

**GOVERNMENT OF INDIA
MINISTRY OF COMMERCE & INDUSTRY
DEPARTMENT FOR PROMOTION OF INDUSTRY AND INTERNAL TRADE**

LOK SABHA

**STARRED QUESTION NO. 466.
TO BE ANSWERED ON WEDNESDAY, THE 05 APRIL, 2023.**

INDUSTRIAL CORRIDORS

***466. SHRI MANNE SRINIVAS REDDY:
SHRI KOMATI REDDY VENKAT REDDY:**

Will the Minister of **COMMERCE AND INDUSTRY** be pleased to state:

वाणिज्य एवं उद्योग मंत्री

- (a) whether the Government is developing industrial corridors in the country especially on the National Highways/State Highways (NHs/SHs);
- (b) if so, the criteria being adopted to generate employment including those for the corridors from Hyderabad to Bengaluru, Hyderabad to Nagpur, Hyderabad to Chennai, etc., State-wise since 2014 onwards till date along with the projects taken up/ completed in this regard;
- (c) the manner in which these industrial corridors are likely to be useful;
- (d) the demands received/action taken by each State till now; and
- (e) whether funds have been sanctioned/spent for each corridor for free movement of traffic particularly along NHs and if not, the reasons therefor?

ANSWER

**वाणिज्य एवं उद्योग मंत्री (श्री पीयूष गोयल)
THE MINISTER OF COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)**

(a) to (e): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (e) OF LOK SABHA STARRED QUESTION NO. 466 FOR ANSWER ON 05 APRIL, 2023.

- (a):** Within the overall framework of PM GatiShakti - National Master Plan (NMP) for providing multi modal connectivity infrastructure to various economic zones, National Industrial Corridor Programme has been envisaged on the backbone of major transportation corridors like Eastern & Western Dedicated Freight Corridors, Expressways, National Highways, proximity to ports and airports, etc.
- (b) & (c):** National Industrial Corridor Programme is aimed at development of greenfield industrial regions/nodes/area. The objective of development of these Corridors is to expand the industrial output, increase employment opportunities, provide better living and social facilities for the new and growing workforce by way of providing 'plug n play' infrastructure at the plot level and to facilitate the manufacturing investments into the country by providing quality, reliable, sustainable and resilient infrastructure for the industries. Parameters such as capacity of proposed units, area of the proposed plant, manpower deployment etc, are taken into account to envisage approximate per acre direct employment that may be generated in the region by setting up of the proposed industrial node. Large scale industrial activities in these nodes ranges from low tech to high tech in nature which also creates multiple indirect and induced jobs. Corridor development is taken up in a phased manner, and status of approved projects is at Annexure-I.
- (d) & (e):** As per the approved institutional & financial structure for Industrial Corridor projects, the development framework is based on a partnership approach between Government of India (GoI) and the respective State Govt(s). While GoI through National Industrial Corridor Development and Implementation Trust (NICDIT) provides funds as equity/debt for development of world class trunk infrastructure in the identified industrial nodes, the States are responsible for providing land. Ministry of Road Transport & Highways (MoRTH) is primarily responsible for overall development and maintenance of National Highways (NHs) and not based on each industrial node separately. The details of expenditure incurred on development and maintenance of NHs since 2014-15 is attached at Annexure -II.

ANNEXURE-I**ANNEXURE REFERRED TO IN REPLY TO PARTS (b) & (c) OF THE LOK SABHA
SQ NO. 466 FOR ANSWER ON 05.04.2023.****The corridors-wise status of approved projects**

Sl. No.	Corridor	Name of the Project	Status
1	DMIC: Delhi Mumbai Industrial Corridor	Vikram Udyogpuri Township in Ujjain, Madhya Pradesh	Implementation of major trunk infrastructure packages completed. Land allotment to industries started.
2		Integrated Industrial Township at Greater Noida, Uttar Pradesh	
3		Multi Modal Logistic Hub (MMLH) and Multi Modal Transport Hub (MMTH) at Greater Noida (U.P.)	Approved by Gol for development under PPP mode. Taken up for development/implementation
4		Dholera Special Investment Region (DSIR) in Gujarat	Implementation of major trunk infrastructure packages completed. Land allotment to industries started.
5		Shendra Bidkin Industrial Area (SBIA) in Maharashtra	
6		Integrated Multi Modal Logistics Hub at Nangal Chaudhary in Haryana	Approved by Gol for development under PPP mode. Taken up for development/ implementation
7	CBIC: Chennai Bengaluru Industrial Corridor	Industrial Node at Krishnapatnam in Andhra Pradesh	Special purpose vehicle (SPV) of the project incorporated and appointment of Contractor for Engineering, Procurement and construction (EPC) is taken forward by the SPV.
8		Industrial Node at Tumakuru in Karnataka	SPV of the project incorporated. EPC Contractor appointed for development of trunk infrastructure works.

ANNEXURE-II**ANNEXURE REFERRED TO IN REPLY TO PARTS (d) and (e) OF THE LOK SABHA SQ NO. 466 FOR ANSWER ON 05.04.2023**

Details of expenditure incurred on development and maintenance of NHs since 2014-15

Amount in Rs. Crore					
Year	Expenditure / Release of Funds / Actuals				
	Budgetary	IEBR Actual	Others*	Total	Pvt. Investment Actual
2014-15	26,972	3,343		30,315	19,232
2015-16	43,099	23,281		66,380	29,770
2016-17	43,129	33,118		76,247	16,029
2017-18	52,336	50,533		102,869	16,501
2018-19	68,484	61,217		129,701	21,605
2019-20	68,279	74,988		143,267	21,926
2020-21	91,032	65,036	9,731	165,799	12,476
2021-22	115,303	65,150	21,356	201,809	19,206
2022-23 (till 28.02.2023)	187,991	798	10,434	199,223	19,824

IEBR – Internal & Extra Budgetary Resources
*- Others includes funds from monetisation of NHs (including InvIT & Project based Financing)
