



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

WEDNESDAY, JUNE 10, 2026

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Centre Unveils Rs 1.25 Lakh Crore Rural Development Push As VB-GRAM-G Replaces MGNREGA From 1 July
PTI,
June 10, 2026

The Centre has announced a rural development push exceeding Rs 1.25 lakh crore as the new Viksit Bharat–Guarantee for Rozgar and Ajeevika Mission (Gramin), or VB-GRAM-G, is set to replace the two-decade-old MGNREGA framework from 1 July.

Union Rural Development Minister Shivraj Singh Chouhan on Tuesday (9 June) announced the release of an interim allocation of Rs 95,692 crore under the newly introduced VB-GRAM-G scheme, in addition to the Rs 30,000 crore already allocated under MGNREGA, taking the total outlay past the Rs 1.25 lakh crore mark.

This amount will reach nearly 2.8 lakh gram panchayats across the country, ensuring that each panchayat receives funds worth several lakhs of rupees.

The VB-GRAM-G Act, which was formally notified by the Ministry of Rural Development on 11 May 2026, will be brought into force with effect from 1 July 2026, concurrently repealing the Mahatma Gandhi National Rural Employment Guarantee Act, 2005.

The new framework increases the rural employment guarantee from 100 to 125 days per household annually, marking a significant expansion of India's rural employment architecture.

Unlike MGNREGA's full central funding model, the new scheme introduces a 60:40 Centre–State cost–sharing ratio for most states, and 90:10 for north–eastern states and Union Territories.

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The framework also introduces annual normative financial allocations to states, with expenditure beyond allocations to be borne by state governments.

Additionally, states can notify up to 60 days annually during sowing or harvesting seasons when employment under the scheme may be temporarily suspended.

The Centre has assured that no state's allocation has been reduced and that the interim allocation has been worked out on the basis of expenditure under the MGNREGA scheme in the previous year.

All ongoing works under MGNREGA will continue without interruption until 30 June and will subsequently be carried over into the new framework, while existing e-KYC verified MGNREGA job cards will remain valid until new Gramin Rozgar Guarantee Cards are issued.

Twenty-six states have completed the procedural requirements necessary for implementing the new scheme, while four states—Jharkhand, Karnataka, Telangana and Mizoram—are yet to complete all formalities.

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Sikkim Signs Reform-Linked Jal Jeevan Mission 2.0 MoU With Centre To Strengthen Rural Water Security

Swarajya,
June 10, 2026

Sikkim Chief Minister Prem Singh Tamang yesterday participated in a Memorandum of Understanding exchange ceremony under Jal Jeevan Mission 2.0 between the Sikkim government and the Ministry of Jal Shakti in New Delhi.

The event took place in the presence of Union Minister for Jal Shakti C. R. Patil, marking the Himalayan state's formal entry into the reform-linked implementation framework of the programme.

During the ceremony, Chief Minister Tamang expressed gratitude to the Prime Minister and the Ministry of Jal Shakti for implementing the Jal Jeevan Mission, which has improved access to safe drinking water in rural areas across Sikkim.

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He acknowledged the Centre's support in addressing challenges related to water supply infrastructure in the state's mountainous terrain.

The Chief Minister reiterated Sikkim's commitment to the objectives of Jal Jeevan Mission 2.0, emphasising sustainability, source protection, water quality, and long-term maintenance requirements specific to the Himalayan region.

The reform-linked MoU mandates a Gram Panchayat-led, service-based and community-centred model of rural water governance.

The Jal Jeevan Mission 2.0 framework, approved by the Union Cabinet in March 2026, focuses on assured service delivery, accountability and long-term sustainability through structural reforms.

The programme represents a shift from infrastructure creation to ensuring regular, adequate and safe drinking water supply to every rural household through strengthened community participation.

Chief Minister Tamang also requested the Ministry to consider central assistance for retrofitting and capacity augmentation projects approved before the notification of JJM 2.0 guidelines, stating these works were undertaken under earlier norms with significant state investment.

The agreement aligns with the national vision of achieving water security as part of the broader Viksit Bharat 2047 goals.

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Maharashtra Approves Rs 22,611 Crore Ghodbunder Tunnel, Bhayandar Corridor And Navi Mumbai Metro Expansion Projects For MMR

Swarajya,
June 10, 2026

The Maharashtra government has cleared infrastructure projects worth Rs 22,611 crore across the Mumbai Metropolitan Region (MMR).

The approvals were granted by the Cabinet Infrastructure Committee during a meeting chaired by Chief Minister Devendra Fadnavis at Mantralaya.

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The package includes a major road connectivity project valued at Rs 17,036 crore and a Rs 5,575 crore expansion of the Navi Mumbai Metro network.

A key component of the road project is the construction of a six-lane underground tunnel stretching 5.86 km between Gaimukh and Fountain Hotel on the heavily congested Ghodbunder Road corridor.

The project also includes a 9.58 km six-lane elevated road linking Fountain Hotel and Bhayandar. The tunnel will be built using advanced Tunnel Boring Machine (TBM) technology and is expected to be completed within five years.

Transport planners believe the new corridor will significantly improve travel between western Mumbai, Thane, Kalyan-Dombivli, Panvel, Nashik and National Highway-48.

The elevated section, designed for vehicle speeds of up to 100 kmph, is expected to reduce bottlenecks along one of the region's busiest transport routes while diverting a large share of freight and long-distance traffic away from existing roads.

The project will be executed under the Public-Private Partnership (PPP) framework through the Build-Operate-Transfer (BOT) model, supported by viability gap funding from both the Centre and the state government.

In parallel, the government has approved extensions to Navi Mumbai Metro Line 1A and Metro Line 2.

The expansion will create a seamless 28 km metro corridor connecting Sagar Sangam with the upcoming Navi Mumbai International Airport. Thirteen new stations will be added under the plan.

Authorities estimate that the expanded metro network could eventually serve around 12 lakh passengers daily.

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India's infra tender pipeline surges 66% to 18-month high: L&T emerges top contractor

The Financial Express,
June 10, 2026

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India's infrastructure sector saw a 66% year-on-year surge in May 2026 tenders, crossing Rs 2.1 lakh crore, with L&T leading in contract wins across metals, highways, and real estate segments.

Furthermore, Larsen and Toubro was the top recipient of orders during the month, winning contracts worth a cumulative Rs 25,300 crore across segments including metals and mining, buildings and factories, hydrocarbons and power.

India's infrastructure sector recorded Rs 2.1 lakh crore worth of tenders being issued in May 2026, which is a 66% jump year-on-year, according to a JM Financial Institutional Securities report.

Furthermore, Larsen and Toubro was the top recipient of orders during the month, winning contracts worth a cumulative Rs 25,300 crore across segments including metals and mining, buildings and factories, hydrocarbons and power.

The numbers come after a subdued stretch in the second half of FY26 and marks a meaningful acceleration heading into the new financial year.

Tendering hits an 18-month high

Tendering activity in May 2026 came in at Rs 2.1 lakh crore, up 81% from April and well above the FY26 monthly average of Rs 1.41 lakh crore. Highways alone accounted for nearly half of all tendering at Rs 99,500 crore, three times the level seen in May 2025, the report said.

JM Financial noted that real estate was another standout segment in May. Tendering in the category rose 4.8 times year-on-year to Rs 25,500 crore.

The tender, issued by the City and Industrial Development Corporation of Maharashtra (CIDCO), was valued at Rs 21,500 crore. It was the largest tender announced during the month.

Buildings tendering, at Rs 17,800 crore, was the only major segment to see a year-on-year decline, falling 11%, the report added. NHAI was the largest tender issuer at Rs 38,600 crore, followed by CIDCO at Rs 21,600 crore.

Orders cross Rs 1 lakh crore

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Order awards in May 2026 reached Rs 1.07 lakh crore, up 2.1 times year-on-year and 2.6 times from the previous month. The figure came in above the FY26 monthly average of Rs 94,700 crore, as per the report.

Apart from L&T, Afcons Infrastructure was second with orders worth Rs 5,400 crore, principally for offshore breakwater construction at the greenfield Vadhvan Port near Dahanu.

The largest single order of the month went to L&T: an EPC contract for blast furnaces, steel melt shops and critical process facilities across JSW Steel's expansion projects, valued at Rs 12,500 crore, the report noted.

South Eastern Coalfields emerged as the most active awarder after JSW Steel, with contracts worth Rs 7,600 crore going to KNR Constructions and others for coal mining services in Chhattisgarh.

NHAI's bid pipeline builds up

On the highways front, the bid pipeline improved materially month-on-month. As of June 4, the total highways bid pipeline stood at Rs 1.12 lakh crore, up from Rs 84,800 crore in May.

Of that, NHAI's pipeline alone was Rs 88,200 crore, comprising HAM projects worth Rs 36,000 crore, EPC projects worth Rs 29,500 crore, and BOT projects worth Rs 22,700 crore, as per the report.

Delhi and Maharashtra together account for nearly half the NHAI pipeline by value, with projects worth Rs 22,400 crore and Rs 19,100 crore respectively.

The report further added that NHAI's construction performance in FY26 exceeded its annual target. The authority completed 5,313 km of national highways against a target of 4,640 km, approximately 15% above plan, though that figure was still 13% lower than FY25.

Awarding, however, lagged at around 3,100 km against an initial target of 4,500 km.

Highway monetisation steps up

NHAI is also pushing ahead with its asset recycling programme. The authority raised around Rs 28,300 crore through asset monetisation in FY26 via a combination of InvIT structures and Toll-Operate-Transfer bundles.

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For FY27, NHAI plans to monetise 28 operational highway stretches totalling 1,800 km, with a target to raise around Rs 35,000 crore through InvIT and TOT routes. Haryana and Uttar Pradesh account for the largest share of assets identified in the current monetisation pipeline, as per the report.

The report also noted that the government has also introduced a three-month relief package for national highway projects in Q1FY27 to offset rising fuel and material costs, which have been a recurring concern for contractors.

Key tenders of the month

According to the report, beyond the CIDCO township project, NHAI issued tenders for a six-lane greenfield highway from Ahilyanagar to Hasapur worth Rs 9,000 crore, and a BOT-Toll project for the Adgaon-Ahilyanagar stretch valued at Rs 7,600 crore.

In the power sector, NHPC issued tenders for the 1,720 MW Kamala Hydroelectric Project, covering diversion tunnels, the main dam and associated infrastructure, worth Rs 5,500 crore.

The Central Public Works Department tendered construction of Common Central Secretariat Buildings (Kartavya Bhawan 4 and 5) in New Delhi, worth Rs 3,200 crore including a five-year operations and maintenance contract, as per the report.

In railways, Noida Metro Rail Corporation issued a tender for an elevated viaduct and 10 stations for the NMRC Aqua Line extension, worth Rs 1,300 crore.

Bharatmala update

The report further noted that as of February 2026, approximately 26,425 km, or 76% of Phase-I of the Bharatmala Pariyojana highway programme, had been awarded, against a total phase target of 34,800 km. Construction had been completed on 22,223 km, or 66% of the target. Around 4,200 km remained under active construction.

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L&T betting big on 'digital workers' to overcome manpower challenges in projects: CFO R Shankar Raman

The Economic Times,
June 10, 2026

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Synopsis

Larsen & Toubro is embracing automation and technology for construction growth. The company is using robots for tasks like welding and plastering. This shift aims to overcome labor shortages and improve site safety. L&T's extensive international experience, particularly in the Middle East, has prepared it for large-scale projects. The company seeks to lead industry transformation through these advanced methods.

Larsen & Toubro is betting big on automation, robotics and technology-led solutions to scale up construction activities as increasing manpower alone may not be a viable option for growth, a top official of the company said.

"What we have been doing over the last 3-4 years in particular is to create automation to the level that we did not expect construction industry to engage. Our effort has been to automate as much as possible," said L&T chief financial officer R Shankar Raman at ICICI Securities India Investors Conference 2026.

He said the company's order book has increased to around Rs 7.5 lakh crore from Rs 3-3.5 lakh crore five years ago, while the workforce engaged in execution has grown from 1.5 lakh direct and indirect workers to about 4 lakh.

Raman said the company is focusing on automation to address execution challenges and reduce dependence on traditional labour-intensive construction methods.

"Our effort has been to automate as much as possible. Make construction not so much of a site work. Make it a bit of a factory work by having prefabricated structures, modular structures. So, you go to the site and bolt them," he said.

He said the company is using robotics for activities such as welding, painting and plastering, and described technology-enabled systems as 'digital workers'.

"Today, we are having welders who are robots controlled by a programme. We don't need to run around for welding skill in the country. We have painters. We have people who do the plastering. All of that is being done by robots. So, in a way, you can call them digital workers," Raman said.

Raman said labour availability has emerged as a key challenge for the construction sector as workers today have more employment choices.

"Today, thanks to the way certain sectors have developed, people have got a little easier option than to go work in 40 degrees and 45 degrees and sit in a camp working for 6 months,

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9 months a year. It's not a preferred option. They are quite happy to open the mall doors staying in an air-conditioned environment. And that's reality of life," he said.

He added that workforce continuity is also affected by seasonal migration, agricultural cycles and workers travelling back to their villages.

"I find that we might have to engage with 10 lakh workers to have 4 lakh workers working at any point in time in the factory," Raman said.

Raman said the company wants to lead the transformation of the construction industry through automation by leveraging its engineering capabilities and experience in executing complex projects.

"My belief is that this industry has to go through transformation in much faster and deeper way than what it is doing. L&T fortunately has both the order book and the means and the engineering capability within itself to attempt this. It's my desire, personal desire, that L&T should lead the way," he said.

He said automation will also help improve safety standards at construction sites where the company manages a large workforce.

"Safety is our biggest concern when we work with 400,000 people," Raman said.

"We hate to lose even one life in a year on account of accident in the site. Forget about lost time injuries. Fatality is something that bothers us very deeply," he added.

On L&T's international experience, Raman said the company's operations in the Middle East helped it develop capabilities to execute large-scale projects.

"Middle East has become our second home. Outside of India, the largest footprints that we have is in those 5-6 countries in the Middle East. And within that, Saudi Arabia, Qatar, and the UAE are the three larger markets for us," he said.

Raman said working in these markets helped L&T gain confidence in handling projects of much larger scale.

"Working in the Middle East, we have learned to work with scale. I think the contracts in Middle East are several billion dollars per programme," he said.

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He added that working alongside global engineering majors in the region helped L&T improve its processes and execution capabilities.

"The methods that they follow, the work processes that they adopt, is something that you can learn if you work shoulder to shoulder with them on a project," Raman said.

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Adani Wins Bandra And Worli Projects As JSW To Revamp SVP Nagar Construction Week, June 10, 2026

Adani Group has secured contracts for development works at Bandra and Worli after the Mumbai civic authority completed a tender process. The awards include coastal redevelopment and associated infrastructure works in the Bandra and Worli precincts and form part of a wider plan to improve waterfront access. A JSW-led consortium has been selected to undertake the revamp of SVP Nagar, a residential and commercial neighbourhood, under a separate contract awarded in the same round. The competitive process involved prequalification and technical evaluation phases.

The Bandra and Worli projects cover promenade construction, stormwater management and multimodal connectivity measures designed to reduce congestion along the western seafront. It will also include measures for coastal resilience. The SVP Nagar contract will focus on rebuilding residential blocks, upgrading public amenities and creating organised parking and open spaces. Contract documents provided technical specifications, performance milestones and clauses for phased handover to the municipal corporation.

The procurement process assessed bidders on technical capability, financial strength and experience in large urban projects. The municipal authority evaluated engineering designs and construction methodology before awarding the contracts and retained oversight through a project monitoring unit and independent technical auditors. Funding has been structured through a mix of municipal allocations and private capital tied to development rights. Environmental clearances and coastal regulation compliance form mandatory conditions in the agreements.

Municipal officials indicated the initiatives will improve pedestrian access, reduce traffic pressures and support local commerce upon completion. The firms are required to submit detailed implementation schedules and to coordinate with civic services for utility relocations and traffic management. The projects will proceed under contractual supervision and periodic audits to ensure adherence to quality and timelines. Local stakeholders will be engaged

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through statutory consultations during the implementation phase and at key milestones thereafter.

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BMRCL Begins Repaying \$500 Million ADB Loan For Airport Metro Before Operations Start, Rupee Depreciation Raises Financial Burden: Report Swarajya, June 10, 2026

Bengaluru Metro operator BMRCL has begun repaying a \$500 million loan from the Asian Development Bank (ADB) even as its key Phase 2A and Phase 2B corridors remain under construction and have yet to generate any operational revenue.

The repayment schedule officially commenced on 1 June under the financing agreement signed with ADB in August 2021, The New Indian Express reported.

The loan, valued at roughly Rs 3,750 crore at the time of sanction, carries a 25-year tenure, including a five-year moratorium period, with repayments continuing until December 2045.

The financial challenge has intensified due to the sharp depreciation of the Indian rupee since the loan was contracted.

While the exchange rate stood at around Rs 75 per US dollar in 2021, it is now close to Rs 95, significantly increasing the cost of servicing both principal and interest obligations linked to the foreign currency loan.

According to BMRCL's latest annual report for 2024-25, the corporation had drawn approximately \$335.12 million of the approved financing by the end of the financial year, equivalent to nearly Rs 2,749 crore.

The funding is being utilised for the development of the 58.19 km Phase 2A and Phase 2B corridors connecting Central Silk Board with Kempegowda International Airport.

Although the project is expected to transform airport connectivity in Bengaluru, repayment obligations have begun well before passenger services commence.

BMRCL officials, however, emphasised that repayments remain secure through state government guarantees.

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The corporation stated that government support would continue whenever operational revenues are insufficient to meet debt servicing requirements.

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