

**Press Information Bureau
Government of India
Cabinet Committee on Economic Affairs (CCEA)**

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Development of Trunk Infrastructure components and landscaping of Shendra Bidkin Industrial Area in Maharashtra in Delhi-Mumbai Industrial Corridor project

The Cabinet Committee on Economic Affairs, chaired by the Prime Minister Shri Narendra Modi, has approved the construction of trunk infrastructure components and landscaping for Phase-1 of the Shendra Bidkin Industrial Corridor in the Shendra region spreading across 8.39 sq km in Maharashtra in the Delhi Mumbai Industrial Corridor.

The total cost of the project is estimated to be approximately Rs. 1533.45 crore which will be shared by the Trust as equity in the city/node SPV, viz, Aurangabad Industrial Township Limited (AITL).

The trunk infrastructure components are:

- Road and Utility Services,
- Rail over bridges (RoBs),
- Sewage Treatment Plant (STP), Common Effluent Treatment Plant (CETP) and Solid Waste Management (SWM),
- District Administrative Building (DAB) for SBIA and
- Area landscaping for Phase-1 of SBIA are being considered initially for development in the project area.

The primary objective of developing the Project Area is to trigger developmental activities in the region and attract global investments. This Area shall also help in building confidence in the market bringing the economic growth of the region to fruition.

The development of Trunk Infrastructure in Phase-1 of SBIA is proposed to commence in FY 2017-18 and is expected to be completed by FY 2017-18 after all necessary approvals.

A Node/City level SPV has been formed as a joint venture between the Government of India and the Government of Maharashtra (GoM) under the name 'Aurangabad Industrial Township Limited (AITL)'. The shareholding pattern of AITL is 49 percent by the Government of India and the remaining 51 percent is held by GoM through Maharashtra Industrial Development Corporation (MIDC). MIDC has notified 101 sq km of area for industrial development under SBIA. The master plan area is around 84.17 sq. km and the remaining area (approximately 15 percent) is intended for rehabilitation of the area. Population (PAP).

The SBIA master plan area of 84.17 sq km is further split into two parts viz Part-I and Part-II. Part-I covers an area of 41.42 sq km, which is further divided into two parts viz Phase-I and phase-II. Phase-I covers an area of 8.39 sq km located north of Jalna Road adjoining existing MIDC Shendra Industrial Park. Phase-II includes an area of 32.03 sq km located near Bidkin for which the preliminary design of roads and services is to be completed. The development of the Part-II of SBIA consisting of total area of 42.75 sq km will be taken up at a later stage when the land made available by the State Government.

Investment in the development of trunk infrastructure is essential for the creation of a Greenfield Industrial City. Phase-I of 8.39 sq km will kick start the development of the SBIA covering 84.17 sq km. The development of the area as a manufacturing hub will generate a series of direct and indirect benefits through enhancement of manufacturing industries and generation of significant employment. The development of Phase-I or building practices will create benchmarks for urban development in the country.

Background:

The Government of India is developing the Delhi Mumbai Industrial Corridor (DMIC) as a manufacturing and investment destination, by utilising the high capacity 1483 kilometre long Western Corridor (DFC), as the backbone. In essence, DMIC project is aimed at the development of futuristic industrial corridors which can compete with the best manufacturing and investment destinations in the world. The project is implemented jointly by the Government of India and the respective State Governments. Eight Investible Regions have been identified for development in the first phase of DMIC, across six states namely Gujarat, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh.

be provided by the Government of India (GoI) to the DMIC Project Implementation Fund to be set up (DMIC Trust) over the next five years beginning 2011-12. The corpus would be used for funding the infrastructure, which is not amenable to private participation on Public-Private-Partnership (PPP) model. Pursuant to the Cabinet decision referred to above, the Board of Trustees will be empowered to appraise all proposals and make the recommendations of DMICDC and approve and sanction equity and/ or debt to SPVs and grant them for development activities up to a ceiling of Rs 300 crore. All proposals exceeding Rs 300 crore will be sent to the Committee on Infrastructure (CCI), after appraisal by the PPPAC of the Ministry of Finance or the Trust. In order to ensure coordinated development in consonance with the Master Plans/ Development Plans, the viability gap support in the DMIC region will be examined and recommended by DMICDC. For the Government of India in the SPVs should be ensured and protected by the Board of Trustees through I

Each industrial city (Investment Region / Industrial Area) will be implemented by a Special Trust set up as a joint venture company between the DMIC Trust and the respective State Government / State Government. The share of the DMIC Trust will be limited to 50 percent in the city level SPV, but may go up to 100 percent in strategic projects, project specific SPVs cutting across the DMIC states and sectoral holding companies or project specific SPVs.

According to the approved institutional and financial structure for the development of industrial projects, proposals exceeding Rs. 300 crore were required to be submitted to CCI for approval, after appraisal by the Trust. The powers of CCI now vest with the Cabinet Committee on Economic Affairs (CCEA). DMICDC recommended the proposal for development of trunk infrastructure in Shendra Bidkin Industrial Area, Aurangabad, Maharashtra to the DMIC Trust in the Meeting of the DMIC Trust held in February, 2015. Meeting of the Trust held in March, 2015.

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