

**DMICDC**  
**DELHI-MUMBAI INDUSTRIAL CORRIDOR DEVELOPMENT CORPORATION LIMITED**

**BACKGROUND**

Government of India has announced the establishing the Dedicated Freight Corridor between Delhi and Mumbai, covering an overall length of 1483km and passing through the States of U.P, NCR of Delhi, Haryana, Rajasthan, Gujarat and Maharashtra, with end terminals at Dadri in the National Capital Region of Delhi and Jawaharlal Nehru Port near Mumbai. This Dedicated Freight Corridor offers 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 National Highway also runs almost parallel to the Freight Corridor.

**DELHI-MUMBAI INDUSTRIAL CORRIDOR**

The proposed high-speed connectivity between Delhi and Mumbai offers immense opportunities for development of an Industrial corridor along the alignment of the connecting infrastructure. A band of 150 km (Influence region) has been chosen on both the sides of the Freight corridor to be developed as the Delhi-Mumbai Industrial Corridor. The vision for DMIC is to create strong economic base in this band with globally competitive environment and state-of-the-art infrastructure to activate local commerce, enhance foreign investments and attain sustainable development. In addition to the influence region, DMIC would also include development of requisite feeder rail/road connectivity to hinterland/markets and select ports along the western coast.

**Vision for DMIC**

The vision for DMIC is to create strong economic base with globally competitive environment and state-of-the-art infrastructure to activate local commerce, enhance foreign investments and attain sustainable development.

Delhi-Mumbai Industrial Corridor is to be conceived as a Model Industrial Corridor of international standards with emphasis on expanding the manufacturing and services base and develop DMIC as the 'Global Manufacturing and Trading Hub'.

**Project Goals**

The developmental planning for DMIC aims to achieve certain end results with implementation that would ensure realization of envisaged vision for the project and lead to economic development.

Accordingly the project goals for DMIC are:

- Double employment potential in five years
- Triple industrial output in five years
- Quadruple exports from the region in five years

## **ORGANIZATIONAL STRUCTURE & PROJECT IMPLEMENTATION FRAMEWORK:**

Government of India has incorporated a special purpose vehicle, Delhi Mumbai Industrial Corridor Development Corporation (DMICDC), specially envisaged to coordinate DMIC Project Development, Finance and Implementation, headed by a full time Chairman and Directors and having representation from the Government of India and Financial Institutions.

An Apex Authority has been constituted under the chairmanship of Union Finance Minister with concerned Central Ministers and Chief Ministers of respective DMIC States as Members for providing overall guidance for planning and issue necessary approvals.

DMICDC will undertake project development activity for various central government projects and also help in assisting state governments, wherever desired. DMICDC will be responsible for assisting state governments in raising finances on the basis of a sovereign guarantee. The corporate entity will have a shell structure with 49% contribution by GOI and the remaining by Financial Institutions and other infrastructure organizations.

DMICDC will also act as a pass through entity for specific projects and raise Project Development Fund (PDF) from GOI, GOJ and FIs. The PDF is proposed to be used as a revolving fund, specifically for undertaking project development activities (e.g. DPR preparation etc.), and shall be recovered from the successful bidders. This fund will also ensure availability of uninterrupted funds for various preparatory activities. The designatories of respective State Governments and the DFC implementing agency could be represented as Directors on the Board of DMICDC.

It is envisaged that funding for DMIC project could be either through nodal agencies (budgetary/extra budgetary provisions) or through Viability Gap Funding/Long term soft loans extended to the Project SPVs. DMICDC would facilitate this process by using a sovereign guarantee provided by the Central government. Moreover, the SPVs could also borrow on their own balance sheets or project recourse basis.

## **BOARD**

Mr. Ajay Shankar	IAS, Secretary, Department of Industrial Policy & Promotion, MoCI, Government of India and <b>Chairman - DMICDC</b>
Mr. Gopal Krishna	IAS, Joint Secretary, Department of Industrial Policy & Promotion, MoCI, Government of India and <b>Director - DMICDC</b>
Dr.Amit Mitra	Secretary General, FICCI, as nominee of Government of India and <b>Director DMICDC</b>
Mr. Dinesh Kumar Mittal	IAS Managing Director, IL&FS Infrastructure Development Corporation Limited and <b>Director DMICDC</b>
Mr. Abhaya Krishna Agarwal	Senior Vice President, IL&FS Infrastructure Development Corporation Limited and <b>Director DMICDC</b>
Mr. Sanjay Grewal,	Senior Director, Infrastructure Development Finance Company Limited and <b>Director DMICDC</b>

**FINANCIAL****Current shareholding pattern of DMICDC**

<b>S.No.</b>	<b>Shareholder</b>	<b>Percentage (%)</b>
1	Department of Industrial Policy and Promotion, Ministry of Commerce and Industries, Government of India	49
2	Infrastructure Leasing & Financial Services Limited	41
3	Infrastructure Development Finance Company Limited	10

**INTEGRATED CORRIDOR DEVELOPMENT APPROACH FOR DMIC**

High impact/ market driven nodes- integrated **Investment Region (IRs)** and **Industrial Areas (IAs)** have been identified within the corridor to provide transparent and investment friendly facility regimes. These regions are proposed to be self-sustained industrial townships with world-class infrastructure, road and rail connectivity for freight movement to and from ports and logistics hubs, served by domestic/ international air connectivity, reliable power, quality social infrastructure, and provide a globally competitive environment conducive for setting up businesses. An **Investment Region (IR)** would be a specifically delineated industrial region with a minimum area of over 200 square kilometers (20,000 hectares), while an **Industrial Area (IA)** would be developed with a minimum area of over 100 square kilometers (10,000 hectares). 24 such nodes - 11 IRs and 13 IAs spanning across six states have been identified after wide consultations with the stakeholders i.e the State Governments and the concerned Central Ministries. It is proposed that 6 IR and 6 IAs would be taken up for implementation in the 1<sup>st</sup> Phase during 2008-2012 and rest of the development would be phased out in the next 4 years. The nodes identified for Phase-1 are:

Short-listed Investment Regions:

- 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;
- Khushkhera-Bhiwadi-Neemrana Investment Region in Rajasthan as General Manufacturing/ Automobile/ Auto Component Investment Region;
- Pitampura-Dhar-Mhow Investment Region in Madhya Pradesh as General Manufacturing Investment Region;
- Bharuch-Dahej Investment Region in Gujarat as Petroleum, Chemical and Petro-Chemical Investment Region (PCPIR);
- Igatpuri-Nashik-Sinnar Investment Region in Maharashtra as General Manufacturing Investment Region;

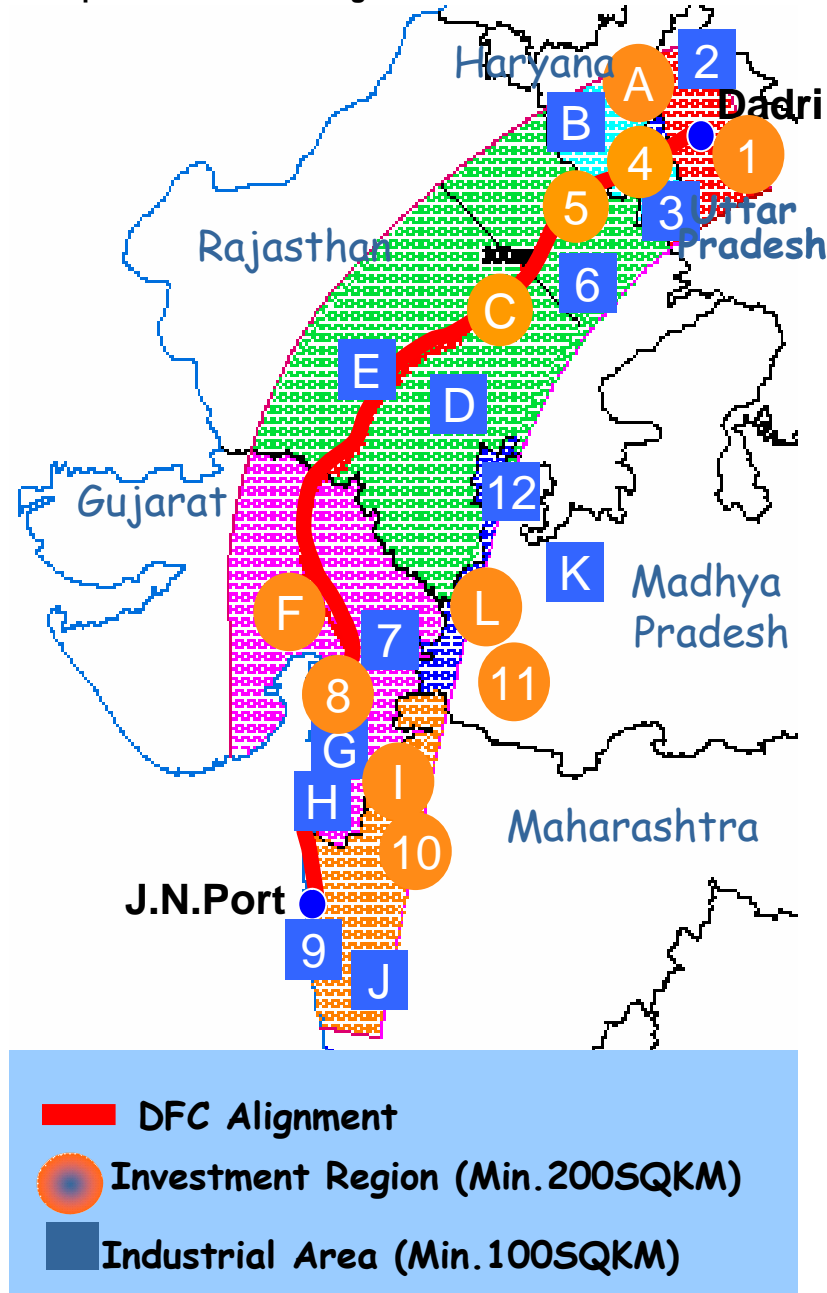
Short-listed Industrial Areas:

- 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/Textile;
- Nimach-Nayagaon Industrial Area in Madhya Pradesh, Engineering/ Agro-Processing;
- Vadodara-Ankleshwar Industrial Area in Gujarat, General Manufacturing;

- Dighi/Alewadi Industrial Area in Maharashtra.

It is estimated that development of envisaged industrial nodes with world class infrastructure (power, roads, railways, airports and port infrastructure); reliable and uninterrupted power supply; enhanced road/rail connectivity between Ports, Hinterlands and Markets along with modernized airports would involve an investment of INR 360,000 Core, i.e. US \$90 Billion. It is estimated that development of DMIC will offer employment opportunities for 3 Million people with over 67% in the manufacturing / processing industry.

Map for Proposed Investment Regions and Industrial Areas in the DMIC Region



**List of Proposed Investment Regions and Industrial Areas in the DMIC Region**

<b>PHASE I</b>			
<b>S.No</b>	<b>State</b>	<b>Proposed Location</b>	<b>Category of Region</b>
1	Uttar Pradesh	Dadri-Noida-Ghaziabad	Investment Region
2	Uttar Pradesh	Meerut-Muzaffarnagar	Industrial Area
3	Haryana	Faridabad-Palwal	Industrial Area
4	Haryana	Manesar-Bawal	Investment Region
5	Rajasthan	Kushkhera-Bhiwadi-Neemrana	Investment Region
6	Rajasthan	Jaipur-Dausa	Industrial Area
7	Gujarat	Vadodara-Ankleshwar	Industrial Area
8	Gujarat	Bharuch-Dahej	Investment Region
9	Maharashtra	Alewadi/Dighi	Industrial Area
10	Maharashtra	Igatpuri-Nahik-Sinnar	Investment Region
11	Madhya Pradesh	Pitampura-Dhar-Mhow	Investment Region
12	Madhya Pradesh	Nimach-Nayagaon	Industrial Area
<b>PHASE II</b>			
<b>S.No</b>	<b>State</b>	<b>Proposed Location</b>	<b>Category of Region</b>
A	Haryana	Kundli-Sonepat	Investment Region
B	Haryana	Rewari- Hissar	Industrial Area
C	Rajasthan	Ajmer-Kishangarh	Investment Region
D	Rajasthan	Rajsamand-Bhilwara	Industrial Area
E	Rajasthan	Pali-Marwar	Industrial Area
F	Gujarat	Ahemdabad-Dholera	Investment Region
G	Gujarat	Surat-Navsari	Industrial Area
H	Gujarat	Valsad-Umbergaon	Industrial Area
I	Maharashtra	Dhule-Nardhana	Investment Region
J	Maharashtra	Pune-Khed	Industrial Area
K	Madhya Pradesh	Shahjapur-Dewas	Industrial Area
L	Madhya Pradesh	Ratlam-Nagda	Investment Region