



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, JUNE 18, 2026

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Private sector accelerates India's infrastructure growth
 Construction Week Online,
 June 18, 2026

Private capital and EPC firms are actively accelerating India's structural and economic infrastructure transformation.

India's infrastructure narrative is no longer being shaped solely by government expenditure. It is now increasingly powered by a calibrated partnership between public intent and private execution. Over the last five years, the country has moved from viewing real estate and EPC firms as transactional participants to recognising them as strategic nation-building stakeholders. This shift is not cosmetic. It is structural, long-term, and deeply connected to India's aspiration of becoming a US\$5 trillion-plus economy.

The real estate and infrastructure ecosystem today contributes significantly to employment generation, urban transformation, logistics efficiency, industrial competitiveness, and capital formation. According to recent industry assessments, India's real estate sector contributes

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nearly 7.3 per cent to GDP and is expected to expand steadily through infrastructure-led urbanisation. Simultaneously, infrastructure investments across roads, renewables, logistics, urban transit, and industrial corridors are projected to witness a 45–50 per cent rise over the current and next fiscal cycle, with cumulative investments estimated to touch nearly ₹23–24 lakh crore.

Evolving infrastructure roles

What makes this phase different from earlier growth cycles is the evolving role of EPC and private infrastructure developers. They are no longer executing isolated construction mandates. They are becoming integrated development partners capable of delivering connectivity, economic ecosystems, and long-term asset value. In many emerging growth corridors, infrastructure is now determining the direction of real estate demand rather than the other way around.

A telling example can be seen in western India, where a logistics-linked industrial corridor witnessed warehousing absorption rise by over 32 per cent within 24 months of expressway connectivity and multimodal freight integration. Residential demand in adjoining micro-markets simultaneously appreciated by nearly 18 per cent due to improved commute efficiency and industrial employment generation. The larger takeaway is that infrastructure-led development is now creating self-sustaining urban economies rather than fragmented construction activity.

Private sector impact

This is precisely where the private sector's role becomes transformative. Government vision can establish policy direction, but execution velocity increasingly depends on the operational depth, financial discipline, and innovation capabilities of private real estate and EPC players. The modern EPC company is integrating engineering, digital project management, ESG compliance, financing structures, and lifecycle asset optimisation into one framework. In effect, these firms are becoming institutional enablers of India's growth ambitions.

The market is already reflecting this transition. Large diversified EPC firms are expected to record revenue growth of 9–11 per cent in FY26, supported by stronger order books, healthier execution cycles, and growing private participation in infrastructure capital expenditure. Private sector participation in infrastructure capex, which stood at around 9 per cent in FY25, is expected to rise further as Build-Operate-Transfer models regain momentum across transportation and renewable energy segments.

Multiplier economic effect

Another important dimension often overlooked is the multiplier effect of infrastructure-led real estate. Every major airport expansion, metro corridor, data centre cluster, or industrial

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township creates downstream demand for housing, retail, hospitality, education, and social infrastructure. The recently approved airport modernisation and expansion initiatives under PPP models across Tier-II locations are expected to unlock regional economic activity far beyond aviation.

Similarly, metro rail expansion in emerging cities is already altering land economics and investment patterns. A recent transit-led infrastructure announcement in northern India triggered immediate interest from institutional investors and developers due to anticipated commercial and residential appreciation along the corridor. The future of real estate, therefore, will increasingly be linked to mobility, logistics, and integrated infrastructure rather than standalone land banking.

Institutional investment growth

There is also a deeper institutional evolution taking place. India's infrastructure and real estate sectors are witnessing growing participation from sovereign wealth funds, pension capital, REITs, InvITs, and global infrastructure investors. This institutionalisation is improving governance expectations, execution transparency, and long-term asset quality. Recent global infrastructure partnerships targeting multi-billion-dollar investments across energy, transport, and logistics reinforce the global confidence in infrastructure-led economies.

Equally important is technology adoption. Digital land record systems, integrated project monitoring, AI-led planning tools, and smart urban frameworks are helping reduce structural inefficiencies within the sector. This transition is critical because future infrastructure competitiveness will depend not only on scale but also on execution intelligence.

From a macroeconomic perspective, infrastructure-driven private sector participation also strengthens employment generation. Construction and allied industries remain among India's largest job creators. Every major EPC-led infrastructure project activates an ecosystem involving manufacturing, steel, cement, logistics, financial services, technology, and MSMEs. The impact therefore extends beyond urban skylines into national productivity itself.

By 2027, India's real estate sector may no longer be defined merely by residential launches or commercial leasing numbers. It will increasingly be evaluated through its ability to support economic corridors, industrial expansion, clean energy transitions, digital infrastructure, and integrated urbanisation. The companies that understand this shift early will not merely build projects; they will help shape the architecture of India's next economic decade.

In that journey, the growing partnership between government ambition and private sector capability may well emerge as one of the most defining forces behind modern nation-building.

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Amid West Asia conflict, bitumen woes hit India's road infrastructure push
Indian Express,
June 18, 2026

Government has a target of building 10,000-km of highways in the ongoing financial year 2026-27

The ongoing conflict in West Asia has hit India's push to expand road infrastructure. Bitumen, crucial for road construction, was also caught in the crossfire just like oil and gas, with an import dependency ranging between 30 to 40%.

The government has a target of building 10,000-km of highways in the ongoing financial year 2026-27. Additionally, 17,365 km of roads remain to be constructed under Pradhan Mantri Gram Sadak Yojana (PMGSY) Phase-III, a flagship scheme for rural infrastructure.

Bitumen imports have taken a hit after the war, with road construction companies and contractors raising concerns over low supplies and increasing prices with the National Highway Authority of India (NHAI) and state road agencies.

According to the Ministry of Petroleum and Natural Gas (MoPNG) data, India imported 2.36 lakh tonnes of bitumen in April 2026, compared to 2.97 lakh tonnes imported in April 2025 and 2.74 lakh tonnes imported in April 2024.

Similarly, domestic bitumen consumption has also declined. A total of 5.80 and 5.19 lakh tonnes was used in April and May 2026 — almost 33% lower than the 8.62 and 8.57 lakh tonnes consumed in April and May 2025. It was also lower than the same period in 2024.

India requires almost 90 lakh tonnes of bitumen annually. Of this, around 54 lakh tonnes are produced domestically in the refineries of oil companies like IndianOil and Bharat Petroleum.

The shortfall is met by imports from West Asia. Over 99% of India's bitumen imports come from Iraq, UAE, Iran, Oman and Bahrain. Zafar Khan, President of the Highways Investor Association, said, "The Strait of Hormuz is critical for India's road sector because a substantial portion of the crude oil processed by Indian refineries originates from the West Asia and transits through this route. Any disruption in the region can impact crude supplies, refinery operations, and consequently the availability and pricing of bitumen, a key input for road construction."

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The mismatch

India was not always as dependent on imports. The change has been driven by the mega road projects undertaken within the last decade, through schemes like Bharatmala (for enhancing road connectivity via expressways and economic corridors) and PMGSY.

National Highways have grown from 91,287 km in 2014 to 1.47 lakh km currently (a 61% increase), while the length of expressways increased from 93 km to 3,052 km. However, domestic bitumen production has not kept pace. Imports have more than doubled, and consumption increased by almost 50%. According to data available with the Petroleum Planning and Analysis Cell of MoPNG, bitumen imports began in 2001-02, at around 9,000 tonnes. A significant increase was recorded in 2013-14, when 2.46 lakh tonnes were imported — more than double the previous year's import volume.

This doubled again by 2014-15, reaching 5.17 lakh tonnes, and continued increasing.

Force majeure

The Ministry of Road Transport and Highways has granted relief measures of force majeure and price adjustment to highway contractors in light of war-related disruptions.

In its June 5 circular, the ministry said for project delays linked to the conflict, contractors can claim force majeure clauses to receive two to four months of relaxation without penalty. The ministry has also provided a cost-escalation compensation mechanism, or price adjustment, to account for a surge in fuel prices and construction material costs, as well as logistics expenses.

However, contractors availing relief under the price-adjustment circular will not be eligible for force majeure relief. Khan said that those constructing roads under PMGSY and small-Engineering, Procurement and Construction projects are facing the most difficulty.

“While everybody is in distress, the larger highway contractors are better equipped to deal with the situation. The existing crude can be recycled for the bitumen. The government should try to protect smaller contractors from an increase in prices. The price of one tonne of bitumen had shot up to Rs 80,000 from Rs 40,000.”

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India construction insurance tightens amidst disaster risks

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Indian Express,
June 18, 2026

Large developments face regular natural hazards, including floods and earthquakes.

Demand for construction insurance is rising across India as the sector expands, but insurers are tightening scrutiny on natural disasters, project management, and delay risks.

[Aon's](#) 2026 Global Construction Insurance and Surety Market Report shows that whilst the market remains competitive and growth-oriented, insurers are placing greater emphasis on early risk assessment as project sizes and asset values increase.

This shift comes despite a softening insurance market, where strong insurer appetite and improved reinsurance conditions are still allowing builders to secure cost-effective coverage.

Sushant Sarin, Aon's head of strategy and commercial risk in India, noted that large-scale developments face regular natural hazards like floods and earthquakes.

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He stated that businesses must invest in strong project governance and realistic delay timelines, whilst engaging with insurers early to manage costs.

The report highlights that sustained spending on infrastructure, green energy, and high-tech digital projects — such as data centres and semiconductor plants — is driving this market expansion.

However, these technology-led projects carry higher power needs and more complex risk profiles, creating a need for specialised insurance underwriting.

Nisheeth Srivastava, Aon's head of construction and infrastructure in India, stated that sustained public spending and a competitive insurance market provide good opportunities for contractors, provided their risks are well understood and actively managed.

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Prime Minister Modi To Disburse Rs 2,400 Crore Employment Incentives Under Viksit Bharat Rozgar Yojana On 19 June
Swarajya,

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June 18, 2026

Prime Minister Narendra Modi will disburse incentives worth around Rs 2,400 crore under the Pradhan Mantri Viksit Bharat Rozgar Yojana at a special programme in New Delhi on Friday (19 June).

The announcement comes as the scheme has already supported the creation of around 15 lakh employment opportunities across the country since its launch in August 2025.

The employment-linked incentive scheme has been designed to encourage both employees and employers to participate in the formal economy.

First-time employees are eligible for incentives of up to Rs 15,000, providing financial support as they enter the workforce. The amount is paid in two instalments after six and 12 months of service.

Employers generating additional employment can receive incentives of up to Rs 3,000 per month for each additional employee, thereby encouraging sustained job creation.

The scheme mandates that employees must remain employed for at least six months for employers to qualify for the benefits.

Recognising the importance of manufacturing in driving economic growth, the scheme provides incentives to employers in the manufacturing sector for a period of four years, compared to two years for other sectors.

This extended support aligns with India's Make in India initiative and aims to encourage large-scale job creation in the industrial sector.

With an outlay of Rs 99,446 crore, the PM Viksit Bharat Rozgar Yojana aims to incentivise the creation of more than 3.5 crore jobs in the country over a period of two years.

The benefits of the scheme are applicable to jobs created between 1 August 2025 and 31 July 2027, with nearly 1.92 crore beneficiaries expected to be first-time workers entering the formal workforce.

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India Launches Green Hydrogen Certification Portal To Bring Transparency And Compliance To Clean Fuel Sector

Swarajya,
June 18, 2026

India launched the Green Hydrogen certification portal yesterday (17 June), a digital platform designed to enhance transparency, accountability and regulatory clarity in the country's emerging green hydrogen sector.

Union Minister Pralhad Joshi unveiled the Green Hydrogen Certification portal of India (GHCI) during a national workshop focused on strengthening the National Green Hydrogen Mission through state policies, hubs and infrastructure.

The portal, developed by the Ministry of New and Renewable Energy, will facilitate certification processes under the Green Hydrogen Certification Scheme of India and help establish a credible framework for producers, investors and stakeholders.

The platform is expected to streamline and manage the entire certification process across the country, ensuring regulatory compliance whilst building market confidence.

During the event, the minister also announced approval of Rs 22 crore support to nine startups under the National Green Hydrogen Mission's Rs 100 crore startup support programme.

The regulatory framework supporting the sector has been strengthened through the launch of the certification scheme and the finalisation of standards for green ammonia and green methanol.

Joshi highlighted that under the SIGHT programme, incentives have already been awarded for 8.62 lakh metric tonnes per annum of green hydrogen production capacity.

Financial incentives have also been awarded to 15 companies to establish indigenous electrolyser manufacturing capacity of 3,000 MW per year, reducing import dependence.

Launched in 2023 with an outlay of Rs 19,744 crore, the National Green Hydrogen Mission aims to establish five million metric tonnes of annual green hydrogen production capacity, supported by 125 gigawatts of dedicated renewable energy capacity.

Six states have notified dedicated green hydrogen policies, while seven others have incorporated hydrogen-related provisions into their industrial and renewable energy policies.

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Kutch Rail Network Gets Capacity Push As Railways Approves Rs 493 Crore Adipur-Bhuj Doubling Project In Gujarat

Swarajya,
June 18, 2026

Indian Railways has approved the doubling of the Adipur-Bhuj section (49 kilometres) of Western Railway at a cost of Rs 493 crore.

The Ministry of Railways announced the approval for the project on Wednesday (17 June), marking a significant infrastructure push for Gujarat's Kutch region.

The project has been approved under Indian Railways' ongoing programme for capacity augmentation through doubling, tripling and other network enhancement works.

The Adipur-Bhuj section, presently a single-line route on the Gandhidham-Naliya corridor, is expected to witness substantial growth in traffic due to several railway infrastructure projects already under execution in the region, including the Bhuj-Naliya Gauge Conversion, extension of the Naliya-Vayor line, and new railway lines connecting Naliya-Jakhau, Vayor-Lakhpat, and Deshalpar-Luna.

With these projects nearing completion, significant additional passenger and freight traffic is expected to be routed through the Bhuj-Adipur section, and the doubling project has therefore been sanctioned to ensure adequate capacity, improve operational efficiency and cater to future traffic demand.

The project is expected to facilitate the operation of two additional passenger train services in each direction every day, improving travel convenience and connectivity for passengers across the region.

The doubled line will also support movement of an additional 12 Million Tonnes Per Annum (MTPA) of freight traffic, strengthening logistics and industrial connectivity in western Gujarat.

The current line capacity utilisation of the section is projected to increase from the present level to 123 per cent by 2029-30, highlighting the need for timely capacity augmentation.

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The doubling work will help decongest the route, reduce operational constraints and improve reliability of train operations.

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Maharashtra Plans 700 Km Dedicated Rail Freight Corridor Linking JNPT And Vadhvan Ports To Samruddhi Expressway

Business Standard,
June 18, 2026

Chief Minister Devendra Fadnavis has proposed a dedicated rail freight corridor connecting the Jawaharlal Nehru Port Trust (JNPT) and the upcoming Vadhvan Port with the Samruddhi Expressway.

Speaking at the inauguration of electronics manufacturing company Jabil's new facility in Pune, Fadnavis said the proposed rail network would leverage the land already reserved for railway infrastructure along the 701-km Samruddhi Expressway corridor.

The project, he noted, is intended to strengthen Maharashtra's position in global supply chains while significantly reducing freight transportation costs.

The proposed corridor would begin at JNPT and the under-construction Vadhvan Port, which is expected to emerge as one of the world's largest ports once completed.

The rail network would then extend through key inland logistics centres, including the dry ports at Jalna and Wardha, before reaching Gadchiroli.

Fadnavis revealed that the proposal has already been discussed with Union Railway Minister Ashwini Vaishnaw.

According to the chief minister, improved multimodal connectivity could help bring logistics costs down to around 7–8 per cent.

The initiative forms part of a broader vision to spread the benefits of port-led economic development beyond coastal regions.

While port infrastructure has traditionally benefited limited parts of Maharashtra, the proposed freight corridor is expected to extend those advantages to a much larger share of the state.

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The chief minister also highlighted Maharashtra's growing prominence in exports, electronics manufacturing and data centres, describing the Mumbai–Pune belt as an emerging technology and innovation corridor poised to drive future economic growth.

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J&K: Centre Plans Rs 3,500 Crore Road Upgrade Along Amarnath Yatra Route
Business Standard,
June 18, 2026

Government authorities are preparing detailed project reports for road works worth Rs 3,500 crore along the Amarnath Yatra route.

According to an official spokesperson mentioned by PTI, the proposed road upgrades will cover around 60 km and form part of a broader programme to modernise transport infrastructure across the Union Territory.

The developments were reviewed during a meeting chaired by Union Minister of State for Road Transport and Highways Ajay Tamta.

The Amarnath corridor improvements are being planned alongside several other projects designed to support religious tourism.

Among them is the Rs 880 crore Katra Intermodal Station, which will integrate rail, road and helicopter services for pilgrims travelling to the Shri Mata Vaishno Devi shrine.

The meeting also examined large-scale ropeway development across Jammu and Kashmir. Proposals covering 54 ropeway projects with a combined investment potential of Rs 30,000 crore have been received.

In the first phase, eight projects worth Rs 16,000 crore are expected to move forward at prominent destinations, including the Amarnath cave shrine, Shankaracharya Temple, Thajiwass Glacier, Doodhpathri, Sanasar and Bhadarwah.

Road connectivity remains a central focus of the expansion strategy. Four high-speed highway corridors valued at nearly Rs 50,000 crore that are currently under construction, linking key regions such as Kashmir Valley, North Kashmir, the Chenab Valley and border districts, were also discussed in the meeting with the Union Minister.

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The 670 km Delhi–Amritsar–Katra Greenfield Expressway is another flagship project expected to improve access to Jammu and Kashmir. Within the Union Territory, a 143 km section costing Rs 11,500 crore is targeted for completion by August 2027.

Officials also highlighted progress on the Srinagar and Jammu Ring Roads, while DPRs are being prepared for an additional 707 km of highways worth Rs 65,000 crore.

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Indian Railways Approves Rs 139 Crore Rebuilding Of Shastriya Road Over Bridge In Indore Yard

The Hindu Business Line,
June 18, 2026

Indian Railways has approved the rebuilding of the Shastriya Road Over Bridge in Indore Yard at a cost of Rs 139 crore, marking a significant investment in Madhya Pradesh's urban transportation infrastructure.

The bridge, popularly known as Shastriya Bridge, will enhance rail-road connectivity in one of central India's busiest commercial hubs.

"The approved project involves construction of a 4-lane Road Over Bridge featuring a 72-metre camel-back superstructure with PSC girders and a full viaduct arrangement," the Ministry of Railways said in a statement on Wednesday,

The new bridge is designed to accommodate increasing traffic demand while providing smoother and safer movement for commuters.

To facilitate local traffic circulation and maintenance access, 6-metre-wide service roads will be provided on both sides beneath the bridge.

Apart from reconstruction of the bridge structure, the project includes extensive utility shifting and modernisation works.

Existing sewer infrastructure will be relocated and upgraded through construction of new sewer lines to ensure uninterrupted drainage services.

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The project also includes shifting and renewal of electrical infrastructure, including installation of new poles, lighting systems and associated equipment, ensuring improved public utility services and urban infrastructure integration.

The rebuilding of Shastriya Bridge will significantly improve road connectivity in Indore, reduce traffic bottlenecks and enhance ease of movement for residents, the ministry said.

The project is expected to strengthen integration between railway and urban transport infrastructure while supporting the city's growing mobility requirements.

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