

cause further damage. Therefore, that project was aborted. Subsequently, we developed a product called Fog Pass devices which are used only to detect the incoming signal and has at least reduced some of the concerns during the fog time when the trains could not run. The TRI-NETRA system which has been referred in this question is another attempt by the Railways to develop a modern technology. This is also under extensive trials. You will all appreciate that in the fog the driver cannot see what's ahead of him. Similarly, the obstruction that we are referring to in a high speed train is not possible to see. So, this TRI-NETRA device is making an attempt, during the fog or during any obstacles, that at a distance, through Radio waves, it will be able to detect any obstruction or any other train going ahead. But it is under testing and unless extensive testing gives us the confidence that this method can work, we cannot straightaway engage.

#### **Industrial corridors in the country**

\*79. SHRI V. VIJAYASAI REDDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the details of Industrial Corridors declared in the country and the States that are involved in these Corridors;
- (b) the status of each of the Industrial Corridors, Corridor-wise;
- (c) the amount sanctioned, approved, released and utilized so far on each of the Industrial Corridors, Corridor-wise;
- (d) the reasons for delay in taking up Visakhapatnam-Chennai Industrial Corridor; and
- (e) by when this would be taken up and likely to be completed and the status of land acquisition for the said Corridor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI SOM PRAKASH): (a) to (e) A Statement is laid on the Table of the House.

#### ***Statement***

- (a) Government of India has approved the development of following industrial corridor projects to be implemented through National Industrial Corridor Development and Implementation Trust (NICDIT):

Sl. No.	Industrial Corridor	States
1.	Delhi Mumbai Industrial Corridor (DMIC)	Uttar Pradesh, Haryana, Rajasthan, Madhya Pradesh, Gujarat, Maharashtra
2.	Amritsar Kolkata Industrial Corridor (AKIC)	Punjab, Haryana, Uttar Pradesh, Uttarakhand, Bihar, Jharkhand, West Bengal
3.	Chennai Bengaluru Industrial Corridor (CBIC)	Andhra Pradesh, Karnataka, Tamil Nadu
4.	East Coast Economic Corridor (ECEC) with Vizag Chennai Industrial Corridor (VCIC) as Phase-1	West Bengal, Odisha, Andhra Pradesh, Tamil Nadu
5.	Bengaluru Mumbai Industrial Corridor (BMIC)	Karnataka, Maharashtra

(b) and (c) Status of implementation of the above Industrial Corridors is given in Annexure (*See* below). The amount sanctioned, approved, released and utilized so far on each of the Industrial Corridor, corridor-wise is given as below:

(₹ in crore)

Particulars	DMIC	AKIC	BMIC	CBIC	VCIC*
(A) Project Development Fund (PDF)					
Amount sanctioned by Government of India	1000.00		1500.00		
Amount approved (through budgetary allocation)	620.21	14.70	4.15	0.29	Nil
Amount released and utilized	579.50	10.80	4.15	0.29	Nil
(B) Project Implementation Fund (PIF)					
Amount sanctioned by Government of India	17500.00				
Amount approved (through budgetary allocation)	5409.66	Nil	Nil	Nil	Nil
Amount released and utilized	4620.45	Nil	Nil	Nil	Nil

\* This is being funded by Asian Development Bank (ADB) at present.

(d) and (e) Government of Andhra Pradesh (GoAP) is implementing the VCIC project with ADB loan of US\$ 631 million. Asian Development Bank (ADB) has carried out the initial project development activities for VCIC. ADB has identified four nodes namely, Visakhapatnam, Chittoor, Donakonda and Machilipatnam for development. Amongst these, Visakhapatnam and Chittoor have been prioritized by the Government of Andhra Pradesh. Seven civil works contracts, as indicated below, to be met out of ADB financing, have been awarded and works are in progress:

1. Construction of 1 MLD Common effluent treatment plant, Naidupeta
2. Augmentation of Industrial area, Naidupeta
3. Bulk water supply & summer storage tank, Naidupeta
4. Samaralakota-Raj anagaram Road
5. Augmentation of Sub stations in Visakhapatnam Node
6. Augmentation of Sub Stations in Chittoor Node
7. Water Supply distribution network improvement in GVMC area

Also, invitations for bids have been issued for the two additional road packages (improving road to industrial clusters to Naidupeta and Routhusurmala).

GoAP has provided the following status of land acquisition in respect of prioritized nodes:

Name of Prioritized Node	TOTAL Land (in acres)	Already Acquired (in acres)
Visakhapatnam	7324.70	3891.48
Chittoor	24191.29	928.38
TOTAL	31515.99	4819.86

GoAP *vide* letter dated 10.10.2018 has submitted a proposal for inclusion of Vishakhapatnam and Chittoor Nodes of VCIC for consideration of NICDIT to enable them to leverage financial resources and benefit from the experience and expertise of planning and developing industrial corridor in India. If NICDIT approves the proposal, detailed master planning and preliminary engineering of the above prioritized nodes would be taken up to ascertain the cost estimates for various infrastructure components along with the equity/debt contribution of Government of India for VCIC. Since the project is presently under development stage, completion date of the project cannot be fixed.

**Annexure***Status of implementation of different industrial corridors**declared in the country***(1) Delhi Mumbai Industrial Corridor (DMIC) Project**

Perspective Plan for the overall DMIC Corridor has been completed. The following nodes/ cities have been taken up in Phase-1 wherein the master plans have been prepared and approved by concerned State Governments:

State	Name of the Node
Gujarat	Dholera Special Investment Region (920 sqkms)
Maharashtra	Shendra Bidkin Industrial Area (84 sqkms)
	Dighi Port Industrial Area (253 sqkms)
Haryana	Manesar Bawal Investment Region (402 sqkms)
Rajasthan	Khushkhera - Bhiwadi - Neemrana IR (165 sqkms)
	Jodhpur Pali Marwar Industrial Area (155 sqkms)
Uttar Pradesh	Dadri - Noida - Ghaziabad Investment Region (200 sqkms)
Madhya Pradesh	Pithampur - Dhar - Mhow Investment Region (372 sqkms)

The construction activities for trunk infrastructure components namely roads and underground utilities, water treatment plant, sewage treatment plant, common effluent treatment plant etc. are in progress in the following projects:

- (i) Activation Area for Dholera Special Investment Region (DSIR) in Gujarat, 22.5 sq kms.
- (ii) Phase-1 of Shendra Bidkin Industrial Area in Maharashtra, 18.55 sq kms
- (iii) Integrated Industrial Township Project at Greater Noida, Uttar Pradesh, 747.50 acres
- (iv) Integrated Industrial Township Project 'Vikram Udyogpuri' near Ujjain at Madhya Pradesh, 1100 acres

64 plots have been allotted in the above nodes/cities and the details are as under:

Sl. No.	Name of the project	TOTAL plots allotted investor	Anchor (in acres)	TOTAL Area
1.	Shendra Industrial Area	56 (51 plots allotted to industries, 02 commercial, 02 residential and 01 utility)	HYOSUNG (100 acres)	134.30
2.	Activation Area (22.5 sq. km.) in Dholera Special Investment Region	03 (01 Industrial and 02 utilities)	TATA Chemicals (126 acres)	149.74
3.	Integrated Industrial Township Project at Greater Noida, Uttar Pradesh	04(All industrial)	HAIER (123.7) acres	153
4.	Integrated Industrial Township Project at Vikram Udyogpuri, Ujjain, Madhya Pradesh	01(industrial)	AMUL (12 acres)	12

Apart from the above node/city level projects, project development activities of the following standalone projects are in progress:

- (i) Development of Trunk Infrastructure Components for Freight Village at Nangal Chaudhary, Haryana; Dadri, U.P and Sanand, Gujarat;
- (ii) Bhimnath Dholera Rail link Project in Gujarat and Mass Rapid Transit System (MRTS) projects in Gujarat and Haryana;
- (iii) Greenfield International Airport Projects at Dholera, Gujarat and Bhiwadi, Rajasthan.

(2) **Amritsar Kolkata Industrial Corridor (AKIC)**

Perspective planning for overall AKIC corridor has been completed. One Integrated Manufacturing Cluster (IMC) site has been identified in each of the seven States in Punjab, Uttarakhand, West Bengal, Uttar Pradesh, Haryana, Bihar and Jharkhand. State Government is required to make the land available for the project for initiating development activities of the project. Since Government of West Bengal has made the land available (2483.06 acres) for the IMC site in West Bengal (Raghunathpur), master planning and preliminary engineering activities are in progress. The project development activities in other States would be taken as and when the land is made available by the respective State Governments.

(3) **Chennai Bengaluru Industrial Corridor (CBIC)**

The overall perspective plan for CBIC has been prepared and the following three nodes have been identified for further development:

- (i) Krishnapatnam, Andhra Pradesh (14000 acres)
- (ii) Ponneri, Tamil Nadu (21966 acres)
- (iii) Tumakuru, Karnataka (9630 acres)

The detailed master planning for the Krishnapatnam node has been completed and preliminary engineering for various trunk infrastructure components for the activation area admeasuring 2500 acres has also been completed. The project Special Purpose Vehicle (SPV) for Krishnapatnam has been incorporated with equal share holding between Govt. of Andhra Pradesh and NICDIT.

For Tumakuru node, the SPV for the project has been incorporated with equal share holding between Govt., of Karnataka and NICDIT. Activities related to detailed master planning and preliminary engineering for various trunk infrastructure components are underway for 9630 acres.

For Ponneri node, Share Holder Agreement (SHA) and State Support Agreement (SSA) are in the process of finalization with Government of Tamil Nadu.

(4) **East Coast Economic Corridor (ECEC) with Vizag Chennai Industrial Corridor as phase-1 development:**

Envisaged as part of East Coast Economic Corridor linking Kolkata, Chennai and Tuticorin. Government of Andhra Pradesh is implementing the project within its jurisdiction with Asian Development Bank (ADB) loan of US\$ 631 million.

ADB has prepared the Concept Development Plan (CDP) and the following nodes have been identified for development:

- (i) Visakhapatnam (6629 acres)
- (ii) Machilipatnam (15543 acres)
- (iii) Donakonda (17117 acres)
- (iv) Chittoor (26731 acres)

Out of the above, the prioritized nodes are Visakhapatnam and Chittoor. Initial Master planning of these nodes has been completed by ADB.

(5) **Bengaluru Mumbai Industrial Corridor (BMIC):**

Perspective Plan has been completed for the overall BMIC Project. Dharward node admeasuring 9213 acres has been identified for development by Government of

Karnataka. Government of Maharashtra has given in-principle approval for development of Sangli or Solapur. It has been decided by NICDIT not to take up any project development work relating to this corridor for the time being as it does not have any back-bone in terms of a Dedicated Freight Corridor and is quite distant from the coast. Besides, Government of Maharashtra has not been able to finalize the nodes due to problems of land and water.

MR. DEPUTY CHAIRMAN: Shri V. Vijayasai Reddy. Not present. Any supplementary?

**श्री सुरेन्द्र सिंह नागर:** माननीय उपसभापति जी, मेरा सवाल दिल्ली-मुम्बई फ्रेट कॉरिडोर, जो गौतम बुद्ध नगर और गाजियाबाद से गुजरता है, उसमें ईस्टर्न और वेस्टर्न जो फ्रेट कॉरिडोर हैं, वे बोडाकी स्टेशन पर आकर मिलते हैं। उस समय यह निर्णय लिया गया था कि बोडाकी को वर्ल्ड क्लास रेलवे स्टेशन के रूप में डीएमआईसी डेवलप करेगी। मेरा माननीय मंत्री जी से सीधा प्रश्न है कि वह कब तक इस स्टेशन को डेवलप कर देंगे, जिससे दिल्ली का भी भार कम होगा? साथ ही साथ वहां पर आपने जिन किसानों की जमीन acquire की है, क्या उनको आप उचित मुआवजा और नौकरी देने पर विचार कर रहे हैं?

THE MINISTER OF RAILWAYS; AND THE MINISTER OF COMMERCE AND INDUSTRY (SHRI PIYUSH GOYAL): Hon. Chairman, Sir, the particular details about the station are not readily available. It is not directly related to this question. I will give to the hon. Member the answer. But as far as the land acquisition is concerned, I would like to submit to the hon. Member, land acquisition is not done by the Central Government. It is done by the State Government. All compensation is paid by the State Government and any issues related to that, if you have any concerns specifically, if you tell us, we will raise it with the State Government. But, the Central Government has not acquired land for any project.

**डा. अशोक बाजपेयी:** माननीय उपसभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहूंगा कि उत्तर प्रदेश जैसे बड़े प्रदेश में, जिसकी आबादी 23 करोड़ है, क्या माननीय मंत्री जी उत्तर प्रदेश में कोई exclusive industrial corridor बनाने पर विचार करेंगे? यदि हाँ, तो कब तक और इस योजना का रूप क्या होगा?

**श्री सोम प्रकाश:** उपसभापति महोदय, पहले ही यहाँ दो कॉरिडोर बन रहे हैं। एक दिल्ली-मुंबई इंडस्ट्रियल कॉरिडोर, जो कि उत्तर प्रदेश से जाता है, दूसरा अमृतसर-कोलकाता इंडस्ट्रियल कॉरिडोर, यह भी उत्तर प्रदेश से जाता है। इसमें दो कॉरिडोर पहले ही दिए हुए हैं। हमारे पास इससे ज्यादा का proposal नहीं है, न ही यह स्टेट गवर्नमेंट ने टेकअप किया है।

SHRI ANAND SHARMA: Sir, hon. Minister has given a detailed account of industrial corridors notified. In the industrial corridors, for example, DMIC or Chennai-Bangaluru-Tumkur Industrial Corridor or Amritsar-Kolkata Industrial Corridor, Japan has been a major partner. It would be better to share with the House information about the

national trust which hon. Minister referred to in his reply that there has been an equal participation of JVIC and JICA. And, the National Investment Manufacturing Zones, under the National Manufacturing Policy, are linked to industrial corridor' Sir, eighteen of these have been notified. Some of these do find a mention. Hon. Minister is right that these are to be developed in partnership with States. There is a partnership and land is to be acquired by States.

Will the hon. Minister apprise us, if not today at a later date, about the progress of industrial corridors and eighteen National Investment Manufacturing Zones notified and the partnership agreements with the concerned States? They also include Dholera and Shendra and Khushkhhera-Bhiwadi.

SHRI PIYUSH GOYAL: Sir, hon. Member raised a very pertinent question. These eighteen roads that were announced under the National Manufacturing and Investment Zone have been declared in 2011 under the National Manufacturing Policy. Now, the point, Sir, is that the States will have to come forward and play a role to actually get these roads by providing the necessary infrastructure. Besides this, Sir, there are eight more under consideration, along with Delhi-Mumbai Industrial Corridor Project. On all these, the Central Government is in continuous dialogue with States. Already, Sir, with regard to Delhi-Mumbai Industrial Corridor, more than 400-odd acres have been allotted to different industries. Some Korean and other companies are making investments here. But, I do agree with the hon. Member who was predecessor in the Ministry of Commerce and Industry and headed it for five year I think, there is no doubt in my mind that this project needs to be given a further fillip. We will work with the State Governments and see whether they can acquire necessary land in a much more expeditious manner. But, unfortunately, contiguous land very often becomes a problem, because of which many of these projects keep getting delayed. Even if small parcels of land within a larger area do not come forward to give land where we have court cases and all that, it, actually, hurts the entire development.

#### **Elimination of hunger by 2030**

\*80. SHRI D. RAJA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether it is a fact that the country has performed poorly in its efforts to eliminate hunger, with most States not on track to meet the UN' s Sustainable Development Goals, which has set 2030 as the deadline to end global hunger; and

(b) if so, the details of performance of different States in the fight against hunger and the steps that are proposed to be taken to meet the target by the year 2030?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI DANVE RAOSAHEB DADARAO): (a) and (b) A Statement is laid on the Table of the House.