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India Bridge Infrastructure Market Assessment, By Bridge Type [Arch Bridges, Beam Bridges, Cantilever Bridges, Suspension Bridges, Cable-Stayed Bridges, Others], By Material [Concrete, Steel, Composite Materials, Others], By Application [Railway, Roads and Highway], By Region, Opportunities and Forecast, FY2018-FY2032F

Market Report | 2024-08-23 | 129 pages | Market Xcel - Markets and Data

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Report description:

India bridge infrastructure market is expected to observe a CAGR of 6.21% during the forecast period FY2025- FY2032F, rising from USD 42.16 billion in FY2024 to USD 68.26 billion in FY2032. The demand for new infrastructure is rising as a result of amassed efforts by the Indian government to develop and improve the country's current transportation network, which includes roads, highways, bridges, and railway stations. India's bridge infrastructure sector is anticipated to witness an increased investment over the forecast years on account of commercial and public sector collaboration and rise in FDI investments, expected to push the development of bridges across the country.
India Interim Budget for FY2024-FY2025 reflect increased infrastructure capital investment by 11.1% to USD 133.86 billion (INR 11.11 lakh crore), representing 3.4% of countries GDP. India's FDI rules have been liberalized, offering foreign investor options aligned with their business goals. The budget extends interest-free loans to state governments to encourage infrastructure investment and development.
Government Incentives to Boost India Bridge Infrastructure Market
Government incentives, including financial subsidies and tax breaks, play a crucial role in driving growth in India's bridge infrastructure market. These measures foster innovation, facilitate the adoption of advanced bridge construction technologies, enhance connectivity, and transportation efficiency. By creating employment opportunities and improving logistics, these incentives contribute to overall economic growth. For a rapidly developing nation like India, such support is essential for accelerating the expansion and modernization of its bridge infrastructure.
For instance, The Bogibeel Bridge is India's longest rail-cum-road bridge, stretching 4,940 meters across the Brahmaputra River. It is the country's first fully welded steel bridge with a jointless design. The construction of this bridge, which is Asia's

second-longest rail-cum-road bridge, cost approximately USD 70.48 million (INR 5,900 crore). The Steel Authority of India Limited (SAIL) provided about 35,400 metric tonnes of steel for this landmark project. The Bogibeel Bridge connects the districts of Dibrugarh and Dhemaji in Assam. The initiative marks a significant advancement in achieving integrated connectivity between railways and waterways under the 'Gati Shakti' mission.

Rising Advancement of Urbanization and Technology is Influencing the Market Growth

Due to urbanization and the expansion of the construction industry, India is seeing the highest level of new bridge construction activity. According to the World Bank, over 40% of India's population, or 600 million people, will reside in urban areas by the year 2036. As a result, there will probably be more demand for safer and effective roads and bridges. Indian government putting their attention to make the nation's bridges stronger and suffer using advance technology.

For instance, in March 2024, real-time sensors will be used by MoRTH to track the state of bridges on national routes. The purpose of this project is to improve maintenance practices and guard against future bridge failures. Furthermore, thorough project reports for highway constructions will incorporate the use of health monitoring sensors for bridges. A committee made up of senior engineers with extensive experience will decide on the precise kind, quantity, and placement of sensors for the current bridges.

Similarly, The Chenab Bridge in Jammu & Kashmir has undergone trial runs. It is being monitored by advanced equipment, including over 100 sensors, a 780-meter-long blast protection platform and a control room equipped with 150 servers.

Rapid Development of Nation's Infrastructure to Boost the Market Demand

Increasing investments and focus on Highway Construction is one of the main drivers of market growth. Aiming to build 50 km of new national highways every day, the National Highways Authority of India (NHAI) wants to expedite the process. At 63,71,847 km, India's road network is the second largest in the world. Highway construction fell short of the annual objective of 13,814 km in FY 2023-FY2024, but it still reached 12,349 km, a noteworthy 20% increase from FY 2022-FY2023. 9,642 km of the work was dedicated to lane enlargement, with the remaining 2,707 km being used to reinforce pre-existing infrastructure. With a 34,800 km Phase-I sanction and an USD 6.39 billion (INR 5.35 lakh crore) budget, the government launched the Bharatmala Pariyojana to facilitate better mobility of people and products.

For instance, with 34 sub-sectors covered, the National Investment and Infrastructure Fund (NIIF) in India has expanded from 6,835 projects to 9,142 projects. There are 2476 projects in the development stage that will require an estimated USD 1.9 trillion in funding. 3,906 of these projects are in the roads and bridges sub-sector, and over half are in the transportation industry. Established in November 2022, the India Japan Fund provides investment facilitation across many sectors.

For instance, in April 2023, the Chenab bridge, a 1315 meter long railway bridge in Jammu and Kashmir is part of Udhampur-Srinagar-Baramulla Rail Link (USBRL) project of Indian Railways. At 362 meters above sea level it will be the highest bridge in the world. The bridge has completed installation of cable anchors, corrosion protected bars and wind tunnel testing.

Similarly, at a cost of USD 65.85 million (INR 5.35 billion), Rail Vikas Nigam Limited is building the New Pamban Bridge, which will be India's first vertical lift railway sea bridge. Despite ongoing delays in project execution, development has picked up, and bridge is expected to be completed before the end of 2024.

Road and Highway Segment Holds the Largest Share

Road and highway segment holds the largest share in the Indian bridge infrastructure market. The surge in urbanization and the need for efficient transportation contribute to the development of bridges. Improving connectivity between various regions of India and strengthening logistics networks are essential for economic growth. Bridges are pivotal in linking remote and backward areas with major cities and industrial centers. Notably, India has been actively investing in infrastructure projects, including construction of several bridges connecting state ways with highways in the country.

For instance, the Ministry has established the Indian Bridge Management System (IBMS) to conduct surveys on all bridges and structures on the national highway network, including inventory, using Mobile Bridge Inspection Units and indigenous software. The inventory includes over 1,69,528 bridge structures, with 200 over 75 years old. IBMS has identified 147 critically distressed bridges for rehabilitation or reconstruction, with 37 in good condition.

Future Market Scenario (FY2025-FY2032F)

The bridge Infrastructure market is driven by variables including population expansion, urbanization, economic development, modernization, and replacement of old bridges. Market expansion is facilitated by government spending and initiatives for transportation infrastructure.

While the National Infrastructure Pipeline (NIP) concentrates on over 9,000 projects across 34 sectors, the PM Gati Shakti National Master Plan (NMP) aims to allocate USD 1.3 trillion by cutting logistic costs, boosting cargo handling capacity, and minimizing turnaround time. For instance, the Ministry of Road Transport and Highways (MoRTH) has started a number of noteworthy bridge projects to increase connection to PM Gati Shakti nodes. A 4 km two-lane bridge that spans the Brahmaputra River at Jogighopa, a 29 km four-lane major bridge that crosses the Kosi River, a 6 km bridge that runs parallel to Vikramshila on the Ganga River, and a 14 km bridge that runs parallel to JP Setu on the Ganga River are some of the bridges that are currently under construction.
For instance, aiming to create 34,800 km of national highways, Phase I of the Bharatmala Pariyojana is now underway. Concluding by FY2027-FY2028, it covers 31 States/UTs and more than 550 districts, with a focus on corridor-based development. India's transportation infrastructure is set to undergo a major development with the government's objective of constructing 22 new greenfield expressways.
The railway industry in India is working on big projects and completed few projects such as Chenab bridge in Jammu & Kashmir, which is the highest railway bridge in the world, and the Mumbai-Ahmedabad Speed Rail Corridor, which is under construction.
Infrastructure financing and building have historically been mostly provided by governments. But in the highway and infrastructure business, public-private partnerships, which bring together public and private sectors to finance, construct, and manage transportation projects have grown in popularity.
Key Players Landscape and Outlook
The leading players in the India bridge infrastructure market are trying to increase their market outreach and maintain a fierce competition in the industry. Big firms that operate in the market have embraced crucial methods such as product creation, business expansion, agreements, partnerships, and acquisitions.
For instance, The National Company Law Tribunal (NCLT) approved the merger of Larsen & Toubro Infotech (LTI) and Mindtree, as a result, both businesses would begin operations as a single organization on November 14, 2022.
Similarly, on September 30, 2021, NCC Limited amalgamated with two of its Wholly Owned Subsidiary Companies (WOSs), including Aster Rail Pvt. Ltd. and Vaidehi Avenues Ltd.

Table of Contents:

*Companies mentioned above DO NOT hold any order as per market share and can be changed as per information available during research work.

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India Bridge Infrastructure Market Assessment, By Bridge Type [Arch Bridges, Beam Bridges, Cantilever Bridges, Suspension Bridges, Cable-Stayed Bridges, Others], By Material [Concrete, Steel, Composite Materials, Others], By Application [Railway, Roads and Highway], By Region, Opportunities and Forecast, FY2018-FY2032F

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