

# NEWSLETTER








CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, OCTOBER 13, 2025

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## Three Major Ports In Gujarat, Tamil Nadu And Odisha Recognised As Green Hydrogen Hubs

### National Highway Master Plan 2047: Nagpur-Hyderabad Expressway DPR To Focus On Eco-Friendly, High-Speed Corridor

Swarajya,  
October 13, 2025

The Nagpur-Hyderabad Expressway, a high-speed infrastructure project aimed at reducing travel time and bolstering regional trade, progressed a step closer to execution as officials reviewed its detailed project report (DPR) under the leadership of Divisional Commissioner Vijayalakshmi Bidari on Thursday (9 October), the Times of India reported.

The review covered five potential alignments, with engineers and planners weighing technical feasibility, economic benefits, and ecological concerns.

Bidari highlighted that the highway's design should avoid damage to forests, wildlife habitats, and coal blocks, and called for inter-agency coordination to integrate design improvements.

"The corridor is a significant infrastructure initiative, and planning must balance development with environmental sustainability," Bidari said, urging officials to finalise designs based on the discussions before granting approval.

The expressway forms a key part of the National Highway Master Plan 2047, a Union Ministry of Road Transport and Highways initiative to build an integrated, modern transport network nationwide.

Once completed, it is expected to improve traffic management, reduce travel time, and catalyse industrial and rural development across Maharashtra and Telangana.

Stakeholders agreed that meticulous planning and adherence to environmental standards are critical for the corridor to meet its objectives.

Revised DPRs incorporating the meetings recommendations are expected in the coming weeks.

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### Gadkari Set To Inaugurate Over 450 Km Completed Stretches Of Kerala's NH 66 In January

The Economic Times,  
October 13, 2025

Kerala's long-anticipated National Highway 66 (NH 66) is expected to be inaugurated in January.

Union Minister for Road Transport and Highways Nitin Gadkari will inaugurate the completed stretches of the 678-km-long highway, State's Public Works Minister PA Mohamed Riyas announced on Thursday (9 October), The New Indian Express reported.

The decision followed a meeting between Chief Minister Pinarayi Vijayan, Riyas, and Gadkari.

Riyas said that over 450 km of the highway project is already over.

The meeting also greenlit the January inauguration of other projects, including the Palakkad-Kozhikode Greenfield Highway, which will cut travel time between the two cities from 3-4 hours to 1.5 hours.

Riyas described NH 66 as a "dream project" of Keralites and highlighted the state's concerns over contractor delays.

"Construction along more than 450 km of NH 66 has been completed. Of the 16 reaches of the NH in Kerala, the government aims to complete maximum reaches by January. At some places, work is not progressing at the required pace due to the lackadaisical attitude of the contractors. The state wants strict action taken against them. To speed up the project, the number of workers has been increased at certain places," he said.

Gadkari has assured that efforts will be made to finish all remaining stretches on schedule and will hold an urgent meeting of contractors and officials in Delhi to accelerate progress.

He also agreed to write off Rs 237 crore in lieu of land acquisition.

Additional decisions during the meeting included the completion of the Thiruvananthapuram Outer Ring Road, Kollam-Shenkottai Greenfield Highway inauguration, NH 744 improvements, and DPR revision of the Edamon-Kollam stretch.

Gadkari will visit Kerala in January to review the progress of remaining works.

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## Chhattisgarh Government Approves Rs 152 Crore Direct Road Link From Naxalism-Hit Abujhmarh To Maharashtra

PTI,

October 13, 2025

After an intensive security crackdown weakened Maoist strongholds, the Centre is on track to meet its deadline of eliminating Naxalism in the country by March next year.

This has paved the way for development to reach one of Chhattisgarh's most conflict-affected areas, reported The Times Of India.

In line with the Centre's commitment to unimpeded development and progress, the Chhattisgarh government has sanctioned a 21.5-kilometre road project connecting insurgency-hit Abujhmarh in Narayanpur district directly to Maharashtra.

The project, estimated to cost Rs 152 crore, will be executed in three segments.

It will feature a two-lane paved shoulder design, ensuring year-round connectivity through dense forest terrain.

This road will serve as a direct link between the remote Kutul region of Abujhmarh and Neelangur, located at the Maharashtra border.

It will cut deep into a Maoist-affected zone about 21.5 km from Neelangur, offering a vital connection for both states.

The proposed section will form part of the 195-kilometre NH-130D, a branch of NH-30. NH-130D begins at Kondagaon and passes through Narayanpur and Kutul before entering Maharashtra.

Officials said the new route will continue through Bingunda, Laher, Dhodrai, Bhamragarh, Hema, and Lakasa, linking them to NH-353D at Alapalli.

The Public Works Department (PWD) has completed the tendering process and directed the Chief Engineer (National Highways Zone), Raipur, to finalise the agreement with the lowest bidder, officials confirmed.

This development marks a major step in connecting a remote and previously inaccessible region to broader infrastructure networks, fostering economic growth and security in the area.

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## Construction sector revival powers strong growth in UP and Bihar, outpaces national average: Report

Mint,  
October 13, 2025

### Synopsis

*India's construction sector revival has driven strong growth in Uttar Pradesh and Bihar, with the sector contributing 13.4% and 11.2% of the states' GVA respectively in FY24, well above the All India average of 8.9%, according to HDFC Bank.*

The revival in India's construction sector has driven robust growth in Uttar Pradesh and Bihar, with both states witnessing a sharp rise in the sector's contribution to their Gross Value Added (GVA) in FY24, according to a report by HDFC Bank.

The report noted that UP and Bihar have seen rapid growth in construction post the pandemic, propelled by the government's support for infrastructure development.

It stated "The revival in the construction sector has powered recent growth in Uttar Pradesh and Bihar, together accounting for 13.4 per cent and 11.2 per cent of the state's GVA respectively, outpacing the All India average of 8.9 per cent".

The report also noted that both states are among the top 3 beneficiaries of the central government's interest-free loan for capital investment projects.

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The report also shared that Uttar Pradesh has emerged as the leading contributor to India's construction GVA, commanding a 12.5 per cent share in FY24, followed by Tamil Nadu (11.8 per cent) and Maharashtra (10 per cent).

Other major contributors include Gujarat (6.9 per cent), Karnataka (5.7 per cent), Kerala (5.6 per cent), and West Bengal (5.4 per cent).

The surge in Uttar Pradesh's construction sector marks a strong turnaround from previous years.

The state's construction share in total GVA rose sharply from around 12 per cent in FY12 to 13.4 per cent in FY24, indicating an expansion in infrastructure spending and housing development.

Bihar also displayed a steady recovery, with its construction share climbing to 11.2 per cent in FY24 after years of subdued growth.

The revival of increased public investment in infrastructure, particularly under government-led programs focused on housing, roads, and urban development.

The data highlights how construction activity has become a key growth driver for regional economies, particularly in northern India, helping to offset weaknesses in agriculture and manufacturing.

Overall, the construction sector's performance in Uttar Pradesh and Bihar signals a broader economic recovery trend, reflecting both improved public capital expenditure and stronger private participation in infrastructure projects.

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## Centre to link highway awards to returns, based on FASTag data

Mint,

October 13, 2025

*The government is set to mandate that all new highway contracts projecting over 15% returns be awarded through the build-operate-transfer (BoT) model, utilizing authentic traffic data from FASTag.*

The move aims to attract private investment and revive interest in highway infrastructure.

The Centre plans to mandate awarding new highway projects under the build-operate-transfer (BoT) model if the traffic data, generated through the electronic toll collection system FASTag, shows that private developers can earn at least 15% annual returns from toll collections, two people aware of the matter said.

Less remunerative projects, such as highway contracts showing less than 15% annual returns, will be awarded under hybrid annuity model (HAM) or engineering, procurement construction (EPC) route, where the government bears full or partial construction risk and funding. By contrast, under the BoT model, the private builder develops the road, operates it, and recovers the cost through tolls.

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The move is aimed at reducing investor risk in construction of greenfield highway stretches, as the developer would be aware of likely returns on investment while bidding. This is expected to allow the government to put out more projects for award under the BoT route, which places investment risk entirely on private concessionaires. The plan is to make this route attractive for most highway project awards and expects the private sector to participate more aggressively for these projects.

“As per the plan, the ministry of road transport and highways (MoRTH) has asked its highway construction and awarding entity—National Highways Authority of India (NHAI)—to do fresh assessment of traffic data for all upcoming highway projects so that projections on returns could be calculated more accurately,” said the first of the two persons cited earlier, both of whom spoke on the condition of anonymity.

“This would be used to segregate highway awards with stretches projecting 15% or more returns going under BoT route while others (with less than 15% returns) getting awarded under HAM or EPC mode,” the person added.

Queries emailed to spokespersons of MoRTH and NHAI on Friday remained unanswered till press time.

### **Earlier report**

Mint earlier reported about the government’ plan to introduce a new model concession agreement (MCA) by September-end. This move comes in the backdrop of the share of BoT projects in highway contract awards falling from a high of 90% a decade ago to less than 10% now. Private investors have so far shied away from taking up the entire risk of construction of highways and have instead opted for projects that have been awarded under HAM and EPC models.

Along with ensuring a minimum return on investment for highway concessionaires, the MoRTH is also taking other measures such as extending tolling rights of competing highways to the same concessionaire that is building a new greenfield stretch, as reported by Mint earlier. It has also put in place a transparent compensation mechanism in BoT contracts, where any shortfall in projected revenue will be compensated by the government. A more structured dispute resolution mechanism has also been set up, with clarity on termination payment.

“BoT continues to remain a critical model, and the revived interest from developers reflects this. Developers are seeking balanced risk-sharing frameworks and timely dispute resolution to ensure sustainable project delivery,” said Jagannarayan Padmanabhan, senior director and global head, consulting, Crisil Intelligence.

### **Popular way**

BoT (toll) was the most popular way of awarding highways till 2014. Between 2007 and 2014, only BoT model was used to build highways.

The model accounted for 96% of all projects awarded in 2011-12. But this progressively reduced to nil as investor appetite for taking risks waned and several concessionaires faced liquidity issues to complete projects won by placing over-ambitious bids. In 2018-19 and 2019-20, no projects were awarded through the BoT route. The last time the NHAI tried to assign road projects on BoT was

in 2020, but it only finally got awarded in 2021. In FY24 and FY25, road developer NHAI could award just a couple of projects on BoT mode.

“This is a welcome step. This was practised earlier as well, and it is good to note that this process is being emphasised again. This will ensure that viable projects go under BoT and others go under HAM or EPC route,” said Kuljit Singh, partner and national infrastructure leader at EY India.

According to ratings agency ICRA, between 2016 and 2025, the road ministry awarded about 110,000 km of projects, of which around 90,000 km (81.5%) were under the EPC route. It was followed by HAM model, accounting for 19,943 km or 18.4% of the total awards, with the BOT model accounting for just 0.1% of the contracts awarded.

ICRA expects EPC to account for 60-65% of awards, followed by the hybrid annuity model (HAM) at 25% and 10% through the BoT (toll) mode in FY2026.

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## Delhi Metro Invites Bids For 500 Million Units Of Renewable Energy To Power Greener Operations

Swarajya,  
October 13, 2025

The Delhi Metro Rail Corporation (DMRC) has invited bids for the supply of 500 Million Units (MUs) of renewable energy annually to power its growing network across Delhi and the National Capital Region (NCR).

The DMRC currently draws around 350 MUs from the Rewa Solar Park in Madhya Pradesh and generates an additional 40 MUs annually from rooftop solar plants installed at its stations, depots, and staff colonies.

With these initiatives, renewable energy now accounts for 33 per cent of DMRC's total operational power consumption, and nearly 65 per cent during daytime services.

The new bid seeks to identify a Solar Power Developer to set up a grid-connected captive generating plant, integrated with a Battery Energy Storage System (BESS), located anywhere in India.

The aim is to further increase the share of renewable energy in DMRC's overall power mix to over 60 per cent, including requirements for its upcoming Phase-IV network expansion.

Once realised, DMRC will become India's first metro system to derive more than 60 per cent of its total power from renewable sources, marking a major milestone in sustainable urban transport.

The project is expected to be completed within 15 months from the date of award, with a 25 year Power Purchase Agreement (PPA) period.

The initiative aligns with the Government of India's "Panchamrit" climate action strategy, announced at COP26.

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## Kerala: Palakkad Industrial Smart City To Be Developed In Single Phase Under Kochi–Bengaluru Corridor

Swarajya,  
October 12, 2025

The Kerala Industrial Corridor Development Corporation (KICDC) has announced that the infrastructure development for the Palakkad Industrial Smart City, a flagship project under the Kochi–Bengaluru Industrial Corridor, will be implemented in a single phase, news agency PTI reported.

KICDC has reportedly begun preliminary preparations to move the project into its execution stage.

The first coordination meeting, involving representatives from the contracting consortium Dilip Buildcon–PSP Projects and the National Industrial Corridor Development and Implementation Trust (NICDIT), is scheduled for next week.

According to Industries Principal Secretary APM Mohammed Hanish, the project's development works are expected to commence by the end of this month or early next month.

The Centre will release project funds in stages, with the state government transferring a proportionate share of land acquired by KINFRA once the central share is confirmed.

So far, the central government has released Rs 313.5 crore in two instalments, while the state has handed over 330 acres of land.

A third instalment from the Centre is expected soon, confirmed KINFRA Managing Director Santosh Koshy Thomas.

Officials noted that Kerala is ahead of schedule compared to other states implementing similar Industrial Smart City projects, with tendering for infrastructure already completed.

KICDC plans to complete infrastructure development within 42 months, after which land allotment to companies will begin.

While the land transfer will occur in phases based on fund availability, the entire infrastructure development will be executed in one go on land already acquired.

The state government had earlier invested Rs 1,489 crore through KIIFB for acquiring 1,450 acres, completing most of the process within 14 months.

The Palakkad Smart City is being developed through a special purpose vehicle jointly formed by KINFRA and NICDIT, with equal equity participation from both the state and the Centre.

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## Three Major Ports In Gujarat, Tamil Nadu And Odisha Recognised As Green Hydrogen Hubs

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Swarajya,  
October 13, 2025

The government has formally recognised Deendayal Port Authority (Gujarat), V O Chidambaranar Port Authority (Tamil Nadu), and Paradip Port Authority (Odisha) as Green Hydrogen Hubs, marking a key step in the country's push toward net-zero emissions by 2070, reported Economic Times.

Union Ports, Shipping and Waterways Minister Sarbananda Sonowal emphasised the role of ports in this transition, stating, "Ports are important nodes in the transition towards net zero by 2070."

The green hydrogen initiative follows a cluster-based development model, which aims to strengthen early-stage project viability, promote infrastructure convergence, and achieve economies of scale in designated regions.

This model encourages coordinated industrial participation and helps attract investments in clean fuel technologies.

Under the current scheme guidelines, the government identifies and supports regions suitable for large-scale hydrogen activity through Hydrogen Valley Innovation Clusters (HVIC) and Green Hydrogen Hubs.

By recognising these three ports, authorities intend to accelerate industrial involvement, stimulate green investments, and foster innovation in green hydrogen technologies.

Officials say the move will create a conducive environment for companies to scale projects efficiently, ensuring infrastructure and resources are optimally utilised while minimising costs.

The cluster-based approach also allows for concentrated development of hydrogen ecosystems, making it easier for industries and research organisations to collaborate and innovate.

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