

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

TUESDAY, NOVEMBER 25, 2025

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9000 Acres Within Hyderabad ORR Set To Be Unlocked As Telangana Govt Brings Policy To Convert Industrial Land For Multi-Purpose Development

The Financial Express,
November 25, 2025

Hyderabad's industrial landscape is set for a major shift, with the state government introducing the Hyderabad Industrial Lands Transformation Policy (HILTP), paving the way for industrial plots inside the Outer Ring Road (ORR) to be repurposed for multi-use development.

The move is expected to unlock large stretches of idle or underutilised industrial land for residential, commercial, IT and institutional infrastructure, reported The New Indian Express.

According to the notification issued by the Industries and Commerce Department, there are 9,292.53 acres of industrial land within the ORR boundary, including 4,740.1 acres of plotted areas.

The Telangana Industrial Infrastructure Corporation (TGIIC) has been designated the nodal agency responsible for overseeing implementation and approvals.

The policy applies to industrial estates, parks, auto nagars and standalone industrial parcels falling within or immediately outside the ORR limits.

Once converted, the land may be utilised for a wide spectrum of integrated development spanning residential housing, IT and ITES campuses, retail hubs, hotels, offices, schools, hospitals, research institutions, and recreational facilities.

As part of the process, Hyderabad Metropolitan Development Authority (HMDA) will formally update the land-use classification after receiving plot-specific details from TGIIC.

Willing applicants can submit requests via the TG-iPASS portal. After an application is received, TGIIC will complete the first round of verification within seven days.

Following this, an approval committee chaired by the special chief secretary (Industries) will process and decide upon the request within another seven-day window.

A sunset clause is also in effect, meaning all applications must be filed within six months of the policy's announcement.

This reform is expected to support planned urban expansion while encouraging investment, housing supply and economic diversification in the rapidly growing ORR corridor.

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Andhra Pradesh Unveils Rs 66,523 Crore Urban Transformation Roadmap; PPP-Led Push Expected To Drive Job Growth, Investment And Smart Cities

PTI,
November 25, 2025

The Municipal Administration and Urban Development Department of Andhra Pradesh has laid out an expansive development vision aimed at reshaping the State's urban profile, with a potential

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boost of around Rs 2.8 lakh crore to the Gross State Domestic Product once the strategy reaches maturity.

The plan outlines investments of Rs 66,523 crore by 2029 excluding Amaravati's capital development, spread across 12 priority themes such as mobility, water security, housing, sustainability, and smart governance, according to a press release issued by Principal Secretary S Suresh Kumar.

A dedicated Public–Private Partnership framework will underpin much of the execution, with the State already allocating Rs 2,000 crore as Viability Gap Funding for the current financial year.

The blueprint anticipates the creation of around 2.3 lakh direct and indirect jobs. The employment vision places emphasis on skill development, with an expectation that 45 per cent of jobs will be skilled and 35 per cent will be secured by women.

A major component of the initiative includes developing five smart cities with integrated digital infrastructure, 2,500 km of improved roads, and 15 modern transit systems.

Energy-efficient building practices are also expected to become standard, with the State targeting a 40 per cent improvement in efficiency across new construction.

The government is also seeking Rs 35,000 crore in overseas investment across eight proposed economic hubs and is banking on mechanisms such as municipal bonds, green financing, and land monetisation to sustain long-term development.

Early progress includes 33 PPP projects spanning waste management, tourism, mobility and renewable energy, with Waste-to-Energy clusters worth Rs 1,254 crore already under implementation in six cities.

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Parallel roads, a 'Patal Lok' tunnel and more: How CM Fadnavis plans to transform Mumbai – Watch

The Financial Express,
November 25, 2025

The Maharashtra Chief Minister said the government plans to build parallel roads. Emphasising that decongestion of 60 per cent traffic at Western Expressway is vital to declutter the city, he said parallel roads will be built to enhance connectivity.

Mumbai to see major development in 5-7 years, says Maharashtra CM Devendra Fadnavis (PTI)
Maharashtra Chief Minister Devendra Fadnavis has laid out an ambitious plan for the development of the state's capital and the country's financial powerhouse, Mumbai. He pledged to transform the city in the next 5-7 years, and elaborated on how his government plans to do so. From metro, suburban railways to sea link and expressways, Fadnavis explained how things can actually work for the city.

Addressing the IIMUN Youth Sessions and Youth Connect, the Chief Minister said plans are underway to decongest Mumbai, for which, he acknowledged, that connectivity needs to be

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improved. He also dropped the plans to name a tunnel as “Patal Lok”, apparently hinting at its deepness and sheer vastness.

“In the next 5-7 years, we will transform Mumbai... If we need to decongest Mumbai, the connectivity needs to be improved from North to South and East to West... The work on the sea link is ongoing from Bandra to Versova which will meet at 4 different places...” he said.

Parallel roads to increase connectivity: Fadnavis

The Maharashtra Chief Minister said the government plans to build parallel roads. Emphasising that decongestion of 60 per cent traffic at Western Expressway is vital to declutter the city, he said parallel roads will be built to enhance connectivity.

<https://twitter.com/i/status/1992855497876336851> (Video link)

“...we are preparing parallel roads, which will also increase connectivity and decongest traffic... We will also construct a complete tunnel network known as ‘Patal Lok’...” he added.

Fadnavis said the Mahayuti government will deliver 50 Kms of metro every year and will achieve full metro connectivity in the next 4 years.

Why are all these required in Mumbai?

Mumbai has long been dominated by the locals, and the monorail has failed to decongest the same. Mumbai Metro came as a lucrative alternative to the usual transport, but the same has not been able to provide the convenience passengers seek.

The state government is steadily working on metro and other projects to give the city and its people breathing space from rigorous traffic it sees every day. “Mumbai’s average speed is 20kmph, sometimes it comes down to 15kmph in peak hours, but this is a link where you can keep average speed at 80, not less than 80,” Fadnavis said while talking about roads and sea link.

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After Years of Delays, Sabari Rail Project Gains Fresh Momentum As Land Mapping Concludes In Ernakulam: Report

Swarajya,
November 25, 2025

The long-pending Sabari Rail project which was first proposed more than three decades ago is finally progressing in Ernakulam, with the district administration finalising the mapping of land parcels required for acquisition.

The move is expected to revive ground-level work along the Angamaly–Erumely stretch, which had stalled for years due to administrative and financial hurdles.

A Times of India report stated that the updated parcel list will now be submitted to the Kerala Infrastructure Investment Fund Board (KIIFB), which will review valuation and funding procedures.

Once cleared, land acquisition offices that were previously closed are likely to be reopened to expedite the process.

Under the proposed alignment, stations are planned at Angamaly, Kalady, Perumbavoor, Odakkali, Kothamangalam, Muvattupuzha and Vazhakkulam within Ernakulam district, and later continuing through Thodupuzha, Karimkunnathur, Ramapuram, Bharananganam, Chermalamattom, Kanjirappally Road and reaching Erumely in Kottayam.

Although approved by the Centre in 1998, the project has seen limited physical progress. A 7 km rail stretch has been laid, the Kalady station completed, and a 1 km bridge over the Periyar constructed.

Of the 303.58 hectares needed, just 24.40 hectares have been acquired to date — a fraction of the requirement. Costs have also risen sharply from the original estimate of Rs 550 crore.

Former MLA and Sabari Rail Action Council Federation convenor Babu Paul noted that land acquisition between Kalady and Perumbavoor, roughly a 10 km stretch, is largely complete and compensation may now be processed. However, further progress depends on whether KIIFFB calls for a fresh valuation.

Beyond Perumbavoor, covering around 39 km, a social impact assessment has been completed but is awaiting public hearings and approval. Approximately Rs 513 crore will be needed to complete land acquisition in Ernakulam alone.

Separately, the state's proposed Sabarimala Greenfield Airport (also referred to as the Sabarimala airport project) is progressing.

In July 2025, the Detailed Project Report (DPR) for the Sabari airport to be developed near Erumely in Pathanamthitta district was submitted to the Union Ministry of Civil Aviation, with an estimated cost of Rs 7,047 crore and a 3,500 metre runway among the key features.

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Kavach 4.0 Installed On 654 Km Of Rail Network As Rollout Gathers Pace Across India

Swarajya,
November 25, 2025

India's latest version of its indigenous Automatic Train Protection (ATP) system —Kavach 4.0 has now been deployed across 654 km of railway track, according to a recent response from the Railway Ministry to a Right to Information (RTI) query.

The rollout, which officials describe as expanding “zone by zone,” also covers 155 stations and 2,892 locomotives across the network.

Kavach is designed to automatically apply brakes if a train overshoots speed limits or fails to stop at a danger signal, reducing the risk of collisions and human error. Field trials began in 2016 and the system was formally notified as India's national ATP framework in 2020.

The RTI response detailed recent commissioning milestones, including the 324 km Kota–Mathura route on 30 July 2025 and the adjoining 225 km Kota–Nagda stretch on 7 October 2025.

Together, these form a continuous 549 km Kavach-equipped corridor. The Howrah–Bardhaman section, spanning 105 km, was brought online on 12 September 2025.

Kavach deployment involves multiple interconnected components — including locomotive units, station systems, telecom networks and RFID tags along the track making the implementation process technically demanding.

Government expenditure on the system has risen sharply as rollout expands. The ministry reported spending Rs 66.04 crore in 2020-21, rising to Rs 926.37 crore in 2024-25.

Between April and September 2025 alone, Rs 351.49 crore was allocated, bringing total investment since 2020 to Rs 2,268.34 crore.

However, concerns over rollout speed remain. RTI applicant Chandra Shekhar Gaur said the target of covering the country's 1.13 lakh km network in six years feels impossible at the current pace.

Railway officials maintain momentum is improving, noting that installation capacity has expanded beyond three companies and more suppliers are undergoing approvals, which they say will accelerate deployment in the coming months.

The rollout comes in the shadow of several major train accidents over the past decade, including the Balasore triple-train collision in Odisha in June 2023, which resulted in nearly 300 deaths and over a thousand injuries which highlighted the need for fail-safe automatic protection systems on India's busy rail network.

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