

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

Monday, March 17, 2025

[^ Top](#)

- [HCC-TPL joint venture secures ₹2,191 crore Indore metro contract](#)
- [Terms for highway TOT contracts to be tweaked](#)
- [Delhi-Mumbai Expressway Faces Delays In Gujarat-Maharashtra Section, October 2025 Deadline in Question: Report](#)
- [Rs 7.44 Lakh Crore Rail Projects In Pipeline: Out of 44,488 Km Planned, Over 12,000 Km Commissioned](#)
- [Indian Railways Takes Up Five Surveys In J&K, Including Four New Rail Lines And Banihal-Baramulla Doubling](#)
- [India's First Under-River Road Tunnel, Rajkot Metro Among Key Projects Reviewed By NPG Under PM GatiShakti—What You Need To Know](#)
- [India's Biggest Highway Push Advances — Over 19,200 km Out Of 26,425 km Awarded Projects Under Bharatmala Pariyojana Completed](#)

- [Over 13,700 'Black Spots' Identified on National Highways; Long-Term Rectification Completed On 5,036 Sites: Gadkari](#)

HCC-TPL joint venture secures ₹2,191 crore Indore metro contract

The Hindu Business line,
March 17, 2025

The contract represents the only underground segment of the 31.32 km Indore Metro Phase 1 project

Hindustan Construction Company Limited (HCC) and Tata Projects Limited (TPL) have won a ₹2,191 crore contract to construct an 8.65 km underground corridor for the Indore Metro Rail project, according to a regulatory filing on March 17, 2025. HCC holds a 55 per cent stake in the joint venture, worth approximately ₹1,205 crore.

The shares of Hindustan Construction Company Limited (HCC) were trading at ₹23.12, up by ₹0.50 or 2.21 per cent on the NSE today at 12.05 pm.

The contract, designated as Package IN-05R, represents the only underground segment of the 31.32 km Indore Metro Phase 1 project. The scope includes building 11.32 km of tunnel using tunnel boring machines (TBM) and constructing seven underground stations: Indore Railway Station, Rajwada, Chota Ganpati, Bada Ganpati, Ramchandra Nagar, BSF/Kalani Nagar, and Airport.

The project will connect a ramp east of Indore Railway Station to a ramp west of Airport Station, providing crucial underground transportation infrastructure for Madhya Pradesh's largest city.

HCC brings significant metro construction experience to the project, having previously worked on Mumbai Metro Line III, Chennai Metro, Delhi Metro, Bangalore Metro, Mumbai Metro Line I, and Kolkata Metro. The company has contributed to building over 4,036 lane km of highways and 403 bridges throughout its nearly 100-year engineering history.

[^ Top](#)

Terms for highway TOT contracts to be tweaked

The Financial Express,
March 17, 2025

The government plans to review the Toll Operate Transfer (TOT) contract model to enhance viability and boost investor interest.

The government is planning to undertake another review of the model contract for Toll Operate Transfer (TOT) mode of monetisation of highways, to make it more viable and boost investor interest.

The revised draft of the concession agreement could be ready in April. The new norms, to be announced after the review, are expected to address concerns of the government too. Currently, s Infrastructure Investment Trust (InVIT) is seen to deliver better returns, compared to ToT model for the government. There have been reports that the government is more in favour of InVIT rather than ToT.

Both the modes of monetisation will be used to meet the aggressive target for highway monetisation in the next National Monetisation Pipeline (NIP). The NIP for next five years will have a target of Rs 10 lakh crore of which Rs 3.5 lakh crore will come from highways.

The last review of the Model Concession Agreement (MCA) used for monetisation of publicly funded operational national highways was done in March 2024. This review reduced the time period between the two reviews of toll collection on monetised highways to five years from seven years.

This change ensures that any variations in toll collection are addressed promptly, and corresponding changes are made to the concession period. It also allows for three reviews instead of two during the validity of concession period for highways monetised under ToT.

It also cut down the degree of variance in toll collections against the projected numbers that will trigger a review of the concession period to 5% from 20% and 30%. Now if the collection is 5% less or more than projected it will lead to change in concession period.

The government will also come out with a revised MCA for highways to be developed through Build Operate Transfer (BoT) mode in April. The aim of MCA revision exercise for BoT is to balance the risk between the the government and the private developers.

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.

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.

[^ Top](#)

Delhi-Mumbai Expressway Faces Delays In Gujarat-Maharashtra Section, October 2025 Deadline in Question: Report

Swarajya,
March 17, 2025

The construction of the Delhi-Mumbai Expressway has hit delays across five packages covering 140 km between Surat and the Gujarat-Maharashtra border, leading to an extension of the project deadline, News18 reported.

Union Minister Nitin Gadkari had announced last year that the entire expressway would be completed by October 2025. However, recent updates indicate a different scenario.

The segment between Vadodara and Surat in Gujarat is divided into five packages, with nearly 50 percent of the work completed on the last 25 km stretch.

The section extending from Surat to the Gujarat-Maharashtra border is also divided into five packages, but progress has been sluggish in all but one.

Two packages in the 60 km section have seen less than 10 percent completion, while a 25 km section has progressed by less than 30 percent.

Another 30 km stretch has seen around 50 percent of the work completed.

Madhya Pradesh has completed its 250 km section of the expressway, which is now operational.

Similarly, the main section of the expressway in Haryana is operational, while work on the spur is nearing completion and is expected to be ready later this year.

In Rajasthan, minor portions, including a tunnel, are still under construction.

The section in Rajasthan is expected to be ready in the next 10-12 months, News18 reported citing officials aware of the development.

However, sections of the expressway in Maharashtra are unlikely to be completed before the end of 2026, according to the officials cited in the News18 report.

The expressway project spans 1,386 km and is divided into 53 packages, including spurs.

The Ministry of Road Transport and Highways in July last year said that work on 26 packages have been completed, with overall physical progress reaching 82 percent.

Out of the total 1,386 km, 619 km of the Delhi-Mumbai Expressway is already operational.

This includes the Delhi-Dausa-Sawai Madhopur stretch, Jhalawar-Ratlam-MP/Gujarat border, and the Vadodara-Bharuch segment.

The ministry also stated last year that construction on 1,136 km had been completed, adding that the revised scheduled completion date is October 2025.

The expressway is primarily divided into two segments: an 845-km stretch from Delhi to Vadodara and a 450-km segment from Vadodara to Mumbai.

The Delhi-Vadodara section was originally expected to be ready this month, while the Vadodara-Mumbai stretch was slated for completion by October 2025.

The 90-km DND Sohna and Jewar part of the road was expected by July 2025.

At present, the longer and congested NH-48 serves as the primary route between Mumbai and Delhi, spanning 1,440 km.

Set to be constructed at an estimated cost of over Rs 1 lakh crore, the new expressway aims to enhance connectivity across key economic hubs in Delhi, Uttar Pradesh, Haryana, Rajasthan, Madhya Pradesh, Gujarat, and Maharashtra.

Once completed, the expressway will cut the distance between Delhi and Jawaharlal Nehru Port Authority (JNPA) in Navi Mumbai by approximately 180 km, and reduce travel time by nearly half.

[^ Top](#)

Rs 7.44 Lakh Crore Rail Projects In Pipeline: Out of 44,488 Km Planned, Over 12,000 Km Commissioned

PTI,

March 17, 2025

Indian Railways had 488 infrastructure projects in various stages of planning, approval and construction, covering 44,488 km with an estimated cost of Rs 7.44 lakh crore as of April 2024, Railway Minister Ashwini Vaishnaw has informed the Lok Sabha.

The projects included 187 new railway lines, 40 gauge conversion projects, and 261 doubling/multitracking initiatives across different railway zones.

As of March 2024, 12,045 km of track has been commissioned, with Rs 2.92 lakh crore spent, according to the minister.

In a written reply to a question in the Lok Sabha earlier this week, Vaishnaw said, "As on 01.04.2024, across Indian Railways, 488 Railway infrastructure projects (187 New Line, 40 Gauge Conversion and 261 Doubling) of total length 44,488 Km, costing approx. ₹7.44 lakh crore are in planning/approval/construction stage, out of which, 12,045 Km length has been commissioned and an expenditure of approx. ₹2.92 lakh crore has been incurred upto March, 2024".

According to the data presented by the minister, Indian Railways currently has 488 infrastructure projects, including 187 new line projects spanning 20,199 km, of which 2,855 km has been commissioned with an expenditure of Rs 1,60,022 crore till March 2024.

Additionally, 40 gauge conversion projects covering 4,719 km have seen 2,972 km commissioned, with Rs 18,706 crore spent till March 2024.

The largest segment in terms of the number of projects is doubling or multitracking, with 261 projects totaling 19,570 km, of which 6,218 km has been commissioned, with an expenditure of Rs 1,13,742 crore till March last year.

The pace of railway track commissioning/laying has also increased significantly in the last decade.

Between 2009 and 2014, Indian Railways commissioned 7,599 km of new tracks, averaging 4.2 km per day.

Meanwhile, from 2014 to 2024, the commissioning rate more than doubled, with 31,180 km of new tracks laid, averaging 8.54 km per day, according to the government data.

[^ Top](#)

Indian Railways Takes Up Five Surveys In J&K, Including Four New Rail Lines And Banihal-Baramulla Doubling

Swarajya,
March 17, 2025

Indian Railways has recently taken up five surveys in Jammu and Kashmir, including plans for four new rail lines and the doubling of an existing line.

These projects aim to improve connectivity in the Union Territory, particularly in hilly and border areas.

The new railway line surveys include the Baramulla-Uri (46 km), Sopore-Kupwara (37 km), Anantnag-Pahalgam (78 km), and Avantipore-Shopian (28 km) routes, Railways Minister Ashwini Vaishnaw said in response to a question in the Lok Sabha.

Additionally, a survey has been initiated for doubling the Banihal-Baramulla section, spanning 118 km.

Vaishnaw also said that the survey for new line between Jammu and Poonch via Akhnur and Rajauri (223 km) was also carried out, with the estimated cost pegged at Rs 22,771 crore.

However, the project faces challenges due to low traffic projections, according to the minister.

He further said that the work on new railway line in Jammu & Kashmir under the Udampur-Srinagar-Baramulla Rail Link (USBRL) project of total length 272 Km has already been completed.

USBRL project covers the district of Udampur, Reasi, Ramban, Srinagar, Anantnag, Pulwama, Budgam and Baramulla in Jammu & Kashmir.

The minister said that sanctioning of railway projects is a continuous and dynamic process of Indian Railway.

"Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes including connectivity to hilly and border areas, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands," Vaishnaw said.

[^ Top](#)

India's First Under-River Road Tunnel, Rajkot Metro Among Key Projects Reviewed By NPG Under PM GatiShakti—What You Need To Know

The Hindu Business Line,
March 17, 2025

The 89th meeting of the Network Planning Group (NPG), chaired by DPIIT Joint Secretary Pankaj Kumar was held on Friday (14 March) to evaluate infrastructure projects in the Road, Railway, and Metro sectors.

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

A total of eight projects were reviewed during the meeting, including four road projects, three railway projects, and one metro rail project.

These initiatives are expected to streamline transportation, reduce travel time, and support economic growth across regions.

Key Road Projects Reviewed

Among the road sector proposals, the NPG evaluated:

- **Darugiri-Dalu Road Expansion (Meghalaya):** The project involves the development of the existing road into a two-lane highway with a paved shoulder along the Darugiri to Dalu section of NH-62 (New NH-217) in Meghalaya.

This 136.11 km-long stretch passes through East Garo Hills, South Garo Hills, and West Garo Hills, significantly enhancing regional connectivity.

Given its strategic location, this corridor is essential for facilitating cross-border trade and regional economic development.

- **Brahmaputra River Road Tunnel (Assam):** The project involves the construction of India's first-ever road tunnel beneath a major river.

The four-lane tunnel under the Brahmaputra will reduce travel time from 6.5 hours to just 30 minutes, shortening the distance from 240 km to 34 km.

This twin-tube, unidirectional underwater tunnel will enhance connectivity to Arunachal Pradesh, Manipur, and other northeastern states.

- **Kaliabor-Numaligarh Highway Upgrade (Assam):** This project aims to upgrade the existing highway from two lanes to four lanes along the Kaliabor-Numaligarh section (NH-37/NH-715) in Assam.

Covering 85.67 km across Nagaon, Karbi Anglong, and Golaghat districts, the project incorporates wildlife-friendly measures such as an elevated corridor and wildlife crossings to protect Kaziranga National Park's biodiversity.

- **Mayjilar-Jaisalmer Highway Project (Rajasthan):** Spanning 138.177 km, this project in Rajasthan includes brownfield and greenfield stretches along NH-11 and NH-70.

It aims to improve regional connectivity, boost tourism, facilitate defense movement, and enhance road safety.

Railway Projects Reviewed

The railway sector saw the evaluation of:

- **Badlapur-Karjat Railway Expansion (Maharashtra):** The 32.460 km-long brownfield project addresses increasing passenger and freight congestion along the Mumbai-Pune-Solapur-Wadi-Chennai corridor.

Enhancing connectivity between key commuter hubs and freight transit points, this project will benefit towns including Badlapur, Vangani, Shelu, Neral, Bhivpuri, and Karjat.

- **Nergundi-Cuttack Fourth Railway Line (Odisha):** The 15.99 km-long brownfield railway infrastructure project in Odisha aims to decongest existing rail lines, facilitate freight movement, and ensure smoother operations along a key corridor serving Paradip Port, Talcher coalfields, and major steel and power industries.
- **Haridaspur-Paradip Railway Doubling (Odisha):** The 74.09 km-long brownfield project in Odisha will enhance freight transportation capacity and logistics efficiency, facilitating seamless coal transportation from Talcher Coalfields to Paradip Port while supporting industrial expansion in the Angul-Jharsuguda cluster.

Metro Rail Project Evaluated

- **Rajkot Metro (Gujarat):** The Rajkot Metro Project is a greenfield urban transport initiative aimed at reducing congestion and providing a sustainable mode of transport in Rajkot, Gujarat.

Covering 41.11 km, the project integrates seamlessly with existing urban infrastructure, ensuring multimodal connectivity with regional rail, city bus services, and intermediate public transport such as autos and cycle rickshaws.

[^ Top](#)

India's Biggest Highway Push Advances — Over 19,200 km Out Of 26,425 km Awarded Projects Under Bharatmala Pariyojana Completed

Swarajya,
March 17, 2025

The Bharatmala Pariyojana, India's biggest highway development initiative, continues to progress at a steady pace, with 19,201 km of highways completed as of 31 December 2024, the government has informed the Parliament.

Approved by the government in 2017, the project aims to construct 34,800 km of roads across the country to improve connectivity, reduce logistics costs, and support economic growth.

According to the Ministry of Road Transport and Highways, a total of 26,425 km of road projects have been awarded under the scheme, with an estimated capital cost of Rs 8.54 lakh crore.

"As on 31.12.2024, projects with a capital cost of Rs.8.54 lakh crore covering a total length of 26,425 km have been awarded and out of this, 19,201 km has already been constructed under Bharatmala Pariyojana," Union Road Transport and Highways Minister Nitin Gadkari said in a written reply to a question in the Lok Sabha.

The awarded projects include multiple components such as economic corridors, inter-corridor routes, feeder routes, national corridors, expressways, border roads, and port connectivity roads.

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

Economic corridors account for 8,737 km, while expressways cover 2,422 km, and border roads and international connectivity roads total 1,619 km.

Coastal and port connectivity roads have also been awarded under the project.

According to the minister, a study conducted by IIM Bangalore to evaluate the impact of Bharatmala Pariyojana has indicated improvements in household income, logistics efficiency, and access to markets.

"The preliminary findings of study conducted by IIM, Bangalore to evaluate the impact of Bharatmala Pariyojana indicates positive effects across multiple sectors. Economically, household income and expenditure have increased, along with a rise in car sales. Logistics efficiency has improved with reduced costs. Businesses have benefited from better access to markets and factories. Socially, travel time to schools and healthcare facilities has decreased, enhancing accessibility. Overall, the study suggests that Bharatmala Pariyojana has significantly contributed to socio-economic growth," the minister said.

He added that the Bharatmala project envisaged improvement in the logistics efficiency and connectivity in the country including connectivity to tribal, aspirational and Left Wing Extremism (LWE) affected districts.

He added that development of corridors will reduce the travel time substantially between key economic centres.

"The projects under implementation are targeted for completion by financial year 2027-28," the minister added.

[^ Top](#)

Over 13,700 'Black Spots' Identified on National Highways; Long-Term Rectification Completed On 5,036 Sites: Gadkari

Swarajya,
March 17, 2025

Union Road Transport and Highways Minister Nitin Gadkari informed the Rajya Sabha that as many as 13,795 black spots have been identified on India's National Highways (NHs) based on accident reports with fatality and major injury.

Black spots are specific points which are prone to repeated and deadly road accidents, and the government is working on their rectification through a combination of short-term and long-term measures.

The minister said that the Government has taken steps for immediate short-term measures on such black spots like road markings, signages, crash barriers, road studs, delineators, closure of unauthorised median openings, traffic calming measures, etc.

Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, are also taken on such black spots as permanent rectification measures, he added.

“Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Out of total 13,795 black spots identified on the NHs in the country, long-term rectification has been completed on 5,036 black spots,” the Minister stated in his written reply.

The blackspots are identified by the government based on the accident reports received from the concerned state governments, meeting the criteria of occurrence of certain number of accidents involving fatalities and grievous injuries.

In a significant institutional overhaul, the government has also set up the National Road Safety Council under the chairmanship of the Minister of Road Transport and Highways.

The official members of the council include Ministers-in-charge of Road Transport of all States/UTs and senior Officers from State/UTs, among others.

Besides, review meetings are held with the senior officers of States/ UTs from time to time.

In addition to improving road safety data management, the Electronic Detailed Accident Report (e-DAR) Project has been developed as a centralised system for reporting, managing, and analysing road accident data.

New guidelines were released by the Ministry in February 2024, for taking advance action for removal of accident spots on National Highways reported on e-DAR platform thereby enhancing real-time road safety measures.

[^ Top](#)