

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, JANUARY 27, 2025

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434 Projects Identified Under PM Gati Shakti To Transform India's Logistics With Rs 11.17 Lakh Crore Investment

PBI,

January 27, 2025



Prime Minister speaking at the launch of Gati Shakti. (PIB)

The Ministry of Finance has revealed significant strides in strengthening India's logistics network under the PM Gati Shakti initiative.

A total of 434 projects have been identified under the initiative, spanning three key economic corridor programmes aimed at enhancing multi-modal connectivity and logistics efficiency.

In a post on X, the Ministry highlighted, "With 434 projects identified under the three major economic corridor programmes, PM Gati Shakti for Multi-Modal Connectivity will ensure both, the logistic efficiency and logistic cost."

These projects carry a massive outlay of Rs 11.17 lakh crore and focus on three major economic corridors:

- Energy, Mineral, and Cement Corridors (192 projects)
- High Traffic Density Corridors (200 projects)
- Port Connectivity Corridors (42 projects)

Progress is already visible in the Gati Shakti Cargo Terminal (GCT) programme.

As of 31 October 2024, 91 terminals have been commissioned, and 234 projects have received in-principle approvals.

Additionally, 339 applications for new terminals have been submitted, signalling widespread interest in the initiative.

The government has sanctioned 68 projects covering 6,290 km with a cost of Rs 1.11 lakh crore.

Simultaneously, 88 projects spanning 10,603 km and costing Rs 2.25 lakh crore are under appraisal and inter-ministerial review.

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By focusing on multi-modal logistics and streamlining transportation networks, the initiative promises to reduce logistics costs and drive economic growth.

This effort aligns with the Union Budget 2024-25's vision of "Viksit Bharat," prioritising infrastructure investment for a developed India.

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MSRDC to Complete Pune Outer Ring Road by September 2027

CW Team,
January 27, 2025

The Maharashtra State Road Development Corporation (MSRDC) has successfully secured the necessary land for the Pune outer ring road project. This ambitious infrastructure plan, covering a distance of 138 km, is set to be completed by March 2025, with full operations expected to begin by September 2027.

During a review meeting with Chief Minister Devendra Fadnavis, new timelines were established for the project, which aims to reduce traffic congestion in Pune. The project will cover 83 villages, divided into eastern and western phases. The eastern phase spans 74.08 km from Urse to Shivare, while the western phase involves a 64.45 km circular road connecting Shivare back to Urse. The completion of this project is anticipated to greatly improve traffic flow in the region.

For the infrastructure project in Pune, loans have been secured from Hudco, and contractors have been assigned to various sections, with their work currently under evaluation. Despite some delays, the project is designed to offer heavy vehicles direct access to highways, helping to avoid congestion in central Pune. Local residents have been urging authorities to accelerate the project's progress.

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Kalpataru Projects International secures Rs 2,038 cr orders

The Economic Times,
January 27, 2025

Synopsis

Kalpataru Projects International, along with its international subsidiaries, has secured new orders worth Rs 2,038 crore in the Transmission & Distribution sector, both domestically and internationally, as well as in building projects within India. This increases their Year to Date order intake to Rs 19,361 crore, enhancing business visibility and growth prospects.

Kalpataru Projects International on Friday said that the company, along with its international subsidiaries, has secured new orders worth Rs 2,038 crore. The new orders are in the Transmission & Distribution business, both in India and overseas markets, as well as in building projects in India, a company statement said.

Manish Mohnot, MD & CEO, KPIL, said in the statement, "With these new orders, our YTD (Year to date) order intake has reached Rs 19,361 crore, reflecting a significant uptick in business visibility. With a robust order book position, proven business capabilities and a promising tender pipeline, we have a good visibility of growth in the coming quarters."

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KPIL is one of the largest specialised EPC (Engineering, Procurement, and Construction) companies engaged in Power Transmission & Distribution, Buildings & Factories, Water Supply & Irrigation, Railways, Oil & Gas Pipelines, Urban Mobility (Flyovers & Metro Rail), Highways and Airports. It is currently executing projects in over 30 countries and has a global footprint in 75 countries.

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Mumbai-Ahmedabad Bullet Train Project: India's First Undersea Tunnel Takes Shape In Maharashtra – All About It

Swarajya,
January 27, 2025



India's inaugural undersea rail tunnel, part of the Mumbai-Ahmedabad bullet train project (Representative image).

The National High-Speed Rail Corporation Limited (NHSRCL) has announced significant progress in the construction of India's first underground/undersea tunnel for the Mumbai-Ahmedabad bullet train project.

NHSRCL is the implementing agency for the Rs 1.08 lakh crore high-speed rail project connecting India's financial capital in Maharashtra to Ahmedabad in Gujarat.

Spanning 21 km, this underground tunnel will connect the Bandra-Kurla Complex (BKC) in Mumbai to Shilphata in Maharashtra, including a 7-km undersea section at Thane Creek.

Tunnel Construction Details

The 21-km stretch is being constructed using two methods:

- **16 kilometers** will be excavated using Tunnel Boring Machines (TBMs).
- **5 kilometers** will be constructed using the New Austrian Tunneling Method (NATM).

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Key Milestones Achieved:

ADIT (Additionally Driven Intermediate Tunnel) Portal

- A 394-meter-long ADIT tunnel was completed in May 2024 in a record six months.
- The ADIT has facilitated two additional NATM excavation faces, enabling the completion of 1,111 meters of tunneling.
- This tunnel, measuring 11 x 6.4 meters, provides vehicular access for construction and emergency evacuation.

Shaft Progress

- **Shaft 1 (Mumbai HSR Station):** Excavation work for a 36-meter-deep shaft is ongoing.
- **Shaft 2 (Vikhroli):** A 56-meter-deep shaft is completed and will deploy TBMs in two directions—towards BKC and Ahmedabad.
- **Shaft 3 (Savli near Ghansoli):** A 39-meter-deep shaft has been successfully completed.

Tunnel Portal at Shilphata

- The NATM tunnel portal is completed, and 602 meters of the 1,628-meter stretch has been excavated.

Safety Measures and Monitoring

The NHSRCL is taking extensive precautions to ensure the safety of workers and nearby structures:

- Adequate ventilation is maintained inside the tunnels.
- Excavated material is disposed of as per state guidelines.
- Continuous monitoring of surrounding structures is conducted using geotechnical instruments, including inclinometers, vibration monitors, and tilt meters, to prevent risks related to tilt, settlement, or deformation.

Casting Yard for Tunnel Linings

A dedicated casting yard has been established in Mahape, Thane district, for the tunnel's TBM-excavated section:

Specifications:

- The yard will produce **77,000 segments**, forming **7,700 rings** for the tunnel lining.
- Each ring consists of nine curved segments and one key segment, made of **M70 grade high-strength concrete** for long-term durability.

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- Steel reinforcement per ring: **4.368 MT**; Concrete per ring: **39.6 cubic meters**.

Facilities:

- Nine sets of moulds, batching plants (69 cubic meters per hour capacity), and a state-of-the-art QA-QC laboratory are in operation.
- Advanced equipment, including cranes, gantries, and steam curing systems, ensure precision and quality control during casting operations.

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Rs 76,220 Crore Vadhavan Port Project: Bids For Core Infrastructure Including Offshore Land Reclamation Likely By September
The Hindu Business Line,
January 27, 2025



Proposed Vadhavan Port in Maharashtra.

Bids for developing core infrastructure, including offshore land reclamation, under a public-private partnership (PPP) model for Maharashtra's Vadhavan port are expected to open before September.

"The bidding for core infrastructure, including offshore land reclamation, should go in less than six months," an official stated, underscoring the urgency and ambition of this transformative project.

This ambitious all-weather greenfield deep major port, a critical link in the India Middle East Europe Economic Corridor (IMEEC), is set to boost India's maritime capabilities.

With an estimated project cost of Rs 76,220 crore, Vadhavan will feature nine container terminals, each 1,000 metres long, alongside four multipurpose berths, four liquid cargo berths, a Ro-Ro berth, and a Coast Guard berth.

The port will reclaim 1,448 hectares of land from the sea and construct a 10.14-kilometre offshore breakwater.

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The final infrastructure will support container and cargo storage, creating a total capacity of 298 million metric tonnes (MMT) per annum, including a staggering 23.2 million TEUs (Twenty-foot equivalents) of container handling capacity.

The capacities created are expected to significantly boost trade flow through IMEEC and the International North South Transportation Corridor (INSTC).

Vadhavan Port Project Limited (VPPL), a special purpose vehicle formed by JNPA (74 per cent stake) and the Maharashtra Maritime Board (26 per cent stake), received cabinet approval in June 2024.

The project aligns with the PM Gati Shakti programme, promising to stimulate economic activity and create direct and indirect employment for 1.2 million people, boosting local economies.

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NHAI to Invest Rs 150 Bn in Upgrading Uttar Pradesh Highways Business Standard, January 27, 2025

Read more at:

<https://www.constructionworld.in/transport-infrastructure/highways-and-roads-infrastructure/nhai-to-invest-rs-150-bn-in-upgrading-uttar-pradesh-highways/68119>

A senior state official from Uttar Pradesh announced that the National Highways Authority of India (NHAI) will undertake new highway projects worth over Rs 150 billion to improve cargo and passenger movement in the state. Several districts, including Kanpur, Bareilly, Barabanki, Bahraich, Agra, Aligarh, and Gorakhpur, are expected to benefit from these initiatives, which will complement ongoing highways and expressway projects.

The official shared that while the detailed project reports (DPRs) for some projects are ready, the bidding process for others is at different stages of completion. The total outlay for these projects is estimated at Rs 155 billion.

In addition, the much-awaited Lucknow-Kanpur Expressway, under construction by the NHAI, is expected to be completed by July 2025. Once finished, it will provide seamless connectivity between the industrial town of Kanpur and the state capital, Lucknow, easing major traffic congestion in the twin cities.

The Ganga Expressway, initially expected to be completed before the Maha Kumbh event, is now slated for completion by March-April 2025. The Rs 36,000 crore mega project, being developed by the UP Expressway Industrial Development Authority (Upeida), will span 594 km. An airstrip has also been developed along the Ganga Expressway to accommodate emergency landings and takeoffs for the Indian Air Force (IAF). Currently, the Agra-Lucknow and Purvanchal Expressways also offer similar facilities.

Once the Ganga Expressway and the 91-km Gorakhpur Link Expressway are completed, Uttar Pradesh will have nine access-controlled expressways, with a combined length exceeding 1,900 km. The state currently accounts for around 47% of the country's total expressway length. Functional

expressways in UP include the Yamuna, Agra-Lucknow, Purvanchal, and Bundelkhand Expressways.

Additionally, the state government is focusing on enhancing rural road connectivity to facilitate faster movement of farm and dairy products from villages to cities and major food processing centres, thereby boosting rural income.

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Karnataka: Hebbal Metro Corridor's Multi-Modal Transport Hub Faces Delays Over Unresolved Land Acquisition Issues

Swarajya,
January 27, 2025



Hebbal flyover in Bengaluru.

The proposed multi-modal transport hub at Hebbal, a critical facility for the Hebbal-Sarjapur Metro line (Orange Line), is facing delays due to unresolved land acquisition challenges.

The Karnataka Industrial Areas Development Board (KIADB) has yet to transfer 55 acres of land in Amanikere village to Bangalore Metro Rail Corporation Limited (BMRCL), delaying the project's progress.

The land, earmarked for a state-of-the-art transport hub with multi-level parking and a metro depot, remains under dispute.

Compensation concerns with private landowners have stalled the handover.

A private firm had earlier purchased 55.1 acres in the area for a tourism project but failed to execute it.

KIADB repossessed the land and issued a notice in June 2023, demanding Rs 12.10 crore per acre from the firm. However, the payment is still pending.

Union Minister Shobha Karandlaje previously wrote to Chief Minister Siddaramaiah, urging swift action to resolve the matter.

She stated, “A timely decision will control escalating project costs and enhance the quality of life for citizens. The central government is fully supportive of developing Bengaluru, and KIADB should expedite the land transfer to BMRCL.”

TV Mohandas Pai, chairman of Aarin Capital, also emphasised the project's urgency.

In a post on X, he highlighted the need for 45 acres near Hebbal for the proposed tri-junction and transport hub, warning that delays are causing public anxiety.

The 36-km Hebbal-Sarjapur metro corridor, estimated at Rs 28,405 crore, requires 161.65 acres of land, including 45 acres for the depot and 6.65 acres for staff housing.

Acquiring private land will cost Rs 1,224 crore.

“We are facing delays due to certain technical issues in land acquisition,” a BMRCL official was quoted as saying by Bangalore Mirror.

The official added that the project aims to decongest traffic and improve travel efficiency for metro users.

Rajajinagar MLA S Suresh Kumar also urged the Chief Minister to expedite the process.

“BMRCL submitted a proposal to the state government in March 2024 to transfer 45 acres under the Karnataka Industrial Area Development Board (KIADB) in Hebbal, offering to pay the value fixed by the board. However, delays by the Industries Departments in transferring this land are creating unnecessary doubts, which is not in the public’s best interest,” he wrote.

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BUIDCO to Construct Multi-lane Road over Patna’s Anandpuri Drain

Times of India,
January 27, 2025

Bihar Urban Infrastructure Development Corporation (BUIDCO) has developed a plan to revamp the Anandpuri drain, which runs through the heart of the city from Baba Chowk to Rajapur Pul on Boring Road. The plan includes the construction of a multi-lane road over the drain.

The proposed 3.1-km road is divided into two stretches: from Baba Chowk to the Atal Path culvert and from near Hanuman Temple on Kasturba Path to the Rajapur Pul drainage pumping station.

Engineers explained that the proposal had been submitted to the state urban development and housing department for administrative approval. Once approval is granted, the bidding process for the construction of the road will commence.

An engineer mentioned that on the first stretch, from Baba Chowk to the Atal Path culvert, a two-lane road with a proposed carriageway of 6 meters per lane and a 0.5-meter median would be constructed. On the second stretch, between Kasturba Path and the Rajapur Pul pumping station,

the four-lane road would have a width of 20 meters. Currently, a 10-meter-wide two-lane road exists in this area, and the project aims to add two more lanes to improve traffic flow. Both stretches will be connected via Atal Path.

The estimated cost of the road and associated work is Rs 1.07 billion, with the project slated to be completed within two years. The work will include cleaning the existing drain, installing LED street lights, and adding road accessories, street furniture, and signage.

The Anandpuri drain is one of the nine major drainage lines in the city and connects key government administrative buildings, including the BUIDCO office, with various housing areas. It handles discharge from several areas, such as Baba Chowk, Patel Nagar, Atal Path, Patliputra Colony, Pani Tanki, Boring Road, North Sri Krishna Puri, Kasturba Path, Mainpura Digha Diara, and Rajapur Pul.

According to the detailed project report, a centralized drain structure will be created alongside the vehicular road. The report also stated that pre-cast manhole openings would be placed every 30 meters for cleaning and de-silting the drain. Due to its deteriorating condition, a box drain will be constructed to match its required capacity. Additionally, a 450-metre-long drain will be built from the Environment, Forest, and Climate Change office to the Nehru Nagar drain.

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