



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, OCTOBER 12 - 13, 2026

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Nitin Gadkari Calls For Stronger DPR Planning, Road Safety And Global Quality Standards At Highway Chintan Shivir 2026

PTI,

October 13, 2026

Union Road Transport and Highways Minister Nitin Gadkari has called for stronger project preparation, road safety and quality standards in highway development, stressing that key issues must be addressed before construction begins.

Speaking at the opening of the two-day Chintan Shivir 2026 in Ekta Nagar, Gujarat, Gadkari said highway projects should be planned more thoroughly at the Detailed Project Report (DPR) stage to prevent delays and cost escalation.

He highlighted the need for proper surveys, alignment planning, land acquisition, utility shifting and statutory clearances before work starts.

"Better preparedness at the initial stage would help minimise delays, avoid cost escalation and improve the efficiency of highway projects" said Gadkari.

He also called for road safety to be built into highway design from the outset. Accident-prone locations should be identified during planning, with suitable safety measures incorporated into both construction and project design.

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The conclave, being held under the theme 'Gatishakti se Pragati', brings together state transport and PWD ministers, senior officials, implementing agencies and other stakeholders to discuss highway construction and infrastructure delivery.

Gadkari urged states to share successful practices and field-level solutions that could be adopted elsewhere.

"Successful practices adopted by different states should be shared, evaluated and replicated wherever appropriate to improve project implementation and infrastructure outcomes across the country," he said.

The minister also pushed for wider use of new construction technologies, innovative methods and cost-effective materials to improve quality and reduce construction and maintenance costs.

He called for greater adoption of environmentally sustainable and recycled materials, along with measures to protect wildlife.

Sessions at the shivir cover PM GatiShakti, land acquisition and Bhoomi Rashi, Model Concession Agreements, safe and green highways, road safety, toll reforms, quality assurance and project monitoring.

Technology-led toll reforms, including FASTag Annual Pass and Multi-Lane Free Flow, were also highlighted as measures to improve traffic movement and the highway user experience.

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MoRTH Extends Bitumen and Diesel Price Compensation for Highway Projects Until December 2026

NBM&CW
Infra Development & Const. Equipment Magazine

October 12, 2026

Highway Projects The Ministry of Road Transport and Highways (MoRTH) has extended the cost escalation compensation mechanism for bitumen and diesel used in National Highway projects by three months, from October 1 to December 31, 2026, amid persistently high prices linked to the ongoing crisis in West Asia.

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The extension will cover projects executed under the engineering, procurement and construction (EPC) model, hybrid annuity model (HAM) and performance-based maintenance contracts (PBMC).

In its notification, the ministry said the extension was necessary because bitumen prices remained elevated. The mechanism is intended to mitigate the impact of rising input costs on highway construction and maintenance and support the uninterrupted execution of projects.

The compensation will apply to eligible work carried out between April 1 and December 31, 2026, under projects whose bid due dates were before April 1, 2026. The extension builds on the relief measures introduced by the ministry in April 2026 to address the significant increase in bitumen prices.

Under the mechanism, additional payments for bitumen used in bituminous works are calculated monthly based on actual consumption, limited to the approved job mix formula, and the difference between the applicable base-date price and the average monthly price at the nearest public sector undertaking refinery.

Price adjustments for other construction inputs will continue to be calculated under the relevant contract or concession agreement, with provisions to prevent duplication of compensation for bitumen costs.

The ministry has also cited the continuing difference between retail and bulk diesel prices as a reason for extending the petroleum, oil and lubricants (POL) price adjustment mechanism. The measures are intended to help contractors manage cost increases and maintain progress on National Highway construction and maintenance projects.

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NHAI Makes Independent Design Verification By IITs Mandatory For Critical Bridges On Highway Projects From December 2026

Swarajya,
October 12, 2026

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The National Highways Authority of India (NHAI) will introduce a uniform system of independent design verification for critical bridges and other complex structures on national highway projects from 1 December 2026, according to a NHAI circular.

The new rules require selected designs to be checked by empanelled Indian Institutes of Technology (IITs), government technical institutions or reputed engineering firms before final approval.

It will apply to projects delivered under the Engineering, Procurement and Construction (EPC), Hybrid Annuity Model (HAM) and Build-Operate-Transfer (BOT) modes, as well as other modes specified by NHAI.

The new system covers major river bridges with a design discharge of at least 3,000 cubic metres per second, bridges and other structures with an individual effective span of 40 metres or more, and special structures identified by the authority.

Under the procedure, contractors or concessionaires must first submit their designs to the Authority's Engineer or Independent Engineer for review or approval under the relevant contract.

They must then propose three institutions or firms from NHAI's approved panel. The concerned regional office will select and approve one or more agencies according to the project's requirements.

The independent review will examine design calculations, structural analysis and drawings, along with hydrological and hydraulic studies where applicable.

Contractors must consider the reviewers' observations and incorporate changes deemed necessary, with the approval of the Authority's Engineer or Independent Engineer, before final approval.

The cost of proof checking will be borne by the contractor. Where the requirement is introduced into an existing contract as an additional obligation, it will be processed as a variation or change of scope under the applicable agreement.

The new rules will cover new projects and those awarded before the effective date where design vetting or proof checking has not yet begun.

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Projects where the process is already complete will generally not be covered retrospectively, although additional checks may be approved for particularly complex structures by mutual agreement.

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NHAI Makes 15–20 Minute Documentary Films Mandatory for Highway Projects Worth Over Rs 500 Crore

PTI,

October 12, 2026

The National Highways Authority of India (NHAI) has directed contractors to produce professional documentary films for highway projects costing more than Rs 500 crore, requiring them to record everything from construction milestones and engineering challenges to the methods used to complete the work.

Contractors and concessionaires must now hire professional video production agencies to document projects throughout construction. The final film must run for approximately 15–20 minutes and cover the project from its initial stages to completion and commissioning.

The requirement builds on the existing practice of recording construction progress. Monthly footage must now be incorporated into a continuous visual record showing how the project develops over time.

The documentation will cover site preparation, surveys, foundation work, road construction, bridges, viaducts, flyovers and the deployment of specialised machinery.

Major inspections, commissioning activities, safety measures, quality control and environmental protection measures will also feature in the recordings.

NHAI has placed particular emphasis on explaining the engineering problems encountered during construction and how project teams resolve them.

The films must show site-specific constraints, construction methods, technical assessments and the equipment or customised solutions used to address difficult conditions.

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The final documentaries will also include the project's background and objectives, key achievements, construction techniques and benefits such as improved connectivity, reduced travel time, better road safety and wider economic access.

The guidelines require professional production, including scripting, narration or anchor presentation, high-quality ground footage, and aerial or drone recordings where permitted. Interviews with project personnel and stakeholders, graphics, maps, captions and suitable sound editing may also be included.

The final film must maintain a consistent narrative and visual style for both technical and general audiences. NHAI's Media Division will approve the finished documentary.

The requirement will apply to upcoming projects worth more than Rs 500 crore for which bids have not yet been received. For projects already awarded but where the appointed date has not been declared, the documentary requirement will be incorporated through a change of scope.

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PM Modi Inaugurates Coal Berth, Lays Foundation For Cargo Berth Modernisation At Kamarajar Port In Rs 482 Crore Push

The Hindu Business Line,
October 12, 2026

Prime Minister Narendra Modi inaugurated Coal Berth-3 at Kamarajar Port and laid the foundation stone for the modernisation of General Cargo Berth-1, with the two projects involving a combined investment of Rs 482 crore.

Built at a cost of Rs 261.05 crore, Coal Berth-3 has an annual handling capacity of 9 million tonnes and will be operated by Tamil Nadu Power Generation Corporation (TNPGL) to meet its captive coal requirements.

The facility is designed to handle Capesize vessels, with a maximum draft of 18 metres, enabling larger coal shipments to reach the port. The berth is equipped with two ship unloaders, each capable of handling 2,000 tonnes of coal per hour.

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A conveyor system with a capacity of 4,000 tonnes per hour will transport the coal directly to the North Chennai thermal power plants, supporting fuel movement for electricity generation.

The second project involves the modernisation of General Cargo Berth–1, which has an existing capacity of 3 million tonnes a year. Estimated to cost Rs 221 crore, the project will mechanise and upgrade the facility under a public-private partnership model.

The modernisation is intended to speed up cargo handling, increase throughput and accommodate a wider range of commodities. It is also expected to reduce vessel turnaround time and improve the port's operational efficiency.

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Government Puts 5.1-Acre HIL Land Parcel In Delhi Up For Auction At ₹829.69 Crore Reserve Price

The Economic Times,
October 12, 2026

The National Land Monetization Corporation (NLMC) has invited eligible bidders to participate in an e-tender followed by e-auction for a prime freehold land parcel belonging to HIL (India) Limited in New Delhi's Najafgarh Industrial Area.

The approximately 5.119-acre property, measuring around 20,722.93 square metres, carries a reserve price of Rs 829.69 crore and represents the third public e-auction advertised by NLMC in the past two months.

The land parcel, situated along Rohtak Road at Shivaji Marg in the Najafgarh Industrial Area, will be offered for outright sale through a transparent two-stage electronic process.

NLMC, operating under the Department of Public Enterprises within the Ministry of Finance, is facilitating the monetisation on behalf of HIL (India) Limited, a government-owned company originally incorporated in 1954 to produce DDT for India's National Malaria Eradication Programme.

Prospective bidders must submit an earnest money deposit of Rs 16.60 crore to participate in the process, with minimum bid increments set at Rs 1 crore per acre.

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Interested parties are required to complete registration, submit technical bids and deposit the prescribed EMD by 19 November 2026 at 14:00 hours.

The opening of technical bids is scheduled for 20 November 2026 at 16:00 hours.

The initiative forms part of the government's broader asset monetisation programme, designed to unlock the economic value of unutilised or underutilised public sector assets.

NLMC, established as a wholly-owned government special purpose vehicle in June 2022, focuses on monetising surplus land and building assets of Central Public Sector Enterprises and other government agencies to generate additional revenue whilst expediting closure processes where applicable.

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India's New Steel Policy Targets 604 MT Capacity, 302 Kg Per Capita Consumption By 2047

The Economic Times,
October 12, 2026

The Indian government has released a draft National Steel Policy targeting crude steel capacity of 604 million tonnes by 2047, nearly tripling current installed capacity of approximately 220 million tonnes.

The policy framework, which replaces the National Steel Policy 2017, projects finished steel demand to reach 505 million tonnes with per capita consumption rising to 302 kg by 2047.

The draft policy identifies decarbonisation as a strategic priority, targeting a reduction in carbon emission intensity from 2.54 tonnes to 1.54 tonnes of CO2 per tonne of crude steel by 2047.

This aligns with India's broader net-zero emissions goal for 2070. Digital transformation through Industry 4.0 adoption, artificial intelligence-based systems and autonomous production technologies has been emphasised as an emerging priority.

Raw material security features prominently in the policy framework, with projections estimating iron ore requirements at 772 million tonnes and coking coal demand at 236 million tonnes by 2047.

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India currently imports approximately 92 per cent of its coking coal requirements.

The policy seeks to reduce import dependence through domestic mining expansion, asset acquisition abroad and artificial intelligence-based optimisation of coal blends.

Steel scrap consumption is projected to rise significantly to 123 million tonnes by 2047 from 36 million tonnes in fiscal 2026, equivalent to around 21 per cent of projected crude steel production.

The policy framework proposes expanding vehicle and ship recycling whilst introducing extended producer responsibility for end-of-life vehicles.

India's secondary steel industry, comprising approximately 2,550 units, accounts for nearly 47 per cent of current crude steel production capacity.

The policy targets steel exports of 45 million tonnes by 2047, including indirect steel exports through manufactured products.

The Ministry of Steel has invited suggestions and objections on the draft until 30 October 2026.

India's crude steel production reached around 170 million tonnes in fiscal 2026, up from 89 million tonnes in 2014-15, reflecting rising demand from infrastructure and manufacturing sectors.

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Iran And Afghanistan Reach Preliminary Deal On 110 Hectares At Chabahar Port Free Zone For Afghan Investment

Swarajya,
October 12, 2026

Iran has reached a preliminary understanding to allocate approximately 110 hectares of land at its strategic Chabahar port to Afghanistan, potentially giving the landlocked country improved access to maritime trade.

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Mohsen Zangeneh, head of the Iranian Parliament's Special Commission for Supporting Production, announced the plan following talks with Afghanistan's Minister of Industry and Commerce earlier this week.

Under the agreement, Afghanistan will receive around 10 hectares of coastal land at Chabahar port and more than 100 hectares within the port's special economic zone during the initial phase.

The land will be used for investment and the development of infrastructure to facilitate the transit of goods.

Zangeneh told Sahar TV that the Afghan government would invest in developing the facilities, though he did not specify whether the land would be leased or transferred into Afghan ownership.

Afghanistan had requested a larger area, but restrictions have limited the initial agreement to approximately 110 hectares.

The two sides reached a preliminary understanding and discussions on expanding the allocation are continuing.

The talks also covered establishing a joint industrial park and increasing bilateral trade between Iran and Afghanistan to \$10 billion.

Located on the Gulf of Oman, Chabahar is Iran's only oceanic port with direct access to the Indian Ocean.

The port has emerged as an alternative to Pakistani ports for Afghan trade, offering the landlocked nation a crucial gateway to international markets.

India has also played a role in developing the port, though US sanctions on Iran have affected investment and commercial activity in recent years.

This announcement follows an earlier statement made in November 2025 by the CEO of the Chabahar Free Zone Organisation, who indicated readiness to allocate between 100 and 200 hectares to Afghanistan for economic activities.

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Private Firms To Add 30 GW Nuclear Capacity With Rs 7.5 Trillion Investment By 2047, Says Atomic Energy Commission Chief

PTI,

October 12, 2026

India expects private companies to invest around Rs 7.5 trillion in nuclear power and contribute 30 GW of generating capacity by 2047, as the country seeks to expand its nuclear energy programme beyond its current public-sector-led model, Atomic Energy Commission Chairman Ajit Kumar Mohanty has said.

Speaking to PTI in an interview, Mohanty said India aims to increase its installed nuclear power capacity from around 9 GW at present to 100 GW by 2047. He estimated that generating 1 MW of nuclear power would cost approximately Rs 25 crore.

"Five years from now, I expect a couple of private sector players to run reactors. We think that about 30 GW should come from them by 2047. It costs around Rs 25 crore to generate 1 MW," he said.

The Sustainable Harnessing and Advancement of Nuclear Energy for Transforming India (SHANTI) Act, enacted in December 2025, has opened the sector to wider participation by public and private entities, while retaining government control over sensitive activities.

Nuclear Power Corporation of India Ltd (NPCIL) currently operates 24 reactors with a combined capacity of about 9 GW. Another 17 reactors, with a total capacity of approximately 13 GW, are at different stages of implementation.

Nuclear projects generally take five to seven years to complete, depending on technology and regulatory approvals.

Mohanty said India was also exploring small modular reactors (SMRs) to meet the electricity needs of energy-intensive industries such as steel and cement. These reactors could provide reliable power for industrial facilities, subject to technological and regulatory requirements.

Beyond expanding installed capacity, India is continuing its three-stage nuclear programme, which aims to make greater use of domestic thorium resources. The programme progresses from uranium-fuelled reactors to fast breeder technology and, eventually, thorium-based fuel.

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The Prototype Fast Breeder Reactor at Kalpakkam in Tamil Nadu achieved first criticality in April 2026, marking progress in the programme's second stage.

India is also pursuing international cooperation in civilian nuclear energy, having signed agreements with 18 countries. Partnerships could help provide access to additional reactor designs and engineering expertise as the country works towards its long-term capacity target.

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India Eyes 3,000-Km Power Corridor To Singapore Via Myanmar, Thailand And Malaysia

Business Standard,
October 12, 2026

India and Singapore are exploring a 2,000-megawatt cross-border power interconnection as part of the broader ASEAN Power Grid initiative.

One option under consideration is a land-based transmission corridor of approximately 3,000 kilometres connecting Imphal in India to Singapore through Myanmar, Thailand and Malaysia.

Minister of State for Power Shripad Yesso Naik announced the proposal at the 20th East Asia Summit Energy Ministers' Meeting in Manila.

The proposed interconnection has the potential to facilitate reliable cross-border electricity trade, support clean energy integration and strengthen regional energy security.

The initiative aligns with Singapore's strategic target of importing six gigawatts of low-carbon electricity by 2035.

For India, the project represents a key element of its Act East Policy and Comprehensive Strategic Partnership with ASEAN nations.

Naik welcomed the ASEAN Plan of Action for Energy Cooperation 2026–2030 and stressed cooperation under the ASEAN-India Plan of Action 2026–2030.

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He called for greater institutional linkages between the ASEAN Centre for Energy and Indian institutions including NTPC, POWERGRID and the Central Electricity Authority.

India offered to share its experience in large-scale renewable energy deployment, grid integration, transmission planning, energy storage, green hydrogen and clean energy technologies with participating countries.

Prime Minister Narendra Modi had previously committed at the 22nd ASEAN-India Summit in 2025 to train 400 professionals in grid connectivity to support the project.

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