

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, MARCH 06, 2025

^ TOP

- [India's Mega Infra Push: NPG Under PM GatiShakti Evaluates 11 Projects In Road, Railway, IT and Metro Sectors](#)
- [Highway construction down 8% in April-January, new awards pick up](#)
- [Government To Revamp 'Build, Operate, Transfer' Model For Greenfield Highways To Attract Private Investment: Report](#)
- [Sweeter terms for BoT highway projects by April](#)
- [World's longest ropeway to come to Kedarnath: Cabinet approves Rs 4000 Cr project – All you need to know](#)
- [India To Open Nuclear Sector For Private Players, Key Legislative Reforms On The Table](#)

India's Mega Infra Push: NPG Under PM GatiShakti Evaluates 11 Projects In Road, Railway, IT and Metro Sectors
Swarajya,
March 06, 2025

The 88th meeting of the Network Planning Group (NPG), chaired by DPIIT secretary E Srinivas convened today (1 March) to evaluate infrastructure projects across Road, Railway, Information Technology, and Metro sectors.

"Joining the Hands that Believe in Building Sustainably # Platform for Sustainable Infra"

The meeting focused on enhancing multimodal connectivity and logistics efficiency in alignment with the PM GatiShakti National Master Plan (PMGS NMP).

Key Projects Evaluated

The NPG reviewed eleven projects, including seven road projects, two railway projects, one IT project, and one metro project.

These initiatives aim to boost logistical efficiency, reduce travel times, and enhance socio-economic benefits.

Road Infrastructure Projects (Ministry of Road Transport and Highways):

Four-Lane National Highway from Kishanganj to Bahadurganj (Bihar) – The road Project is a greenfield development with alignment length of 23.649 km in Kishanganj, Bihar.

The road will connect NH-27 and NH-327E, enhancing regional mobility, reducing congestion and enhance trade connectivity between Bihar and West Bengal. The project includes flyovers, major bridges, service roads and underpasses to ensure smooth vehicular movement and improved accessibility.

Northern Portion of Hyderabad Regional Ring Road Expressway (Telangana) – The Northern Portion of Hyderabad Regional Ring Road Expressway is a Greenfield expressway project under Bharatmala Pariyojana.

It aims to develop a 158.64 km long 4-lane access-controlled expressway connecting Girmapur village (on NH-65) in Sangareddy district to Choutuppal (on NH-65) in Yadadri Bhuvanagiri district, passing through Sangareddy, Medak, Siddipet and Yadadri Bhuvanagiri districts in Telangana.

It is designed to provide a high-speed corridor with grade separators, interchanges. Additionally, it will facilitate better linkages to key economic nodes, including SEZs, mega food parks, pharma hubs and textile clusters.

Four-Lane Access Controlled Sirhind-Sehna Section (Punjab) – The project includes development of the four-lane access-controlled Sirhind-Sehna section of NH-205AG as part of the Mohali-Barnala Inter Corridor Route in Punjab.

The project has alignment length of 106.92 km and is a key component of the Bharatmala Pariyojana Phase-I, providing an alternative to congested urban roadways and linking critical expressways such as the Delhi-Amritsar-Katra Expressway and the Amritsar-Jamnagar Economic Corridor.

Six-Lane Connectivity to Visakhapatnam Port (Andhra Pradesh) – The proposed project consists of development of a six-lane connectivity road from Sabbavaram to Sheelanagar Junction in Visakhapatnam Andhra Pradesh, under Bharatmala Pariyojana.

The project with length of 12.66 km, is designed to ease congestion on NH-16 by providing a dedicated corridor for port-bound traffic, thereby reducing interference with local commuters in Visakhapatnam city.

The Greenfield corridor (97 per cent) will ensure efficient cargo evacuation and improve overall logistical operations for Visakhapatnam Port.

Jaipur Northern Ring Road (Rajasthan) – The proposed greenfield project is aligned outside the urban core of Jaipur, connecting key corridors including Ajmer Road, Agra Road and the Jaipur Bandikui Spur.

This ring road will alleviate traffic congestion in the northwest region of the city by diverting heavy commercial traffic from NH-48 and NH-52.

Additionally, the design incorporates major and minor bridges, toll plazas and service roads, augmenting connectivity enhancements for both residents and businesses.

Upgradation of Limbdi-Dhrangadhra NH-51 (Gujarat) – The proposed project includes upgradation of the Limbdi- Dhrangadhra section of NH-51 in Gujarat to a two-lane highway with paved shoulders.

This brownfield project with greenfield bypasses and realignments spans 62.822 km in Surendranagar district and aims to enhance connectivity between the Saurashtra and Kachchh regions.

The corridor links key highways, namely Ahmedabad- Viramgam-Maliya (SH-7) and Ahmedabad-Rajkot (NH-47).

Six-Lane Zirakpur Bypass (Punjab & Haryana) – The proposed Zirakpur Bypass is a 6-lane highway project that will connect NH-7 (Zirakpur-Patiala) and NH-5 (Zirakpur-Parwanoo), spanning 19.2 km across Punjab and Haryana.

The project aims to alleviate heavy congestion in Zirakpur, Panchkula and surrounding areas. The bypass will include three-level interchanges at both ends, multiple culverts, vehicular overpasses and underpasses, ensuring smooth traffic flow.

Railway Projects (Ministry of Railways):

New Broad Gauge Line from Bhagalpur to Jamalpur (Bihar) – The New Broad Gauge (BG) Line from Bhagalpur to Jamalpur (52.810 km) is a brownfield project.

The project aims to enhance railway capacity and connectivity in Bihar's Bhagalpur and Munger districts.

The project will connect Bhagalpur, Sultanganj and Jamalpur, facilitating efficient freight and passenger movement while reducing congestion on existing railway lines.

Doubling of Aurangabad-Parbhani Railway Line (Maharashtra) – The proposed doubling of the Aurangabad-Parbhani Railway Line (177.29 km) is a brownfield expansion project.

The project aims to decongest the Vijayawada-Balharshah (HDN) and Secunderabad-Mumbai corridors, providing an efficient alternative for freight and passenger movement.

The line runs through Aurangabad, Jalna and Parbhani districts in Maharashtra, benefiting industries, tourism and trade in the region.

Technology and Urban Infrastructure Projects:

National Knowledge Network Phase-II (Ministry of Electronics and Information Technology) – The National Knowledge Network (NKN) Phase-II is an advanced high-speed network initiative by the Central government, aimed at strengthening the backbone of national research, education and e-Governance infrastructure.

The network facilitates seamless connectivity for research institutions, universities and government departments, ensuring uninterrupted access to data resources and digital platforms.

GIFT City Metro Corridor (Ministry of Housing and Urban Affairs) – GIFT City Metro Corridor, having length of 7.585 km and to be implemented in two phases, is designed to enhance urban mobility for the Gujarat International Finance Tec-City (GIFT) in Gujarat.

This will yield significant socio-economic benefits such as reduced travel time, lower fuel consumption and a substantial drop in vehicular emissions and accidents.

[^ TOP](#)

Highway construction down 8% in April-January, new awards pick up
Reuters,
March 06, 2025

Despite the slowdown in highway construction, the capital expenditure during April-January was Rs 2.30 trillion, slightly more than Rs 2.28 trillion in the same period of the last financial year.

The last four months of any financial year accounted for 51-58% of execution of projects in the last four years.

Highway construction in the first ten months of this financial year declined 8.5% on year to 7,000 km. Still, the target for the year may be met as it was modest in the first place.

The government has set a provisional target of constructing 10,421 km of national highways this financial year, which is 15% lower than last year's achievement due to the election process delaying various state clearances and prolonged monsoon in 2024.

The last four months of any financial year accounted for 51-58% of execution of projects in the last four years. In FY 24 it was 58%. If the trend persists the execution will be in the range of 10,000 km to 10,500 km, according to ICRA.

Of the total target, National Highways Authority of India (NHAI) has been given a share of 5,000 km while the remaining will be done by National Highways and Infrastructure Development Corporation (NHIDCL) and road wing of the ministry. NHAI has already constructed 4553 km of highways and awarded contracts for 2002 km.

Another positive is the pick up in awarding of new highway projects. In April-January the awarding stood at 4204 km, a 20% increase over the same period of the last financial year. This financial

year's target for awarding is 12,900 km as against last year's achievement of 8581 km. The slowdown in awarding in the last financial year was due to a pause on new works under Bharatmala in October 2023. Instead of new projects, the focus of awarding this year has been on augmentation of capacity of existing highways.

Delhi to Jaipur in just half an hour? India's first hyperloop test track now a reality at IIT Madras
The slowdown in awarding in the past 18 months, however, will impact the pace of highway construction in 2025-26 and only in 2026-27 can an uptick be expected, according to analysts.

Despite the slowdown in highway construction, the capital expenditure during April-January was Rs 2.30 trillion, slightly more than Rs 2.28 trillion in the same period of the last financial year.

[^ TOP](#)

Government To Revamp 'Build, Operate, Transfer' Model For Greenfield Highways To Attract Private Investment: Report

Swarajya,
March 06, 2025

The government is set to introduce a revised Model Concession Agreement (MCA) for Build Operate Transfer (BoT) projects by April, aiming to reduce disputes and encourage greater private investment in highway construction, Financial Express reported citing a senior official.

"In April, the revised Model Concession Agreement (MCA) for the Build Operate Transfer (BoT) projects will be ready. The revision will take care of the concerns of the industry in the construction sector," the official was quoted as saying by FE.

The MCA serves as a legal contract that defines terms and conditions of public private partnership (PPP) projects in India.

Last year, the government revised the MCA for brownfield BoT projects, incorporating liberal construction support, permission for borrowing from non-bank lenders, and enhanced compensation for shortfalls in projected tariff collections.

The updated MCA is expected to instill confidence among developers as the government begins bidding for key greenfield projects.

Currently, 53 highway projects worth Rs 2.1 lakh crore are planned for execution under the BoT model, with some projects already at the bidding stage and others expected to be tendered in the next three months.

"The aim of the MCA revision exercise is to balance the risk between the proponents of the projects in a way which is rational," the official added.

To mitigate risks, the Ministry of Road Transport and Highways (MoRTH) has mandated that all pre-construction approvals—including land acquisition, forest clearance, and environmental clearances—must be completed before issuing the Letter of Award.

"In some cases, we insist even the financial bids are not opened unless we have been able to complete pre-construction exercises which are essentially land acquisition, forest clearances and

"Joining the Hands that Believe in Building Sustainably # Platform for Sustainable Infra"

environment clearances. The idea is that the scope of contractual disputes and pendency of projects are minimised," the official noted.

Reviving BoT is a key part of the government's infrastructure strategy, particularly as India focuses on high-speed corridors to enhance logistics efficiency.

The government aims to extend the high-speed corridor network to 50,000 km from the existing 4,500 km, with 18,000 km of expressways to be constructed over the next five to six years.

By 2030-31, the target is to reach 25,000 km, with further expansion planned over the following five years.

The BoT model was widely used between 2007 and 2014, accounting for nearly 50 per cent of total highway projects.

However, it later fell out of favour due to aggressive bidding, unrealistic projections, land acquisition delays, and disputes, which led to non-performing assets (NPAs) for banks.

To address BoT's decline, the government introduced the Hybrid Annuity Model (HAM) in 2016, where 40 per cent of the project cost is covered by the government and 60 per cent by the concessionaire, who is then reimbursed through fixed annuity payments over 15 years.

HAM has since gained prominence, accounting for 58 per cent of the Bharatmala programme, while BoT contributes a mere 1.41 per cent and Engineering, Procurement and Construction (EPC) contracts make up 41 per cent.

Despite BoT never completely went out fully—still making up 3-5 per cent of highway projects—the National Highways Authority of India (NHAI) now seeks to increase BoT's share to 10 per cent, ensuring a more sustainable funding model for India's growing road network.

[^ TOP](#)

Sweeter terms for BoT highway projects by April

The Financial Express,
March 06, 2025

Revitalising BoT is essential as the government now aims to focus on high-speed corridors for efficient logistics that require massive amounts of capital.

The government is planning to come out with a revised model contract for greenfield highways by April to minimise disputes and attract more private risk capital to the sector, a senior official said.

"In April the revised Model Concession Agreement (MCA) for the Build Operate Transfer (BoT) projects will be ready. The revision will take care of the concerns of the industry in the construction sector," the official said.

MCA is a legal contract that defines terms and conditions of public private partnership (PPP) projects in India. Last year the government had revised the MCA for brownfield BoT projects providing for liberal construction support, allowing borrowing from non-bank lenders and enhanced compensation if the tariff projections are not met.

"Joining the Hands that Believe in Building Sustainably # Platform for Sustainable Infra"

The revision will give much needed comfort to the builders as the bidding for some greenfield projects gets underway. The government has a pipeline of 53 highway projects worth Rs 2.1 lakh crore that will be executed through BoT.

Few of the projects on the list are at a bidding stage and a few are likely to get bid over the next three months.

“The aim of MCA revision exercise is to balance the risk between the proponents of the projects in a way which is rational,” the official said.

The ministry of road transport and highways (MoRTH) now insists that pre-construction preparations and activities must come to a definitive conclusion before the letter of award is issued, he added.

“In some cases we insist even the financial bids are not opened unless we have been able to complete pre-construction exercises which are essentially land acquisition, forest clearances and environment clearances. The idea is that the scope of contractual disputes and pendency of projects are minimised,” the official said.

Revitalising BoT is essential as the government now aims to focus on high-speed corridors for efficient logistics that require massive amounts of capital. The plan is to take the length of high speed corridors to 50,000 km from 4,500 km now. Around 18,000 km of expressways are to be built in the next five or six years and rest will be phased accordingly in the next 5-6 years. Up to 2030-31 the idea is that our high speed corridor length would increase to 25,000 km from 4,500 km. The rest would come in the next five years.

BoT was most popular between 2007 and 2014 and accounted for 50% of the total. After that it fell into disuse. Many developers quit the contracts which they had bid so aggressively for.

Apart from aggressive bids and inflated projections, delays in land acquisition and other disputes left behind a mess and even Non Performing Assets (bad pans) for banks.

To supplement BOT the government came up with Hybrid Annuity Model (HAM) in 2016. In HAM 40% of the project cost is paid by the government and 60% by the concessionaire. The concessionaire is then paid fixed annuity on his investment for 15 years to help him recover the costs. The popularity of HAM has enabled it to clock a share of 58% in the flagship highway building programme Bharatmala. BOT share in Bharatmala is mere 1.41% while another mode of highway construction Engineering Procurement and Construction (EPC) accounts for 41%.

Even though BOT never went out fully with 3-5% of the total projects still being awarded under the route by NHAI, it wants to take it to 10%.

[^ TOP](#)

World’s longest ropeway to come to Kedarnath: Cabinet approves Rs 4000 Cr project – All you need to know
FE Online,
March 06, 2025

Reducing the current travel time by nearly eight hours, this ropeway project will allow devotees, visitors and travelers to reach Kedarnath in nearly 40 minutes as shared in a cabinet briefing by Union Minister, Ashwini Vaishnaw.

The Union Cabinet approved the Kedarnath and Hemkund Sahib Ropeway project on Wednesday, March 5. Chaired by Prime Minister Modi, the cabinet approved ropeway aims to span nearly 13 kilometres with a budget of Rs 4,081 crore. On the other hand, Hemkund Sahib will cost Rs 2,730 on an estimate.

Reducing the current travel time by nearly eight hours, this ropeway project will allow devotees, visitors and travelers to reach Kedarnath in nearly 40 minutes as shared in a cabinet briefing by Union Minister, Ashwini Vaishnaw.

The project is being executed by a public-private partnership and will adopt the reliable and efficient Tri-cable Detachable Gondola (3S) Technology. With a capacity of more than 1,500 passengers per hour in one direction, the Kedarnath ropeway will be able to transport 18,000 pilgrims in a day.

When will the Kedarnath Ropeway do?

The ropeway project connecting Sonprayag to Kedarnath will be a news of ease to pilgrims. Currently, the journey involves a challenging 16 km uphill trek which takes 8-9 hours on foot. Apart from cutting the travel time exponentially, it will also generate substantial employment opportunities during the construction and operation phase of the project.

The fast connectivity is set to boom tourism allied industries like hospitality, travel, food and beverage throughout the year. In an effort to create sustainable socio-economic development, the Rs 4000 crore will be an investment towards a technologically enabled temple-town. Visitors soon hope to visit Gaurikund, Kedarnath and Hemkund Sahib with ease without worrying about the risks of an uphill trek.

This pilgrimage is a sought after journey among devotees and the ropeway project plans to provide convenience ensuring all-weather connectivity between Sonprayag and Kedarnath.

[^ TOP](#)

India To Open Nuclear Sector For Private Players, Key Legislative Reforms On The Table

PTI,

March 06, 2025

India is set to allow private sector participation in its nuclear energy sector, with legislative amendments under consideration to facilitate this shift.

Addressing a post-budget webinar organized by NITI Aayog, Union Minister Jitendra Singh emphasised that nuclear power is crucial for India's clean energy transition and Net Zero targets.

He highlighted the Union Budget 2024-25's focus on expanding nuclear capacity to 100 GW by 2047, stating that private sector involvement and regulatory updates will be necessary to achieve this goal.

"Joining the Hands that Believe in Building Sustainably # Platform for Sustainable Infra"

India's electricity demand is projected to increase four to five times by 2047.

While renewable energy sources are growing, they may not be sufficient to meet base-load power requirements.

Singh noted that nuclear energy will be an important component of India's energy mix, requiring steady capacity additions of about 4 GW annually to reach the 100 GW goal.

To enable private sector participation, the government is considering amendments to the Atomic Energy Act, Civil Liability for Nuclear Damage Act, and Electricity Act.

These changes would provide policy clarity, encourage investments, and allow private players to design, build, and operate nuclear plants.

“Opening up the nuclear sector will send a strong policy signal to industry players, boosting investor confidence and encouraging long-term investments,” Singh noted.

Public sector enterprises such as NPCIL and NTPC's joint venture, Ashwini, will remain key contributors to the nuclear expansion.

The minister highlighted that NPCIL, along with its subsidiaries, aims to contribute nearly half of the 100 GW target by leveraging domestic and international partnerships.

Meanwhile, NTPC's joint venture, Ashwini, has already taken the lead in constructing four 700 MWe PHWRs at Mahi-Banswara in Rajasthan.

Singh also announced the launch of a Small Modular Reactor (SMR) R&D Mission, which aims to develop five SMRs by 2033.

These reactors, which can be deployed in industrial zones and remote locations, are being explored as an alternative for sectors with high energy demand, such as cement and steel.

The minister noted that India's nuclear programme, initially met with skepticism due to global restrictions and proliferation concerns, has gained wider acceptance in recent years.

He stated that the government is focused on ensuring transparency and responsible development in the sector.

To address public concerns, Singh called for a sustained awareness campaign highlighting nuclear energy's safety and environmental benefits.

He stressed the need for collaboration among government agencies, industry stakeholders, and environmental groups to ensure informed discussions on nuclear power.

With ongoing consultations and planning, Singh said that while challenges exist, achieving 100 GW of nuclear capacity by 2047 is an attainable goal.

[^ TOP](#)