

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

FRIDAY, NOVEMBER 27, 2026

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Tata Projects Secures Major Contract For 1,600 MW Ultra-Supercritical Thermal Power Project In Central India

Swarajya,
November 27, 2026

Tata Projects Limited has secured the complete balance of plant turnkey package for a 1,600 MW ultra-supercritical thermal power project in central India, marking a significant addition to the country's expanding coal-based generation capacity.

The engineering, procurement and construction contract, awarded by a leading integrated power utility, comprises two 800 MW units using advanced ultra-supercritical technology.

Under the contract, Tata Projects will oversee the design, engineering, manufacture, supply, construction, erection, testing and commissioning of all balance of plant systems.

The scope encompasses coal and biomass handling infrastructure, fuel and ash management facilities, water intake and cooling systems, electrical infrastructure, power evacuation systems, environmental facilities including a 275-metre triple-flue chimney, and all associated civil and structural works.

The project reflects India's continuing investment in thermal power infrastructure alongside renewable energy expansion.

Government figures show that 47,545 MW of thermal capacity remains under construction across the country, including 4,845 MW of stressed projects, whilst an additional 16,000 MW has been awarded and awaits construction.

The Ministry of Power has identified a requirement for approximately 315,000 MW of thermal capacity by 2035-36, necessitating the addition of at least 105,000 MW of new coal and lignite-based generation.

Ultra-supercritical technology represents a substantial efficiency improvement over conventional thermal plants, with modern units achieving thermal efficiency levels of approximately 44 per cent compared to 38 per cent for sub-critical plants.

The company has previously delivered more than five gigawatts of balance of plant and EPC projects, alongside flue gas desulphurisation systems serving approximately nine gigawatts of thermal power capacity across India.



The inclusion of biomass handling infrastructure indicates co-firing capability within the coal station, aligning with India's environmental objectives whilst maintaining baseload generation capacity.

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Bengaluru Tunnel Project Rerouted Away From Historic Lalbagh Garden Following Fierce Public Opposition

The Hindu,
November 27, 2026

The Karnataka government has formally shelved the proposal to acquire six acres of Lalbagh Botanical Garden for Bengaluru's proposed 17.6 km tunnel road project.

Greater Bengaluru Development Minister Krishna Byre Gowda confirmed the alignment of the Hebbal to Silk Board tunnel would be changed to bypass the historic garden, following fierce opposition from citizens, environmentalists and political parties.

Bengaluru Smart Infrastructure Ltd (B-SMILE) is now surveying alternative locations for the tunnel road's entry and exit points, with two possible routes near Siddapura and Wilson Garden under consideration.

The minister told reporters that surveys of the alternative alignments are underway and will be finalised soon.

The original alignment required approximately six acres inside Lalbagh for entry and exit facilities and a launch site for the tunnel boring machine.

The decision follows months of public protests under the "Save Lalbagh" campaign, which peaked in August 2026 when thousands formed a human chain around the iconic Lalbagh Rock.

The government had also withdrawn the Karnataka Parks Conservation Amendment Bill after opposition accused it of facilitating the diversion of park land for infrastructure projects.

Concerns were raised about potential damage to the garden's three-billion-year-old Peninsular Gneiss rock formation.



Gowda clarified that whilst the change in alignment could increase the overall project cost due to a longer route, there would be no increase in toll charges.

The state government has asked the Chief Secretary to negotiate with the Adani Group, the lowest bidder for construction, to manage costs.

The government plans to contribute around Rs 7,000 crore towards the project, which will connect Esteem Mall near Hebbal with the Central Silk Board junction.

BJP MP Tejasvi Surya welcomed the realignment as a partial victory for citizens but raised broader concerns about the tunnel road's impact on public transport and other heritage sites like Hebbal Lake.

The final alignment decision is expected after feasibility studies are completed and stakeholder consultations conclude.

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West Bengal Gets Rs 1 Lakh Crore Road Infrastructure Package With Rs 14,000 Crore For Kolkata Ring Road

Business Standard,
November 27, 2026

Union Road Transport and Highways Minister Nitin Gadkari has announced road infrastructure projects worth Rs 1 lakh crore for West Bengal.

Speaking at an NHAI event in Kolaghat, Purba Medinipur today, Gadkari said the Centre would ensure adequate funding for infrastructure projects in the state.

He said road projects worth Rs 35,000 crore, covering around 450 km, were currently under construction, while projects valued at nearly Rs 40,000 crore had already been completed.

He also assured Chief Minister Suvendu Adhikari that financial resources would be made available for road development, adding, “Do not worry about money. You will get tired of asking (for projects), but I will not get tired of providing funds.”



Among the major projects announced are the four-lane Siliguri-Guwahati corridor, estimated to cost Rs 26,000 crore, the Siliguri-Darjeeling corridor worth Rs 6,000 crore and the Kolkata ring road project, which is estimated at Rs 14,000 crore.

He attributed India's infrastructure expansion to the government's focus on connectivity since 2014 and said West Bengal could contribute significantly towards the country's ambition of becoming the world's third-largest economy.

Referring to road and flyover development in Maharashtra, Gadkari highlighted innovative financing and market-based resource mobilisation as ways to fund large infrastructure projects.

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Uttarakhand's Strategic Rishikesh-Karnaprayag Rail Project: Over Rs 23,000 Crore Spent So Far, Physical Progress Nears 80 Per Cent

Swarajya,
November 27, 2026

Over Rs 23,000 crore has been spent so far on the strategically important Rishikesh-Karnaprayag railway line project in Uttarakhand, which has achieved nearly 80 per cent physical progress, according to a government report.

The 125-kilometer new rail line project is being developed at an estimated cost of Rs 38,953 crore and is targeted to be completed by December 2029.

Once fully operational, the transformative railway line will reduce travel time between Rishikesh and Karnaprayag from six to seven hours to just 2.5 hours.

The project aims to improve connectivity in Uttarakhand, facilitating the Char Dham pilgrimage whilst boosting regional tourism and enhancing strategic border connectivity for the state.

According to the monthly project monitoring flash report of the Ministry of Statistics and Programme Implementation (MoSPI) for the month of October, the strategic rail line project has now crossed 79 per cent physical progress.



Further, around Rs 23,041 crore, out of the total estimated Rs 38,953 crore project cost, has been spent so far on the 125-km broad-gauge corridor, which is designed to provide all-weather connectivity to the Garhwal Himalayas and strengthen access to the border regions, according to the MoSPI report.

The project involves some of the most complex engineering work undertaken by Indian Railways in recent years.

Over 85 per cent of the alignment consists of tunnels, with multiple bridges, escape passages, and safety systems being constructed along the Alaknanda valley.

Once completed, the railway line will directly connect Rishikesh with key towns such as Devprayag, Srinagar, Rudraprayag and Karnaprayag, reducing travel time and improving access to pilgrimage centres and strategic locations.

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