

# NEWSLETTER

## CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, SEPTEMBER 08, 2025

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India plans \$125 billion push to boost high-speed road network  
The Economic Times,  
September 08, 2025

#### *Synopsis*

*India is set to massively expand its high-speed road network. The country will invest Rs 11 lakh crore to modernise infrastructure. This initiative aims to slash logistics costs. 17,000 kilometers of access-controlled roads will be added. These roads will allow speeds up to 120 kilometers per hour. The project is expected to be completed by 2033.*

India plans to expand its high-speed road network fivefold within a decade, investing Rs 11 lakh crore (\$125 billion) to modernize infrastructure and slash logistics costs, people familiar with the matter said.

The country will add 17,000 kilometers (10,563 miles) of access-controlled roads that allow motorists to travel at speeds of up to 120 kilometers per hour, offering faster, safer and more efficient connectivity than conventional highways, said the people, who asked not to be identified citing rules.

Roughly 40% of the proposed network is already under construction and slated for completion before 2030, while work on the remaining corridors is expected to begin by 2028 and wrap up by 2033, the people said.

India's push mirrors efforts by other major economies to overhaul transport infrastructure and reduce logistics cost. China has built more than 180,000 kilometers of expressways since the 1990s, while the US maintains over 75,000 kilometers of interstate highways.

As of March this year, India's national highway network covered more than 146,000 kilometers, but only 4,500 kilometers meet high-speed standards, the people said.

Although India's expressway plan is relatively small in scale, it stands out for its ambitious timeline and reliance on a hybrid financing model to attract private capital.

## Private Investments

Projects offering returns of 15% or more will be bid out under the build-operate-transfer, or BOT, model, allowing private firms to recover costs through tolls, the people said. Those with lower projected returns will follow the Hybrid Annuity Model, under which the government covers 40% of construction costs upfront, they said.

Most of the projects in various stages of construction are under the hybrid annuity model, but the government now hopes to see more private sector participation for the rest, the people said. Private interest in India's road sector has been tepid in recent years.

India's Ministry for Road Transport and Highways and the government's Press Information Bureau didn't immediately respond to requests for comments.

The country's highway network is undergoing an upgrade led by the state-run National Highways Authority of India, which spent a record 2.5 trillion rupees on construction in the fiscal year ended March, up 21% from a year ago.

For the year ending March 2026, the government has increased the budgeted allocation to 2.9 trillion rupees for roads and highways.

Although interest in India's roads sector has been uneven, the broader infrastructure space is drawing strong investor attention.

Brookfield Asset Management Ltd., Blackstone Inc., Macquarie Group Ltd., and the Canada Pension Plan Investment Board have all committed capital, while the Adani Group has announced plans to invest \$18.4 billion across infrastructure, including roads.

The country could attract hundreds of billions of dollars in infrastructure investment over the next three years, driven by policy support, rising demand, and the scale of planned projects, according to Deloitte India estimates.

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## India plans to put large infra projects in fast lane

The Economic Times,  
September 08, 2025

### Synopsis

*India is accelerating its infrastructure development with a focus on mega-projects like bullet trains, shipbuilding yards, and access-controlled highways, aligning with the Viksit Bharat 2047 vision. The government aims to boost economic growth through infrastructure creation, encouraging public-private partnerships to moderate spending. Ministries are directed to expedite project approvals, with a high-level committee reevaluating goals for faster clearances.*

India is readying a big-ticket infrastructure push, focusing on large projects with long gestation periods. Officials said mega projects like bullet train corridors, large shipbuilding yards, multiple ports and cess control highways, in line with the infrastructure vision for Viksit Bharat 2047, will be given on fast track. After the big-ticket goods and services tax reform, the Centre is keen to give

impetus to infrastructure creation to further support growth. The Indian economy grew 7.8% in the first quarter and the government wants to ensure that growth remains on track amid geopolitical risks and US tariff pressures.

Ministries and departments have been directed to bundle projects and move them for requisite approvals expeditiously, said an official. "Projects of national importance that hold potential to transform lives across multiple states, such as an access-controlled interstate highway, will be prioritised," a second official said, adding that public-private partnerships (PPP) will be encouraged for projects where a high return on investment is anticipated to help moderate government spending. Budget 2025-26 earmarked Rs 11.21 lakh crore for infrastructure spend.

According to the World Bank, India will need more private and public investment, increasing the real investment rate from around 33.5% of GDP to 40% by 2035, as a fundamental to long-term growth. Ministries have also been asked to identify large projects in line with the 2047 goal. "There is a renewed emphasis on large infrastructure projects that India needs in line with 2047 goals," a senior government official told ET.

## Big Push

**Increased public spending on capex**

**Stage set till 2030s for large projects**

## REDRAWING PLANS

**Fresh look at goals set by ministries**

**Niti Aayog, Pawan Goenka panel to vet projects**

**₹11.21 lakh cr**  
**allotted for infra spend in FY26 budget**

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A high-level committee with Indian National Space Promotion and Authorisation Centre (IN-SPACe) chairman Pawan Goenka and top Niti Aayog representatives has been tasked with reevaluating goals identified by each ministry and finalising targets.

"Approvals for large infrastructure identified under the 2047 plan are being categorised for speedier clearances," the official added. The Centre started preparing Vision 2047 plans in 2023 and firmed them up the following year. A final touch-up for these plans is currently underway. As part of its Viksit Bharat plan, the ministry of road transport and highways aims to construct 50,000 km of access-controlled highways over the next 10-12 years at an investment of over `20 lakh crore, a significant part of which is expected to come from the private sector. Both shipping and railways ministries are focussing on capacity augmentation and creation of worldclass infrastructure to cater to the needs of India by 2047, including bullet trains and mega shipbuilding clusters.

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## Centre Unveils Plan For 34 New Ring Roads To Ease Urban Congestion Across Indian Cities: Report

Swarajya,  
September 08, 2025



Traffic jams on national highways inside city limits, once seen mainly in big metros like Delhi and Bengaluru, are now common in smaller cities too.

Government data shared with states revealed that in Madurai, Tamil Nadu, average speeds on highways drop to just 27 kmph within the city, compared with 55 kmph on stretches outside.

To tackle this mounting congestion, the Centre will undertake the development of 34 new access-controlled Ring Roads, supplementing 36 similar projects already underway, according to a Times of India report.

The Road Transport and Highways Ministry has reportedly prepared a roadmap and sought state cooperation to expedite these projects, designed for speeds of 100–120 kmph.

Cities identified for the new greenfield corridors include Kolkata and Amaravati agglomerations, Nashik, Thiruvananthapuram, Ajmer, Warangal, Mangaluru, Udaipur and Tirunelveli.

At a review meeting chaired by Union road transport minister Nitin Gadkari, state PWD and urban development secretaries were briefed on the plan.

To prevent future bottlenecks, the stretches will have a Development Control Zone (DCZ) of 15 metres on either side, where only public utilities and green cover will be permitted.

Beyond this, a two-kilometre regulated development zone will apply.

States will be expected to contribute financially, with options ranging from covering half the project cost in return for a share of toll revenue, to bearing land acquisition expenses or supporting the schemes through land pooling.

Officials stressed that since states are the biggest beneficiary of such projects, they need to provide some share of the project cost.



The ministry also highlighted how highway construction could help address solid waste challenges. Fifteen major municipal dump sites located near upcoming projects could supply about 277 lakh tonnes of inert waste for embankments.

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From highways and rail corridors to sea bridges, influencers are reeling in viewers with aerial footage of India's mega projects

The Economic Times,  
September 08, 2025

### *Synopsis*

*Driven by passion and armed with drones, a new breed of Indian influencers are documenting the nation's infrastructure boom. They are capturing the construction of highways, expressways, and bullet trains, offering updates and insights to a curious public. These digital documentarians are filling an information gap, fostering transparency, and holding authorities accountable for India's mega projects.*

Rajan Singh, 32, has driven nearly 300,000 km in six years, initially in a Maruti Swift, now in an S-Cross. That's like circling the Earth 7.5 times. For him, the road is the destination. He has driven in pursuit of chronicling the construction of India's highways and expressways for his YouTube channel RSLive, which has a subscriber base of 318,000.

The Gurgaon resident, who took up this mission full-time in 2022, has built an enviable community online—not with designer bags or protein-rich recipes, but with updates on fancy infra projects, from expressways to bullet trains.

One of his most watched videos— a 10-minute drone-aided tour of the Bharuch interchange on the Delhi Mumbai Expressway—has crossed 1.7 million views. Interspersed with aerial footage, Singh appears on screen to give construction updates and explain their impact on connectivity, making him part of a small community of infrastructure influencers who have become documenters of India's mega projects.

In a country that is pretty much under construction whichever direction you look, they are bringing the evolving story of cement, steel and concrete to taxpayers who are funding much of it. They are also introducing something new to the country—periodic updates mean they are bringing in hitherto unseen levels of transparency and accountability to India's mega infra spending.

*The timing couldn't be better.*

Despite horror stories of collapsing bridges, waterlogged roads and sluggish project timelines, India is in the middle of an infrastructure boom. According to the finance minister, India's spending on infrastructure has increased from Rs 2 lakh crore in FY15 to Rs 11.21 lakh crore in FY26. That is a lot of money, and there is curiosity about how it is being used. "Inconvenience today for better tomorrow" is a board many have seen on infrastructure projects in India.

*But are they worth the hassle?*

Unlike earlier, when most projects remained behind a veil until they were inaugurated, now it is possible—and imperative—to keep an impatient public posted on their progress. In the age of creator economy, with audiences gravitating towards infotainment content, it is easy to see an opportunity here.

## THE INFORMATION GAP

Abdul Hakkim, a 30-year-old infra influencer who runs HaKZvibe, a YouTube channel in Malayalam with 114,000 subscribers, uploaded a video on a highway construction near his home in Malappuram three years ago. It was about the widening of NH66, which runs from Panvel near Mumbai to Kanyakumari. For the average Malayali, this road is a lifeline that flows from the northern point of the state to its southern edge, and holds economic and cultural value.

The video gained a few thousand views and opened Hakkim's eyes to how he could build an audience. He has been sharing updates ever since, complete with aerial images. Most of these infra influencers hold drone flying licences, have taught themselves video editing and spend their own money and fuel to cover projects—often investing 20 hours or even a week in producing a single video for YouTube. What unites them is a shared purpose: to capture India's infrastructure story. For some, it is also fuelled by a love of travel, and for others, a fascination with construction and machinery.

These digital documentarians serve audiences ranging from local residents tracking neighbourhood developments to non-resident Indians curious about their homeland's progress. They are filling a void left by the dry, text-heavy updates on official portals.

"A lot of NRIs are interested in what goes on in their homeland," says Hakkim. "Many NRIs who have seen good roads abroad think that such things don't happen in India. But when they see my updates, they are happy," he adds, pointing out that he gets a significant number of viewers from UAE, Saudi Arabia and Europe. Initially, contractors did not engage with him, but over a period of time and mainly because of the success of the videos, he says, managers from infra companies are actively interacting with creators like him, sharing details of the progress of work and what remains to be done. This growing interest in infra videos ties in with a rise in infotainment content.

"Whether it is medical advice delivered with humour or finance explained through storytelling, audiences are responding positively. Social media is no longer just about entertainment; it's increasingly a channel for learning too," says Lakshmi Balasubramanian, cofounder of Greenroom Network, a social media and influencer marketing agency. Academics, too, note the potential of such content but emphasise the importance of context.

Shivanand Swamy, director emeritus of CEPT University in Ahmedabad, says while content is welcome, he cautions that perception and technical reality often diverge: "What people may see as good for a locality is not always truly beneficial when judged through technical analysis. The story has to be told in full, not partially. And each city has its own context — acknowledging that context is crucial to truly present, discuss and analyse these infrastructure projects."

## NOT ALWAYS A SMOOTH ROAD

For Tanmoy Mondal, whose YouTube channel Droneman has over 250,000 subscribers, the foray into infrastructure content was almost accidental. The 32-year-old Mumbaikar, a former civil engineer with L&T Construction, posted a video on the Samruddhi Mahamarg, an expressway connecting Nagpur to Mumbai, in 2022. It drew 20,000 views on YouTube.

“I didn’t know people followed infra updates,” he recalls. “I got 70-80 comments, with viewers suggesting what else they wanted to see. That became the trigger for me to explore other projects.” The financial reality of infrastructure documentation is challenging.

Through freelancing, Mondal can earn Rs 50,000-80,000 in a good month. YouTube revenue barely covers expenses, as fuel costs often result in break-even scenarios. “I do it because I enjoy documenting infrastructure projects,” he says. Despite the financial constraints, Mondal’s ambitions remain expansive. He is planning an 8,000 km road trip, from Maharashtra to West Bengal. On the way, he plans to cover 13 highway projects and the underconstruction airport in Bhogapuram in Andhra Pradesh.

“As infra creators, we talk about projects even when there’s no coverage in mainstream media, helping people become aware,” he says. “My goal is to move beyond Maharashtra and Gujarat and capture the pan-India infrastructure story.” That is an aspiration shared by Hakkim, although he wants to keep telling his story in Malayalam for fellow Malayalis. For the others, there is the auto dub feature, he says.

There is also the frustration of things not happening quickly enough. Jaideep Kane, a 32-year-old from Mumbai, would sigh at the mention of the Mumbai-Goa highway, which has been under construction for about 14 years. He says that during the Ganesh Chaturthi festival, a lot of people travel from Mumbai to Konkan.

Since the trains are packed, many decide on a car ride on the highway. For the past three years, before Ganeshotsav, he diligently posted updates about which stretches were developed and which were not. “But I’ve lost hope that anything will change,” he says. “So this year, I’m not posting.”

### **GOVERNMENT COLLABS**

Infrastructure remains largely off the radar of influencer marketing agencies and brands. That does not mean the value of infra videos for communications, branding and propaganda is not being recognised. Some creators have managed to secure paid projects from commercial developers, government departments and public bodies, from the Maharashtra State Road Development Corporation (MSRDC) to the National Highways Authority of India (NHAI).



## Big Infra Projects Under Way

### **Bharatmala Pariyojana:**

Approved in 2017 to cover **34,800 km** and reduce logistics costs. As of Oct 31, 2024, **26,425 km** has been awarded and **18,714 km** constructed

### **High-Speed Rail aka**

**Bullet Train:** The Mumbai-Ahmedabad corridor covers **508 km** and costs over ₹1 lakh crore

### **Delhi-Mumbai Expressway:**

The eight-lane project, costing almost ₹1 lakh crore and covering **1,386 km**, links India's economic and political capitals

### **Navi Mumbai Airport:**

A \$2 billion project to build a second airport in Mumbai, now a no-fly zone for influencers' drones

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Source: Ministry of Road Transport & Highways, Invest India, PIB

Infra content creators are invited for project inaugurations, paid for marketing material and even roped in as a point of contact to keep tabs on the ground. The Railways invited content creators to cover and promote the Chenab rail bridge in Jammu and Kashmir.

Singh of RS Live lists “brand promotion”, “collaborative partnerships”, “infrastructure storytelling” and “social media handling” as services he offers on his website. While most of the narrative remains positive and focused on infra development, some creators also interact with authorities directly and inform them if they come across any lapses, although they prefer to keep such details out of their videos.

Kane says his images were used by MSRDC for the Samruddhi Mahamarg opening, while Singh says he was given “exclusive” access by the National High Speed Rail Corporation to cover the bullet train project for his viewers. Kane says he maintains neutrality and isn’t swayed by the authorities’ keenness to collaborate with influencers: “I do my own research and share both sides if there is public opposition to a project.” To diversify his revenue stream, Kane has recently launched an aerial photography and mapping company.

With the constitution of the National Creators Awards for content creators and influencers, it is evident that the government knows which way the wind is blowing. The government is also rewarding infra influencers with audiences with ministers. Singh says he was invited by a minister for a meeting in Delhi in March. “He said he was happy that a category like infra content is emerging to talk about infrastructure in India,” Singh recalls. However, infra videos with cheery filters can come back to haunt when roads crack and bridges collapse.

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Navi Mumbai Airport On Track For 30 September Inauguration As Runway Closure Nears End: Report  
Swarajya,

September 08, 2025

After missing many missed deadlines, the much-anticipated inauguration of Navi Mumbai International Airport now reportedly looks firmly set for 30 September.

Recent updates from the Airports Authority of India (AAI) suggest that the runway will be ready for operations ahead of the event, reported Times of India.

For months, AAI has been issuing NOTAMs (Notices to Airmen) extending the closure of the runway.

The latest circular, however, has set 20 September as the final day of closure.

According to the aviation sources cited in the ToI report, this is a strong indication that the inauguration will indeed go ahead as planned.

“Had the Sept 30 inauguration been postponed, the NOTAM issued on Thursday would have announced that the runway is not available till say, Oct 3,” one source was quoted as saying.

The new facility is expected to see domestic flights begin by late October or early November, initially with a limited number of services.

The Airports Authority had earlier published the Aeronautical Information Publication (AIP) in March, stating the runway would be operational by mid-May.

That deadline was later pushed to 7 August, then to 3 September.

The latest revision, however, has trimmed the closure period, underlining the readiness of the project.

NOTAMs are critical advisories for pilots, informing them of the availability of airstrips and facilities at airports.

Until the runway is officially commissioned, Navi Mumbai remains unavailable for emergency landings or routine operations.

TOI reported citing another source that preparations are underway to host the Prime Minister at the site for the proposed 30 September ceremony.

Adani Airport Holdings Ltd (AAHL), which is spearheading the project, had earlier announced 17 April as the inaugural date before the delay.

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**Rs 1,734 Crore Ropeway Project In Himachal's Shimla Gets State Nod**  
Swarajya,  
September 08, 2025

Himachal Pradesh has cleared way for a major ropeway project in Shimla.

Deputy Chief Minister Mukesh Agnihotri on Saturday (6 September) confirmed approval for the 13.79 km ropeway, pegged at Rs 1,734.70 crore, with construction expected to take four years, Indian Express reported.

The ropeway will feature three lines, 14 sections and 13 stations, linking key points in the city, including the Secretariat, hospitals, schools, the railway station and the main bus stand.

Alongside, Agnihotri said Shimla will see 19 projects worth Rs 50 crore and another three worth Rs 25 crore under the Smart City Mission by December next year.

Other ropeways across Himachal are also underway. These include the Rs 65 crore Baba Balaknath project, the Rs 278.62 crore Bijli Mahadev line, and the Rs 76.50 crore Mata Chintpurni ropeway.

All are targeted for completion by June 2027.

Work is also progressing on the 1.20 km Dhalpur–Peej ropeway in Kullu, a project worth Rs 80 crore due in the same timeframe.

Agnihotri noted that the state already inaugurated India's first rural ropeway, at Baglamukhi, in December 2024.

Built at a cost of Rs 53.89 crore, it has carried nearly 69,000 passengers to date and has also served as a vital lifeline during natural disasters.

Looking ahead, the state government has announced plans for a 38 km ropeway connecting Shimla to Parwanoo.

Estimated at Rs 5,602.56 crore, the mega project will be developed under a public-private partnership model.

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**AURIC Smart City projects to generate 62,405 jobs, Rs 71,343 cr investment potential: Govt**

The Economic Times,  
September 08, 2025

#### *Synopsis*

*AURIC Smart City's Shendra-Bidkin Industrial Area has garnered significant investments, exceeding Rs 82,315 crore, from companies like Ather Energy and Toyota Kirloskar. This development promises to generate over 49,455 direct and indirect jobs. To further support MSMEs, office space rents at AURIC will be reduced by 50% starting April 1, 2025.*

The Bidkin Industrial Area has attracted marquee investments worth Rs 76,219 crore, including Ather Energy, Lubrizol, Toyota Kirloskar and JSW Green Mobility, with an employment potential of above 35,000+ jobs, the government said Sunday on the six years of AURIC Smart City (Shendra-Bidkin Industrial Area).

Similarly, South Korea's Hyosung, the UK's Perkins, Japan's Fuji Silvertch, Russia's NLMK, Germany's Siemens, the US' Kohler, and India's Coatall Films, Endurance Complete Solutions and Detpak, are among the key investors in Shendra Industrial Area with the area having attracted investments of Rs 6,096 crore, generating 14,455 jobs.

"Industrial land in AURIC is almost fully allotted, underscoring investor trust in its infrastructure and policy framework," the commerce and industry ministry said in a statement, adding that office space rents at AURIC have been reduced to Rs 25 per square feet from Rs 50 for MSMEs, which is a 50% cut effective April 1, 2025.

In six years, 323 plots have been allotted across industrial and mixed-use categories, covering 3,029 acres of industrial land and 117 acres of mixed-use land. The total investment potential stands at over Rs 71,343 crore, with an employment potential of 62,405 jobs (Direct & Indirect).

At present, 78 units are operational, 62 factories are under construction, and 184 units are preparing to begin construction,

As per the statement, plots have been allotted to 135 MSMEs, 17 large-scale projects, and 16 non-MSMEs in Shendra Industrial Area while plots have been allotted to 49 MSMEs and 27 large-scale projects, and 4 non-MSMEs in Bidkin Industrial Area drawing world-class companies across automobiles, EVs, polymers and engineering, earning others.

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## Hyderabad's Old City Metro Set For Take-Off As Preparatory Works Gain Momentum, Airport Link In Focus

Swarajya,  
September 08, 2025



Old Hyderabad Metro Alignment (HMRL)

The Metro rail extension through Hyderabad's Old City is finally moving forward with Hyderabad Airport Metro Limited (HAML) confirming that technical groundwork is well advanced on the 7.5 km corridor between Mahatma Gandhi Bus Stand (Imlibun) and Chandrayangutta.

Managing Director NVS Reddy said on Sunday (7 September) that clearance works are progressing at speed, despite interruptions caused by heavy rains, festivals, and processions, The Hindu reported.

"Road widening to 100 ft, as per the Master Plan, is underway, with over 550 structures already demolished and Rs 433 crore compensation disbursed to affected property owners," he was quoted as saying.

Through "innovative engineering solutions", the number of properties requiring acquisition has been reduced from 1,100 to 886.

The groundwork is paving the way for construction of Metro pillars and stations. Critical tasks such as shifting of electrical cables, soil testing, geo-technical analysis, and safeguarding heritage sites along the route have been prioritised.

High-precision Differential GPS (DGPS) surveys are being used for digital mapping, while Ground Penetrating Radar (GPR) surveys are helping to detect and divert underground utilities, including water, sewage, and telecom lines. Milestone markers are being set every 100 metres to guide construction.

This Old City stretch forms part of a larger vision to expand Hyderabad's Metro network and link it seamlessly with the under-construction Airport Metro line.

The dedicated 31 km Airport Metro project, connecting Raidurg to Rajiv Gandhi International Airport at Shamshabad, is expected to provide swift, direct access for international and domestic travellers.

When integrated, the Old City line will not only ease local commutes but also enhance connectivity to the airport, addressing a long-standing demand from residents and businesses in southern Hyderabad.

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**Bullet Train Project Gathers Pace: First 40 Metre Girder Launched In Maharashtra**  
PTI,  
September 08, 2025

The Mumbai–Ahmedabad Bullet Train corridor marked a major milestone on 6 September 2025, as the National High-Speed Rail Corporation Limited (NHSRCL) successfully launched its first full-span pre-stressed concrete (PSC) box girder in Maharashtra.

The 40 metre-long structure, weighing around 970 metric tonnes, was installed using the Full Span Launching Gantry (FSLG) at Sakhare village in Dahanu.

Cast as a single unit with 390 cubic metres of concrete and 42 tonnes of steel, these full-span girders allow construction to advance up to 10 times faster than conventional segmental designs.

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The Maharashtra stretch spans 156 km, of which 135 km will be elevated, connecting Shilphata to Zaroli.

It includes 2,575 full-span girders, 17 km of segmental girders, 2.3 km of steel bridges, three stations, seven tunnels totalling six km, and extensive earth structures.

Thirteen casting yards are planned along the route, five of which are already operational.

Meanwhile, NHRCL has floated a tender for multi-modal integration (MMI) and station plaza development at two important stations in the Gujarat section of the corridor — Vadodara and Anand.

The scope covers civil, electrical, and mechanical works, including the creation of plazas, a Channi Road underpass in Vadodara, and foot over bridges for seamless passenger movement.

Conducted under a Design-Build Lump Sum Price model, the bidding will be open only to Indian firms with prior project experience.

The tender process begins on 9 September, with bid submissions from 1–13 November and technical evaluations set for 14 November. A fee of Rs 59,000 and a bid security of Rs 81.55 lakh have been fixed.

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## Noida Airport Safety Measures: Structural Audit Made Mandatory For All Buildings In The Area; New Bylaws To Define Height Restrictions

Swarajya,  
September 07, 2025



Uttar Pradesh CM Yogi Adityanath looking at a model of Noida airport (@AmanKayamHai\_/Twitter)

In a significant push for safety measures around the upcoming Noida International Airport, all existing and future buildings in the vicinity will now be subject to mandatory structural audits.

According to officials, completion certificates for newly constructed structures will only be issued once they clear the audit process.



The decision was taken during the 86th board meeting chaired by Additional Chief Secretary for Industries and YEIDA Chairman Alok Kumar on Saturday (6 September), Jagran reported.

The move also includes amendments to building bylaws in the Noida, Greater Noida, and Yamuna Expressway Industrial Development Authority (YEIDA) regions.

The initiative comes as flight operations at Noida airport are expected to begin soon, and concerns over building integrity have grown following a recent aircraft accident in Ahmedabad.

YEIDA CEO Rakesh Kumar Singh reportedly confirmed that the authority has adopted Noida Authority's structural audit policy.

The panel responsible for the assessments will include experts from IIT Delhi, IIT Roorkee, the National Institute of Aviation, CSIR, and Central University.

Importantly, existing buildings in YEIDA's jurisdiction will also be brought under the audit framework.

Alongside structural checks, the bylaws will be revised to regulate height restrictions in colour-coded safety zones within a 20 km radius of the airport.

A consultancy agency will determine permissible limits for height and ground coverage to ensure safe flight operations.

Currently, buildings in the YEIDA area are permitted up to a maximum height of 24 metres, with taller structures requiring clearance from the Airports Authority of India.

Under the revised framework, approvals for construction within prescribed limits will be granted during map sanction, streamlining compliance while prioritising safety.

A joint committee comprising representatives from Noida, Greater Noida, and YEIDA will review the recommendations and draft a framework for government approval.

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## Kuchipudi-Inspired Ar 'A'-Shaped: Public To Decide Amaravati Bridge Design

The Hindu Business Line,  
September 08, 2025

The Andhra Pradesh Capital Region Development Authority (CRDA) has opened public voting to finalise the design of the proposed iconic bridge over the Krishna River, which will connect Amaravati with Mulapadu in NTR district, reported The Times Of India.

The authority has presented four design options for public voting, three based on Kuchipudi dance mudras and one shaped like the letter "A" to represent Amaravati.

The upcoming bridge will be the second river crossing upstream of the Prakasam Barrage and is envisioned as a modern engineering landmark.

The final design will depend on public votes, which citizens can cast online at [naos.ycroa.ap.gov.in](http://naos.ycroa.ap.gov.in).

In parallel, a separate National Highway (NH) bridge project in the capital region is nearing completion.

This bridge, part of the Vijayawada West Bypass, spans 3.1 km and links NH-65 and NH-16 without cutting through Vijayawada city.

It begins near Venkatapalem close to Undavalli and ends at Gollapudi on the city's outskirts.

Officials said the structure will also support transport of construction materials like cement and sand from Krishna district to the capital area.

The previous TDP government had envisioned this bridge as an iconic structure, but delays in finalising designs stalled the project before 2019.

When the YSRCP government came to power, it handed the project to the NHAI after the Centre insisted the state fund any iconic features.

Meanwhile, the state has also begun work on another Krishna River bridge near Jaggalahpet, connecting the industrial belt in NTR district with Madipadu in Atchampet, Palnadu district, just 20 km from Amaravati.

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