

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

TUESDAY, OCTOBER 07, 2025

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Centre Keen On Combined Road And Rail Tunnel Projects, Asks Ministries To Work Together: Report

Swarajya,
October 7, 2025

India's road and rail ministries have agreed to jointly construct rail-cum-road tunnels along corridors deemed vital for connectivity and national security.

Senior officials from both ministries recently met to discuss three major projects, with feasibility studies to begin immediately, Times of India has reported.

The move follows a Cabinet Secretariat directive asking the two departments to collaborate on shared infrastructure.

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A Joint Working Group (JWG) was subsequently formed to explore how common tunnels could be planned and built in a more cost-effective and integrated manner.

During the meeting, the Northeast Frontier Railway outlined a new line on the Dumdangi–Rangapani–Bagdogra stretch, which would include a 22 km tunnel.

At the same time, the National Highways Authority of India (NHAI) has prepared the alignment for the Gorakhpur–Siliguri Expressway.

Given the strategic sensitivity of the so-called “Chicken’s Neck” corridor linking the Northeast with the rest of India, officials agreed to examine linking the expressway with the rail alignment, potentially allowing both to share the proposed tunnel.

In Karnataka, the focus is on the Maranahally–Addahole section of the Shiradi Ghat, where the highway design features 21 km of tunnels, including one nearly 16 km long.

NHAI has been asked to finalise feasibility for a combined rail-road structure within two months.

Equally ambitious is the proposal to build an underwater tunnel beneath the Brahmaputra, connecting Gohpur with Numaligarh in Assam. The railways and the NHIDCL will conduct a preliminary study within the same timeframe.

Experts point out that such shared infrastructure not only lowers construction and operational costs but also minimises environmental impact by reducing duplication of tunnels, ventilation systems and monitoring networks.

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Indian States Eye InvITs To Monetise Infrastructure Assets, Inspired By Centre’s Model

Swarajya,
October 7, 2025

Several Indian states are preparing to embrace infrastructure investment trusts (InvITs) as a new way to monetise public assets, taking a cue from the federal government’s success with the model.

According to a Reuters report, states including Maharashtra, Gujarat and Tamil Nadu are working on launching their own InvITs, while Rajasthan is in advanced discussions with the National Highways Authority of India (NHAI) to fold its assets into a centrally managed road fund.

InvITs function much like mutual funds, allowing both individual and institutional investors to directly invest in infrastructure projects.

Investors earn income from project revenues as well as capital gains from the appreciation of InvIT units.

For governments, InvITs offer a way to recycle capital, freeing up funds for new projects without relying entirely on traditional borrowing.

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The model has gained momentum nationally. Data from the Bharat InvITs Association (BIA) shows that as of March-end, InvITs managed assets worth more than 7 trillion rupees (\$78.86 billion), with a market capitalisation of 2.40 trillion rupees.

“The move will attract a wider investor base, deepen market participation, and create fresh opportunities for long-term capital,” NS Venkatesh, CEO of BIA was quoted as saying.

He added that state-level trusts could broaden the sector’s scope “...with the possible addition of newer sectors such as ports, sewage and water treatment plants, and urban and railway infrastructure”.

Some states have also initiated early talks with the National Bank for Financing Infrastructure and Development (NaBFID) to support their proposed trusts, the report stated.

The Centre itself has monetised assets worth 926.3 billion rupees in the last five years through models like toll-operate-transfer (TOT) and its own InvIT launched in 2022.

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Maharashtra Government Grants Approval For Rs 3,162 Crore Nagpur–Gondia Expressway

PTI,

October 7, 2025

This decision follows the Cabinet's approval on 26 August, 2025, and the subsequent administrative sanction on 3 October, 2025.

The Government of Maharashtra has officially approved the Rs 3,162.18 crore Nagpur–Gondia Access-Controlled Expressway.

This decision follows the Cabinet's approval on 26 August, 2025, and the subsequent administrative sanction on 3 October, 2025.

Spanning a total length of 162.577 km, the expressway will be developed by the Maharashtra State Road Development Corporation (MSRDC). The project comprises several key segments:

- Nagpur–Bhandara Section: 72.500 km
- Bhandara–Gondia Section: 72.600 km
- Taroda Link Road: 3.765 km
- Gondia Bypass Road: 13.712 km

This initiative is part of the Hrishamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarga scheme, aiming to connect Mumbai with Nagpur and further to Gondia.

The expressway is expected to reduce travel time between Nagpur and Gondia from over three hours to approximately 75 minutes, significantly enhancing accessibility and promoting regional development.

The project will benefit 10 talukas and 115 villages across Nagpur, Bhandara, and Gondia districts, facilitating smoother transportation of agricultural and industrial goods.

In terms of financing, the project has secured an administrative approval amounting to Rs 3,162.18 crore, which includes Rs 2,006.03 crore for land acquisition and Rs 1,156.16 crore for potential interest.

The funding will be supported by a loan from the Housing and Urban Development Corporation (HUDCO), with the Maharashtra government assuring coverage for any shortfall in repayment, ensuring the project's financial stability.

The Nagpur–Gondia Expressway will unlock development in tribal and mining-heavy areas of Bhandara and Gondia, streamline agricultural logistics, and draw new industries to Vidarbha.

Once functional, it will serve as a vital economic corridor, linking eastern Maharashtra to the state's expressway network and enhancing Nagpur's role as a logistics hub.

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Lotus blooms at Navi Mumbai International Airport – A unique blend of design and innovation

The Financial Express,
October 7, 2025

Designed in the shape of a lotus, the new airport in Navi Mumbai will have facilities such as pre-booking of parking, 100% Digi Yatra-enabled gates, a number of check-in and self-baggage drop counters to reduce queue time.

As one enters the Navi Mumbai International Airport, large digital screens catch the eye, some displaying flight information and some beaming the history of arts and culture of Maharashtra as well as India.

Designed in the shape of a lotus, the new airport, the first phase of which will be opened by Prime Minister Narendra Modi on Wednesday, is a blend of tradition and modernity. The first commercial flight is expected to take off from the airport at Ulwe, nearly 37 kilometres from South Mumbai, in December this year.

The aim is to provide the maximum convenience and reduce “anxiety points” for passengers through the use of technology while embracing tradition in design and digital displays, according to the airport operator. “Our aim is to remove anxiety from common people,” said Arun Bansal, CEO of Adani Airport Holdings (AAHL).

In total, the airport will have 32,000 sq ft of digital art programme and 4,000 sq ft of LED screens. The airport will have facilities such as pre-booking of parking, 100% Digi Yatra-enabled gates, a number of check-in and self-baggage drop counters to reduce queue time.

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What are some features of the airport?

The airport has 66 conventional check-in counters and 22 self-baggage drop-ins. The airport is also working on a system that will inform passengers about their luggage belts. The airport will have an app where passengers can order food from anywhere in the airport and get it delivered. The airport will have a food hall which will have a unique “Bombay Bond” which will have restaurants which have origins in Mumbai.

Bansal said the entire non-aero area will have paper-less transactions and kiosks will be set up for pre-ordering food. “Passengers can pre-order from the gates from cloud kitchens which will be 10 to 15 minute service,” he said, adding that the airport will also have gaming zones for local people.

Initially, the airport aims to handle 20 million passengers per annum (MPPA). It will handle 90 million passengers once fully developed, thereby becoming the largest airport in the country. The second phase of the airport is expected to be opened by 2029. The airport, spread across 1,160 hectares, is developed and managed by Navi Mumbai International Airport (NMIAL), which is a special purpose vehicle between Mumbai international Airport, a subsidiary of Adani Airport Holdings having 74% stake and CIDCO of Maharashtra holding 26%.

With 3.8 million metric tonne of planned capacity, the company aims to make it largest cargo hub in the country and plans to set up largest MRO facility in the airport. The airport has already tied up with Akasa Air, IndiGo and Air India for operations. In the initial phase, it will handle about 20 to 23 aircraft movements per hour, with flexibility to scale up as operations stabilise.

The company has invested Rs 20,000 crore in phase 1 and will invest Rs 30,000 crore in the second phase, said Capt BVJK Sharma, CEO at NMIA. About 65% of the investments are funded through debt. The airport will ultimately house four terminals linked by automated people movers, underground fuel hydrant systems, and efficient cargo and passenger movement networks. Once all four terminals are operational, capacity could reach up to 100 MPPA.

Sharma said a connector is getting built which will connect Coastal Road to Atal Setu in Sewri. It is expected to open in April next year and will help passengers travel faster from Mumbai. “They can take Coastal Road from Worli to reach Sewri and then take Atal Setu to reach the terminal,” he said.

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