

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

WEDNESDAY, NOVEMBER 03 - 05, 2025

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Tough performance criteria part of revised model contract for highways
FE Bureau,
November 03, 2025

The Ministry of Road Transport and Highways (MoRTH) is overhauling the Model Concession Agreements (MCA) for highway projects (BOT, HAM, EPC) to enforce tough performance criteria, particularly focusing on safety.

While being liberal to contractors in the help for timely completion of road projects and covering their risk, the new model concession document (MCA) for highway building through build operate transfer (Toll) will have tough performance parameters to adhere to.

To check and reduce the number of road accidents, the contractors will be penalised if more than one accident happens in a year on a particular stretch of national highways, V Umashankar, secretary in the ministry of road transport and highways said.

Under the new MCA that will be made public soon, contractors will have to undertake crash management, and take corrective steps if more than one accident happens in a particular period on a highway stretch built by them under the BOT model.

"If more than one accident happens in a particular stretch, say 500 meters, then the contractor will face a penalty of Rs 25 lakh. Penalty will increase to Rs 50 lakh if an accident happens next year," he added.

Umashankar said the highways ministry has identified 3,500 accident-prone areas. In the new MCA, both the cost and performance criteria will be applied before awarding contracts.

Similarly, in the other modes of highway development like hybrid annuity model (HAM) and engineering procurement construction (EPC), too, MCAs are being revised to enforce tough performance criteria on concessionaires.

In EPC and HAM projects, rating system for concessionaires is also being worked upon.

The NHAI and government already has performance data of each concessionaire for the past three years. Bad performance and rating will impact the future participation in bids for contractors.

To monitor progress in construction, the contractor will have to upload a drone video every month showing the progress in construction. The higher emphasis on quality and reliability of roads aligns with the change on approach of MoRTH. The large amount of government focus and resources is on building access control expressways. Existing projects and augmentation of capacity on the stretches already functional would also continue.

Officials feel that with the pace at which highway construction is happening, in next 15 years all major highways would have been completed. Then the main task would be their maintenance.

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'Surfaces Of Highways Smoother Than Ever Before': Supreme Court Hails India's Progress In Road Transport Infrastructure

Live Law.in,
November 5, 2025

The Supreme Court has lauded the remarkable transformation of India's road transport network, observing that the country has made “sincere and serious attempts to revolutionise travel” and achieved a “quantum leap” in infrastructure development over the years.

It cannot be disputed that the nation has made substantial progress in road transport, the Court remarked.

While reflecting on the evolution of road transport, the Court noted that India has moved far beyond its “humble beginnings” and now boasts an intricate network of highways that connect even the remotest villages to nearby cities and towns, ensuring genuine “last-mile connectivity.”

“The highways and expressways being built are transforming India's transportation landscape and driving economic growth,” the Court observed, adding that expressways have facilitated faster movement of people and goods between distant locations, significantly reducing travel time.

The Bench highlighted that the surfaces of modern highways and expressways are “smoother than ever before” and that operators of stage carriage services are now providing comfort and convenience “comparable with services available abroad.” The Court further took note of the growing shift toward electric vehicles, stating that the switch to e-mobility has “facilitated sustainable transportation” and contributed to a modern, environmentally conscious travel ecosystem.

A key feature of this transformation, the Court said, is the integration of technology. “Smart transportation has been characterised by the integration of technology to enhance efficiency and safety. With continued innovation and investment, the road transport sector seems to have progressed to attain more efficiency, sustainability, and accessibility,” the judgment recorded.

Referring to the data available on State Road Transport Corporations (SRTCs), the Court remarked that several of them are “thriving” and have seen “impressive growth and adoption of technology.”

The digitalisation of operations, it noted, has been a “game changer”, enabling online bookings, live tracking via mobile apps, and improved customer experience.

While acknowledging that older buses are still being used on certain routes, the Court appreciated that “modern-era vehicles such as e-buses have been introduced in some sectors.”

Concluding its remarks, the Court underscored that even as the nation continues to make substantial progress in the transport sector, “the interests of passengers and commuters ought to be of prime concern for the transport authorities.”

A bench comprising Justice Dipankar Datta and Justice AG Masih made these remarks while deciding a dispute involving private transporters, UPSRTC and the MP SRTC. The Court held that private transporters cannot ply on an inter-state transport route which has been reserved for a State Road Transport Corporation.

While concluding the judgment, the Court made these parting remarks about India's road infrastructure.

"While considering evolution of road transport in India, one cannot miss the significant transformation that it has undergone over the years. Sincere and serious attempts to revolutionise travel on road by passengers and commuters are discernible. Leaving behind the humble beginnings, focus on infrastructure development has seen a quantum leap. India has developed, in this century, an intricate network of highways providing accessibility to nearby cities and towns from the remotest of villages, thereby establishing 'last-mile connectivity'. Expressways have been constructed to facilitate faster movement of people and goods between distant locations and thereby reduce travel time. These highways and expressways are transforming India's transportation landscape and driving economic growth, among others. What deserves special note is that the surface of these highways/expressways is smoother than ever before. With the introduction of modern vehicles, operators of stage carriage services have been providing comfort and convenience which are comparable with services available abroad. Switch to electric vehicles for both public and private use has facilitated sustainable transportation. A feature of smart transportation has been integration of technology to enhance efficiency and safety. In fine, with continued innovation and investment, the road transport sector seems to have progressed to attain more efficiency, sustainability and accessibility.

Data that is presently available on the websites of a number of State Road Transport Corporations do suggest that a couple of these corporations are thriving, with impressive growth and adoption of technology. Digitalisation has been a game changer. To adapt to the changing transportation landscape, leveraging technology to improve services and customer experience is the priority for these corporations. Bookings are now made on online platforms and live tracking is available on mobile apps. Measures have been taken to expand services and to streamline operations. Notwithstanding that in certain areas/routes old buses which are on the verge of being phased out are being plied, modern-era vehicles such as e-buses have been introduced in some sectors by the SRTCs.

None can possibly dispute that the nation having made substantial progress in the road transport sector, interests of passengers and commuters ought to be of prime concern for the transport authorities."

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Tata Projects will construct Mahindra Vista
Tata Projects will serve as a construction partner
 Construction Week,
 November 04, 2025



Mahindra Lifespace Developers, the real estate and infrastructure development arm of the Mahindra Group, has signed an MoU with Tata Projects. The partnership aims to enhance construction efficiency and scalability starting with Mahindra Vista project in Kandivali, Mumbai.

Under this MoU, Tata Projects will serve as a construction partner to deliver execution for Mahindra Lifespaces' project development. The partnership will focus on leveraging advanced construction technologies, sustainable material usage, and digitally enabled project management systems to ensure timely delivery, consistent quality, and reduced carbon footprint. This partnership aligns with Mahindra Lifespaces' commitment to operational excellence and Tata Projects' expertise in delivering world-class, future-ready infrastructure.

Growing faster

Amit Kumar Sinha, MD & CEO, Mahindra Lifespace Developers, said, "This partnership marks a significant milestone in our journey towards scaling Mahindra Lifespaces' portfolio while staying true to our sustainability and quality-first ethos. Tata Projects' proven execution excellence and innovative construction practices will help us accelerate delivery timelines and enhance customer experience. Together, we aim to redefine the benchmarks for sustainable, tech-driven construction in India's real estate sector."

Vinayak Pai, MD & CEO, Tata Projects, said, "This collaboration underscores our shared commitment to building responsibly using cutting-edge technologies and efficient engineering processes. At Tata Projects, we believe in creating infrastructure that is not only future-ready but also environmentally conscious. We are delighted to partner with Mahindra Lifespaces — a pioneer in sustainable and customer-centric real estate — to deliver projects that set new benchmarks in

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quality, safety, and sustainability. Together, we aim to create a model of excellence for modern, environment-conscious urban development in India.”

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IRB Wins Rs 92 Billion Bid For Highway Monetisation

Mint,
November 5, 2025

In the first highway monetisation deal of the current financial year, IRB Infrastructure Developers Ltd has emerged as the highest bidder for an operational highway asset under the National Highways Authority of India's (NHAI) Toll Operate Transfer (TOT) model. The company submitted a winning bid of Rs 92 billion for a 333.4-kilometre highway network in Uttar Pradesh, according to people familiar with the matter.

The bid reflects a revival of investor interest in operational highways, particularly those with high toll collection potential. Financial bids for the Uttar Pradesh highway bundle were opened earlier this week, with final approval expected after due scrutiny by NHAI and the Ministry of Road Transport and Highways.

The monetised bundle, known as TOT Bundle 17, includes key highway sections connecting Lucknow to Ayodhya, Ayodhya to Gorakhpur, and Lucknow to Sultanpur. This is the first TOT monetisation in over a year — the last being Bundle 16 in September 2024.

According to sources, NHAI has raised its asset monetisation target for FY 2025–26 to Rs 400 billion, up from Rs 300 billion projected in the Union Budget. In FY 2024–25, the authority raised Rs 287.24 billion through various monetisation initiatives.

Of the Rs 400 billion target for this year, Rs 150 billion each is expected to come from TOT and Infrastructure Investment Trust (InvIT) routes, with the remaining from project-based financing. For FY 2026–27, NHAI has identified 24 road assets with a cumulative length of 1,472 kilometres for monetisation under TOT and InvIT models.

In addition to Bundle 17, NHAI has opened bidding for five more highway packages — Bundles 18, 19, 20, 21, and 22 — covering a total of more than 845 kilometres. Monetisation of some of these is expected within the next two to three months.

Under its updated Asset Monetisation Strategy released in June, NHAI plans to auction three TOT bundles each quarter — one small (worth around Rs 20 billion), one medium (Rs 50 billion), and one large (Rs 90 billion). The government estimates that India's monetisable highway assets are valued at about Rs 15 trillion, as noted by Minister for Road Transport and Highways Nitin Gadkari.

So far, NHAI has completed 11 rounds of TOT auctions, monetising 2,564 kilometres of highways and raising a total of Rs 489.95 billion. Some earlier rounds were cancelled or deferred due to market conditions.

Under the TOT model, the highest bidder who meets technical qualifications gains the right to collect toll revenue from specified highway stretches for a concession period of 20 years, after which ownership reverts to NHAI. The funds raised through monetisation are reinvested into new

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infrastructure development, currently accounting for about 10 per cent of the ministry's total budgetary resources.

IRB's successful bid underscores the growing confidence among private infrastructure developers and institutional investors in India's long-term highway monetisation framework, which continues to play a vital role in funding the nation's road-building ambitions.

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Big Infra Push For Assam: PM Modi Likely To Launch Guwahati Airport's New Terminal, Rs 10,601 Crore Namrup Fertiliser Plant

Swarajya,
November 05, 2025

Assam Chief Minister Himanta Biswa Sarma on Tuesday (4 November) met Prime Minister Narendra Modi in New Delhi and invited him to inaugurate and lay foundation stones for two major development projects in the state.

The projects are —the new terminal at Guwahati's Lokpriya Gopinath Bordoloi International (LGBI) Airport and the Rs 10,601 crore brownfield Ammonia-Urea complex at Namrup.

The meeting, which lasted around twenty minutes, focused on key infrastructure and industrial initiatives aimed at boosting connectivity and self-reliance in the Northeast.

According to an official statement, Sarma requested the Prime Minister to dedicate to the nation the new terminal of Guwahati's Lokpriya Gopinath Bordoloi International (LGBI) Airport and to lay the foundation stone for the Rs 10,601 crore brownfield Ammonia-Urea complex at Namrup.

The Prime Minister's visit for these landmark events is expected soon, marking a major step forward in Assam's ongoing infrastructure push.

The new terminal at LGBI Airport is projected to handle over 1.3 crore passengers annually, positioning Guwahati as a regional aviation hub and easing air traffic across the Northeast. It is seen as a transformative development for the region's connectivity and trade potential.

Meanwhile, the Namrup Ammonia-Urea complex will play a vital role in strengthening the agricultural sector by ensuring a reliable supply of fertilisers to farmers across the Northeast.

Expressing appreciation after the meeting, the Chief Minister said, "Grateful that Adarniya Modi Ji has kindly consented. We eagerly await his visit."

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Maharashtra Government Clears Uttan–Virar Sea Link Extension To Vadhavan Port

Swarajya,
November 05, 2025

The Maharashtra government has approved the extension of the proposed Uttan–Virar Sea Link up to Vadhavan Port in Palghar district.

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The decision, taken at a Cabinet Infrastructure Committee meeting chaired by Chief Minister Devendra Fadnavis at Mantralaya, is expected to greatly enhance coastal connectivity across the Mumbai Metropolitan Region.

Fadnavis announced that the sea link will now stretch 55.12 km, comprising a 24.35 km main bridge and approach roads measuring 9.32 km from Uttan, 2.5 km from Vasai and 18.95 km from Virar.

He noted that the extension will strengthen north–south connectivity and ease traffic pressure on the Western Express Highway, SV Road and Link Road, which have long been operating over capacity.

The Uttan–Virar Sea Link will complete a critical stretch of Mumbai’s coastal corridor.

Along with the Coastal Road, Bandra–Worli Sea Link and Atal Setu, it will ensure smoother travel from Nariman Point to the northern suburbs, Fadnavis said.

The meeting, attended by Deputy Chief Ministers Eknath Shinde and Ajit Pawar and senior cabinet members, also approved major projects in Nashik and Pune.

The Cabinet sanctioned a 66 km Inner Ring Road for Nashik, designed to ease movement during the next Kumbh Mela.

Scheduled for completion between March and June 2027, the project will be managed by the Nashik–Trimbakeshwar Kumbh Mela Authority, which will oversee both land acquisition and funding.

For Pune, the committee reviewed progress on the expanding metro network and directed authorities to complete all ongoing lines within three years.

The metro will feature six-coach trains and new corridors linking Hadapsar to Loni Kalbhor and the Hadapsar Depot to Saswad through a tunnel directly connecting to Purandar Airport.

Multi-level parking and integrated road-metro connectivity have also been mandated to enhance urban mobility.

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Rs 2,000 Crore HUDCO Loan Guarantee Cleared For Virar–Alibaug Transport Corridor

PTI,

November 04, 2025

The Maharashtra State cabinet, led by Chief Minister Devendra Fadnavis, has approved a government guarantee for a Rs 2,000 crore loan to be raised by the Maharashtra State Road Development Corporation (MSRDC) from the Housing and Urban Development Corporation (HUDCO).

The funds will be utilised for land acquisition for the ambitious Virar–Alibaug Multipurpose Transport Corridor.

According to the official statement, a loan of Rs 2,000 crore will be raised by HUDCO for land acquisition for the Virar to Alibaug route. The government has guaranteed the loan to be raised in this.

The cabinet also sanctioned amendments to a previous government decision concerning HUDCO funding, paving the way for expeditious land acquisition and early commencement of work on the project.

The 126.06-km-long corridor is designed to be a multipurpose route, with the first phase covering 96.41 km between Mauje Navghar in Palghar district and Mauje Balavali in Pen. This phase will be executed under the Build, Operate and Transfer (BOT) model.

Once completed, the corridor will establish seamless connectivity between Jawaharlal Nehru Port Trust (JNPT), the upcoming Navi Mumbai International Airport, and the Mumbai Trans Harbour Link.

It will also interlink key national highways such as the Mumbai–Ahmedabad NH-48, Mumbai–Agra NH-848, and the Mumbai–Vadodara Expressway, traversing fast-growing hubs including Vasai, Bhiwandi, Kalyan, Ambernath, Panvel, and Alibaug.

The state cabinet had approved a total financial outlay of Rs 37,013 crore for the project earlier in June this year which includes Rs 22,250 crore for land acquisition and Rs 14,763 crore towards interest payments.

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Maharashtra CM Expresses Concern Over Slow Progress On Mumbai's Key Tunnel, Sea Link And Freeway Projects; Orders Fast-Tracking Them

Business Standard,
November 04, 2025

Maharashtra Chief Minister Devendra Fadnavis, chairing a high-level review meeting, instructed that the Thane–Borivali twin tunnel, Uttan–Virar Sea Link, and Orange Gate–Marine Drive urban tunnel projects be completed within their scheduled timelines.

He highlighted that the Airoli–Katai Naka Freeway will drastically cut travel time to just 20 minutes, directing the Mumbai Metropolitan Region Development Authority (MMRDA) to immediately release funds for land acquisition.

Progress on the 23.8 km Vadpe–Thane road, developed by the Maharashtra State Road Development Corporation, was also reviewed.

Fadnavis noted that 19 km of the stretch is complete, and the entire road, vital for connectivity to the Samruddhi Highway will be ready by March 2026. He also stated that the Mumbai–Pune Missing Link is nearing completion.

Expressing concern over the Bandra–Versova Sea Link’s slow progress, the Chief Minister ordered the contractor to accelerate work using state-of-the-art construction technology.

He also directed the Mumbai Municipal Corporation to expedite land acquisition and housing construction for affected residents of the Magathane–Goregaon DP Road project, advising the use of new construction technology wherever feasible.

Fadnavis further instructed that the Film City–Goregaon to Khindipada–Mulund double tunnel project be fast-tracked to enable easier access from western suburbs to the upcoming Navi Mumbai Airport.

The Central government, he said, has already cleared saline land use for the Versova–Dahisar–Bhayandar Coastal Road, which must be completed in phases by 30 December 2028.

He concluded by urging officers and contractors to work round the clock to ensure lagging projects, including the Sewri–Worli link road, are delivered on time.

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PMRDA To Accelerate Pune’s Infrastructure Overhaul With 248 Km Cement Concrete Road Network

Swarajya,
November 04, 2025

The Pune Metropolitan Region Development Authority (PMRDA) has fast-tracked a major infrastructure upgrade under its newly finalised structural plan, anchoring the next phase of Pune’s expansion on durable, long-lasting cement concrete (CC) roads.

According to Pune Pulse report, as part of this renewed thrust, scrutiny of tenders for constructing 248 km of CC roads is currently underway.

This move brings an effort to modernise Pune’s transport backbone while supporting its rapidly growing industrial and residential clusters.

Following the annulment of the earlier draft development plan, PMRDA began implementing its structural roadmap, focusing on building resilient internal roads, efficient water supply networks, robust drainage systems, and reliable power infrastructure.

Officials said the latest tender process covers not only highways but also key link roads connecting villages, ensuring better last-mile connectivity across the region.

Earlier tenders for asphalt roads were scrapped after Chief Minister Devendra Fadnavis directed that all future roads under PMRDA’s jurisdiction be built using cement concrete.

The change aims to ensure durability, reduce maintenance costs, and withstand the city’s varied weather conditions.

The plan also includes widening existing stretches and constructing new links in fast-developing industrial and urban hubs such as Hinjawadi, Chakan, Maan, and Talegaon, areas that have seen heavy congestion due to rapid population and vehicle growth.

Land acquisition proposals for the proposed ring road and national highway linkages have already been submitted to the district administration for clearance.

Though several projects had stalled after the earlier plan's cancellation, the finalisation of the new structural blueprint has reignited implementation efforts.

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Chhattisgarh: 40,415 km of roads built under PMGSY in 25 years

The Economic Times,
November 03, 2025

Synopsis

In just 25 years, Chhattisgarh has successfully constructed more than 40,000 km of roads through the Pradhan Mantri Gram Sadak Yojana. This ambitious program has dramatically enhanced rural connectivity and catalyzed economic development. Notably, areas previously impacted by Left Wing Extremism are now experiencing revitalization.

More than 40,000 km of roads have been constructed under the Pradhan Mantri Gram Sadak Yojana (PMGSY) in Chhattisgarh in the last 25 years, transforming the rural landscape, enabling connectivity, and boosting economic growth, officials said.

The scheme has also contributed significantly in Left Wing Extremism (LWE)-affected areas, where 12,459 km of roads have been constructed, linking 3,853 habitations to the mainstream. These roads have improved livelihoods, education, healthcare, and security in such regions.

Launched in 2000 by then Prime Minister Atal Bihari Vajpayee to connect rural areas through all-weather roads, the PMGSY scheme has proved to be a game-changer for the state, according to an official statement issued on Sunday.

Before the formation of Chhattisgarh in 2000, the state had only about 4,200 km of rural roads, placing it below the national average and even lower than some northeastern states.

Around 40,415 km of roads has been constructed in Chhattisgarh under this scheme so far since 2000, the statement said.

Prime Minister Narendra Modi, while inaugurating the Chhattisgarh Rajat Mahotsav in Nava Raipur to mark the 25th anniversary celebration of the formation of the state on Saturday, has lauded the progress in roads construction and mentioned about this growth, it said.

The government said the robust rural road network has provided a strong foundation for good governance and inclusive growth.

Farmers can now easily transport paddy from their fields to procurement centres, public distribution system (PDS) supplies reach villages on time, and delivery of nutrition through anganwadis has

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become more effective, it said, adding that roads have improved access to health services in remote areas.

During the initial 16 years of statehood, the pace of construction was particularly high as about 32,000 km of roads and multiple bridges and culverts were built, connecting more than 10,500 habitations.

As many as 8,310 roads and 426 major bridges have been completed as a part of 40,415 km length of roads in 25 years. In second and third phases, older roads were strengthened and upgraded, the release said.

Deputy Chief Minister Vijay Sharma, who also holds Panchayat and Rural Development department, said that under Chief Minister Vishnu Deo Sai's leadership, connecting villages through roads is helping realise the vision of Aatmanirbhar Bharat (self-reliant India).

He added that under the fourth phase of the PMGSY, more than 8,000 km of new roads are planned in tribal and particularly vulnerable tribal group (PVTG) inhabited areas.

Roads will be prioritised under schemes like Dharti Aaba Janjatiya Gram Utkarsh Yojana, Pradhan Mantri Janman Yojana, and in aspirational districts.

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