters could soon have a much quicker way to travel from Orange Gate to Marine Drive. The upcoming under-construction tunnel project is expected to bring the journey down to around five minutes and could cut travel time by 20–30 minutes on some routes.

The ₹8,056-crore Orange Gate–Marine Drive Tunnel project is being built to provide a direct underground road link between the eastern and southern parts of Mumbai and reduce traffic on some busy roads. Once complete, the 9.239-km tunnel will connect Orange Gate near P'DeMello Road with Marine Drive.

650 metres of tunnel excavation completed

The project has reached an important milestone, with 650 metres of tunnel excavation now completed. Two large Tunnel Boring Machines (TBMs) will be used to build the main underground sections, along with cut-and-cover work and ramps at both ends.

The entire tunnel will stretch for around 9.239 km, including about 6.51 km of TBM-bored tunnels. The tunnels will run as deep as 52 metres below the ground in some sections to safely pass beneath railway lines, metro routes, buildings and other existing structures.

The Orange Gate–Marine Drive Tunnel project has a total length of 9.239 km and is being developed at a cost of ₹8,056 crore. The tunnel route will pass under several major railway and metro corridors. It will cross the Harbour Line near the Old Elphinstone Bridge and the Western Railway line near Charni Road Station.

The alignment will also cross the proposed Metro Line 11 and Metro Line 3 near Lamington Road Junction. The tunnel will finally end near Wankhede Stadium on Netaji Subhash Chandra Bose Road at Marine Drive.

Feature	Details
Project cost	₹8,056 crore
Total project length	9.239 km
TBM tunnel length	6.51 km
Excavation completed	650 metres
Number of tunnels	2
Tunnel inner diameter	11 metres
Maximum depth	About 52 metres
Design speed	80 kmph
Expected travel time	About 5 minutes
Expected vehicles by 2029	14,650 per day
Construction period	54 months

Two-Lane tunnels with 80 km/h design speed

The underground road will consist of two tunnels, with each tunnel having an inner diameter of around 11 metres.

Each tunnel will have two lanes, each 3.2 metres wide, along with an emergency lane and a raised 0.6-metre footpath. The tunnels will be designed for speeds of up to 80 kmph and will provide a minimum vertical clearance of 5.5 metres for vehicles.

How the tunnel could help reduce Mumbai Traffic?

At present, the Eastern Freeway ends at Orange Gate near P'DeMello Road, where vehicles join the existing road network. This leads to traffic congestion and long queues, especially during peak hours. The Orange Gate–Marine Drive Tunnel will provide a direct underground route from Orange Gate to Marine Drive, allowing vehicles to avoid some busy surface roads. This could help reduce traffic pressure on key roads in South Mumbai.

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