

# TIMES PROPERTY

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## GATEWAY OF DMIC

The Delhi-Mumbai Industrial Corridor has been conceived as a model industrial corridor of international standards and it will be a global manufacturing and trading hub. **A K TIWARY** writes

After Japan said it would invest \$4.5 billion in the Delhi-Mumbai Industrial Corridor (DMIC), over the next five years, things have started moving for the expansion and growth of the developing areas of Greater Noida along this corridor.

Greater Noida's Boraki will be the first node and gateway of this project, and, consequently, investors, developers and builders are showing interest in investing in this region.

The 1483km-long DMIC area of influence spans almost 12% of Uttar Pradesh. The project is likely to provide employment to nearly 2.5 lakh people as it will give a fillip to industrialization, and development of social and physical infrastructure in Noida-Greater Noida and the Yamuna Expressway zone. Of a total of seven, one investment region and one industrial area of DMIC are to be developed in UP.

Greater Noida Industrial Development Authority (GNIDA) and UP State Industrial Development Corporation Ltd (UPSIDC) are the nodal agencies for Dadri-Noida-Ghaziabad investment re-

gion and Meerut-Muzaffarnagar industrial area, respectively.

Rama Raman, chairman and chief executive officer of GNIDA, said that the DPR (Detail Project Report) is being prepared for the investment region (10,000 hectare) and the industrial area (25,000 hectares) by M/s Haico Consultant. Request for proposal (RFP) have already been prepared for four early bird projects like the Mega Rail Terminal at Bodaki, the Multi Modal Logistic Park, a power plant and an international airport at

Jewar. "The RPFs have now been issued to consultants on DMICDC (Delhi Mumbai Industrial Corridor Development Corporation). Work is being started on all four projects. There are total 10 early bird projects," Raman said.

After the MOU with Japan, the government of India has now announced a multi-modal high-axle load dedicated freight corridor (DFC) between Delhi and Mumbai, stretching over 1,483km and passing through the six states, UP, the NCR of Delhi,

### Integrated Corridor Development approach for DMIC

**High-impact and market-driven nodes:** Integrated investment regions (IRs) and industrial areas (IAs) have been identified within the corridor to provide transparent and investment-friendly facility regimes. An investment region would be a specifically delineated industrial region with a minimum area of over 200 sq km (20,000 hectares), while an industrial area would be developed with a minimum area of over 100 sq km (10,000 hectares). Twenty-four such nodes, 9 IRs and 15 IAs, spanning across six states, have been identified after wide consultations with the stakeholders like the state governments and the central ministries concerned.

### Shortlist of Investment Regions (IRs)

- ▶ Dadri-Noida-Ghaziabad Investment Region in Uttar Pradesh as general manufacturing Investment Region
- ▶ Manesar-Bawal Investment Region in Haryana as auto component/ automobile Investment Region
- ▶ Khushkhhera-Bhiwadi-Neemrana Investment Region in Rajasthan as general manufacturing-automobile-auto component Investment Region
- ▶ Pitampura-Dhar-Mhow Investment Region in Madhya Pradesh
- ▶ Bharuch-Dahej Investment Region in Gujarat as petroleum, chemical and petrochemical Investment Region (PCPIR)
- ▶ Igatpuri-Nashik-Sinnar Investment Region in Maharashtra as general manufacturing Investment Region

Haryana, Rajasthan, Gujarat and Maharashtra.

The end terminals are Dadri (Bodaki) in the National Capital Region and Jawaharlal Nehru Port near Mumbai. Distribution of length of the corridor indicates that Rajasthan (39%) and Gujarat (38%) together account for 77% of the total length of the alignment of freight corridor:

### Shortlist of Industrial Areas (IAs)

- ▶ Meerut-Muzaffarnagar Industrial Area in Uttar Pradesh; engineering & manufacturing
- ▶ Faridabad-Palwal Industrial Area in Haryana; engineering & manufacturing
- ▶ Jaipur-Dausa Industrial Area in Rajasthan; marble, leather and textiles
- ▶ Neemuch-Nayagaon Industrial Area in Madhya Pradesh
- ▶ Industrial Area with greenfield port at Alewadi-Dighi in Maharashtra

This is followed by Haryana and Maharashtra, 10% each, while Uttar Pradesh and the National Capital Region each account for 1.9% of the total length.

This DFC envisages a high-speed connectivity for high-axle load wagons (25 tonne) of double-stacked container trains supported by high-power locomotives. The Delhi-Mumbai leg of the golden quadrilateral of national highway also runs almost parallel to the freight corridor. This corridor will be equipped with an array of infrastructure facilities like power facilities, rail connectivity to ports, etc. Approximately 180 million people, 14% of the national population, will come directly under the influence of the corridor's development.

Pranav Ansal, the vice-chairman of Ansal API, says: "This is a welcome development. Several real

estates and clusters, industrial hubs, with top-of-the-line infrastructure would be developed along this corridor to attract more foreign investment. With this, high-speed connectivity between Delhi and Mumbai will offer immense opportunities for revenue generation."

### Objective of DMIC

Rama Raman says: "The objective of the DMIC is to create a strong economic base in this band with globally competitive environment and state-of-the-art infrastructure to activate local commerce, enhance foreign investments, real estate investments and attain sustainable development. In addition to the influence region, DMIC will also include development of the required feeder rail-road connectivity to hinterland markets and select ports along the western coast."

Ravinder Taneja, the vice-chairman of TDI Group, says: "I have learned that the proposed corridor will have nine junctions for exchange of traffic between the existing railway system and the DFC."

Delhi-Mumbai Industrial Corridor has been conceived as a model industrial corridor of international standards. With emphasis on expanding the manufacturing and services base development, DMIC will be a global manufacturing and trading hub. This world-class project will help in spurring economic growth of the region."



THE 1483KM-LONG DMIC AREA OF INFLUENCE SPANS ALMOST 12% OF UTTAR PRADESH. THE PROJECT IS LIKELY TO PROVIDE EMPLOYMENT TO NEARLY 2.5 LAKH PEOPLE AS IT WILL GIVE A FILLIP TO INDUSTRIALIZATION, AND DEVELOPMENT OF SOCIAL AND PHYSICAL INFRASTRUCTURE IN NOIDA-GREATER NOIDA AND THE YAMUNA EXPRESSWAY ZONE.