INVESTMENT OPPORTUNITIES IN INDIA JANUARY 2015

MAKE IN INDIA
# CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION</td>
<td>3</td>
</tr>
<tr>
<td>RECENT FOREIGN DIRECT INVESTMENT POLICY MEASURES</td>
<td>4</td>
</tr>
<tr>
<td>SUMMARY</td>
<td>10</td>
</tr>
<tr>
<td>PROJECTS FOR PROCUREMENT</td>
<td>11</td>
</tr>
<tr>
<td>ROAD TRANSPORT AND HIGHWAYS</td>
<td>12</td>
</tr>
<tr>
<td>PORTS AND SHIPPING</td>
<td>32</td>
</tr>
<tr>
<td>CIVIL AVIATION</td>
<td>50</td>
</tr>
<tr>
<td>POWER</td>
<td>63</td>
</tr>
<tr>
<td>DELHI-MUMBAI INDUSTRIAL CORRIDOR</td>
<td>78</td>
</tr>
<tr>
<td>RAILWAYS</td>
<td>83</td>
</tr>
<tr>
<td>INVESTMENT OPPORTUNITIES IN INDIAN STATES</td>
<td>102</td>
</tr>
<tr>
<td>INVESTMENT OPPORTUNITIES IN ANDHRA PRADESH</td>
<td>103</td>
</tr>
<tr>
<td>INVESTMENT OPPORTUNITIES IN BIHAR</td>
<td>113</td>
</tr>
<tr>
<td>INVESTMENT OPPORTUNITIES IN TAMIL NADU</td>
<td>121</td>
</tr>
<tr>
<td>REASONS TO INVEST AND INVESTMENT OPPORTUNITIES IN VARIOUS SECTORS</td>
<td>129</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>ADO</td>
<td>Application Due Date</td>
</tr>
<tr>
<td>AKIC</td>
<td>Amritsar-Kolkata Industrial Corridor</td>
</tr>
<tr>
<td>BDO</td>
<td>Build Own Operate</td>
</tr>
<tr>
<td>BOT</td>
<td>Build Operate Transfer</td>
</tr>
<tr>
<td>CCEA</td>
<td>Cabinet Committee on Economic Affairs</td>
</tr>
<tr>
<td>CCI</td>
<td>Cabinet Committee on Infrastructure</td>
</tr>
<tr>
<td>CEA</td>
<td>Central Electrical Authority</td>
</tr>
<tr>
<td>CERC</td>
<td>Central Electricity Regulatory Commission</td>
</tr>
<tr>
<td>DBFOT</td>
<td>Design, Built, Finance, Operate and Transfer</td>
</tr>
<tr>
<td>DFC</td>
<td>Dedicated Freight Corridor</td>
</tr>
<tr>
<td>DIPP</td>
<td>Department Of Industrial Policy &amp; Promotion</td>
</tr>
<tr>
<td>DMIC</td>
<td>Delhi-Mumbai Industrial Corridor</td>
</tr>
<tr>
<td>DMICDC</td>
<td>Delhi-Mumbai Industrial Corridor Development Corporation</td>
</tr>
<tr>
<td>DPR</td>
<td>Detailed Project Report</td>
</tr>
<tr>
<td>EPC</td>
<td>Engineering, Procurement and Construction</td>
</tr>
<tr>
<td>FDI</td>
<td>Foreign Direct Investment</td>
</tr>
<tr>
<td>FIPB</td>
<td>Foreign Investment Promotion Board</td>
</tr>
<tr>
<td>FVCI</td>
<td>Foreign Venture Capital Investor</td>
</tr>
<tr>
<td>FY</td>
<td>Financial Year</td>
</tr>
<tr>
<td>G-G</td>
<td>Government to Government</td>
</tr>
<tr>
<td>GICC</td>
<td>Gujarat Industrial Corridor Corporation</td>
</tr>
<tr>
<td>JICA</td>
<td>Japan International Cooperation Agency</td>
</tr>
<tr>
<td>JV</td>
<td>Joint Venture</td>
</tr>
<tr>
<td>MOCA</td>
<td>Ministry of Civil Aviation</td>
</tr>
<tr>
<td>MoP</td>
<td>Ministry of Power</td>
</tr>
<tr>
<td>MoR</td>
<td>Ministry of Railways</td>
</tr>
<tr>
<td>MoS</td>
<td>Ministry of Shipping</td>
</tr>
<tr>
<td>MRTH</td>
<td>Ministry of Road Transportation and Highways</td>
</tr>
<tr>
<td>NH</td>
<td>National Highway</td>
</tr>
<tr>
<td>NHAI</td>
<td>The National Highways Authority of India</td>
</tr>
<tr>
<td>NHDP</td>
<td>National Highways Development Project</td>
</tr>
<tr>
<td>NRI</td>
<td>Non-resident Indian</td>
</tr>
<tr>
<td>PPP</td>
<td>Public-Private Partnership</td>
</tr>
<tr>
<td>PPPAC</td>
<td>Public Private Partnership Approval Committee</td>
</tr>
<tr>
<td>PSU</td>
<td>Public Sector Undertaking</td>
</tr>
<tr>
<td>RFP</td>
<td>Request For Proposal</td>
</tr>
<tr>
<td>RFQ</td>
<td>Request For Qualification</td>
</tr>
<tr>
<td>SH</td>
<td>State Highway</td>
</tr>
<tr>
<td>SPV</td>
<td>Special Purpose Vehicle</td>
</tr>
<tr>
<td>TDR</td>
<td>Transferable Development Rights</td>
</tr>
<tr>
<td>TEFR</td>
<td>Techno-Economic Feasibility Report</td>
</tr>
<tr>
<td>UMPP</td>
<td>Ultra Mega Power Project</td>
</tr>
<tr>
<td>VGF</td>
<td>Viability Gap Funding</td>
</tr>
</tbody>
</table>
INTRODUCTION

These are exciting times in India from the standpoint of economic growth and rapid development standpoint. The last year has been marked by a number of remarkable initiatives from the government such as “Make in India”, “Skill India”, “Digital India”, etc., which are committed to ensuring improvement in the business environment in India and making it the pre-eminent destination for global foreign direct investment.

The ‘MAKE IN INDIA’ initiative was launched on September 25, 2014 with an aim of providing global recognition to the Indian economy. The program includes major new initiatives designed to facilitate investment, foster innovation, protect intellectual property, and build best-in-class manufacturing infrastructure.

Besides focus on enabling manufacture, major initiatives have been taken in 2014 for improving the ‘EASE OF DOING BUSINESS’ in India through simplification and rationalization of existing rules and the introduction of information technology to make governance more efficient and effective.

‘SKILL INDIA’ - a multi-skill development programme has been initiated with a mission for job creation and entrepreneurship for all socio-economic classes. It endeavours to establish an international equivalent of the Indian framework on skill development, creating workforce mobility and enhancing youth employability.

‘DIGITAL INDIA’ is another initiative of Government of India to integrate the government’s departments and the people of India and to ensure effective governance. It also aims at ensuring government services made available to citizens electronically by reducing paperwork. The initiative also includes plan to connect rural areas under high-speed internet networks. All these initiatives open up numerous opportunities for investments across various sectors, including infrastructure.

The “INVESTMENT OPPORTUNITIES IN INDIA” publication includes various opportunities in roads and highways, ports and shipping, civil aviation, power and other major infrastructure development projects.

This document has been compiled with inputs from the Ministry of Road Transportation and Highways, the Ministry of Shipping, the Ministry of Civil Aviation, the Ministry of Power, the Ministry of Railways, DMICDC and several state governments. PricewaterhouseCoopers (PwC) as a knowledge partner was instrumental in supporting DIPP in the compilation of information from various government departments.

AMITABH KANT
Secretary, DIPP
RECENT FOREIGN DIRECT INVESTMENT POLICY MEASURES
RECENT POLICY MEASURES

The government has put in place an investor-friendly policy on foreign direct investment (FDI), under which FDI up to 100% is permitted under the automatic route in most sectors/activities. Under this route, no permission from the Central Government is required for FDI inflow, but the same is subject to applicable laws/regulations, security and other conditions.

DEFENCE

The government, vide Press Note 7 (2014) dated the 26th of August, 2014, has allowed FDI up to 49% on approval route in Defence sector with certain conditions, for e.g., the applicant company seeking FIPB approval be an Indian company owned and controlled by resident Indian citizens. Above 49% the proposal will be routed to the Cabinet Committee on Security on a case-to-case basis, wherever it is likely to result in access to modern and state-of-the-art technology in the country. Portfolio investments have been permitted in the Defence sector for up to 24% on automatic route. A number of conditions have been relaxed or removed, making the sector more investor-friendly.

The provision is expected to result in technology transfer which would help in increasing the production base and providing impetus to the manufacturing sector and job creation in India. The measure is expected to not only reduce the heavy burden of imports and conserve foreign exchange reserves but also make domestic manufacturing an integral part of India’s GDP growth.

RAILWAYS

The government, vide Press Note 8(2014) dated 27 August, 2014, has allowed 100% private and foreign direct investment under the automatic route in construction, operation and maintenance of the following rail infrastructure projects:

1. Suburban corridor projects through PPP
2. High speed train projects
3. Dedicated freight lines
4. Rolling stock including train sets and locomotive/ coach manufacture and maintenance facilities
5. Railway Electrification
6. Signaling systems
7. Freight terminals
8. Passenger terminals
9. Infrastructure in industrial parks pertaining to railway line/sidings including electrified railway lines and connectivity to main railway lines
10. Mass Rapid Transport Systems subject to meeting sectoral laws and with the condition that FDI beyond 49% in sensitive areas from a security point of view will be approved by the Cabinet Committee on Security on a case-to-case basis.

The provision will facilitate private investment including FDI inflows into infrastructure projects including elevated rail corridor project in Mumbai, High Speed Train project, port connectivity projects, dedicated freight corridors, logistic parks, station development, locomotive manufacturing units and power plants, through public-private partnerships which would not only bring in the much needed capital but also technology and best global practices.
### OTHER POLICY INITIATIVES

- 100% FDI is allowed in the telecom sector.
- 100% FDI in single-brand retail.
- FDI in commodity exchanges, stock exchanges & depositories, power exchanges, petroleum refining by PSUs, courier services under the government route has now been brought under the automatic route.
- Removal of restriction in tea plantation sector.
- FDI limit raised to 74% in credit information & 100% in asset reconstruction companies.

*Note: Citizen or entity from Bangladesh & Pakistan can invest only under the government route also investor from Pakistan cannot invest in defence, space, atomic energy and sectors prohibited for foreign investment.*

### SECTORS WITH RESTRICTIONS

#### SECTORS WHERE FOREIGN DIRECT INVESTMENT IS PROHIBITED

- Lottery Business including Government/private lottery, online lotteries, etc.
- Gambling and betting including casinos etc.
- Chit funds.
- Nidhi company (borrowing from members and lending to members only).
- Trading in Transferable Development Rights (TDRs).
- Real Estate Business (other than construction development) or Construction of Farm Houses.
- Manufacturing of Cigars, cheroots, cigarillos and cigarettes, of tobacco or of tobacco substitutes.
- Activities/sectors not open to private sector investment e.g. Atomic Energy and Railway Transport (other than construction, operation and maintenance of:...
### SECTORS WITH CAPS

#### 74%
- Teleports (setting up of up-linking HUBs/Teleports), Direct to Home (DTH), Cable Networks (Multi-system operators (MSOs) operating at national, state or district level and undertaking upgradation of networks toward digitalization and addressability), Mobile TV and Headend-in-the-Sky Broadcasting Service (HITS).
- Air transport services - non-scheduled air transport.
- Ground handling services – Civil Aviation.
- Satellites- establishment and operation.
- Private Sector Banking – except branches or wholly owned subsidiaries.
- Credit information companies.
- Infrastructure companies in securities market.
- Insurance and sub-activities.
- Power exchanges.
- Defence (above 49% to CCS).

#### 26%
- Broadcasting content services- FM Radio, uplinking of news and current affairs TV channels.
- Print Media dealing with news and current affairs.

#### 20%
- Public 20% Sector Banking.
- Petroleum Refining by PSU.
- Cable Networks.
- Air transport services – scheduled air transport.
- Private security agencies.
- Commodity exchanges.
- Legal services, bookkeeping, accounting & auditing.

1. Suburban corridor projects through PPP
2. High speed train projects
3. Dedicated freight lines
4. Rolling stock including train sets, and locomotives/ coaches manufacturing and maintenance facilities
5. Railway electrification
6. Signaling systems
7. Freight terminals
8. Passenger terminals
9. Infrastructure in industrial parks pertaining to railway line/sidings including electrified railway lines and connectivity to main railway lines
10. Mass Rapid Transport Systems
## SECTORS REQUIRING CENTRAL GOVERNMENT APPROVAL

### 100%
- Tea sector, including plantations.
- Mining and mineral separation of titanium-bearing minerals and ores, its value addition and integrated activities.
- FDI in enterprise manufacturing items reserved for small scale sector.
- Broadcasting Content Services: uplinking of non-news and current affairs TV channels.
- Publishing/printing of scientific and technical magazines/specialty journals/periodicals.
- Publication of facsimile editions of foreign newspapers.
- Pharmaceuticals – brownfield.

### BEYOND 49%
- Defence – up to 49% under the government route through FIPB and beyond 49% under CCS approval (on a case-to-case basis, wherever it is likely to result in access to modern and state-of-the-art technology in the country).
- Teleports (setting up of up-linking HUBs/Teleports), Direct to Home (DTH), Cable Networks (Multi-system operators operating at National or State or District level and undertaking upgradation of networks towards digitalization and addressability), Mobile TV and Headend-in-the Sky Broadcasting Service (HITS) – beyond 49% and up to 74%.
- Non-scheduled air transport service – beyond 49% and up to 74%.
- Ground-handling services – beyond 49% and up to 74%.
- Telecom.

### BESYOND 49%
- Single brand retail.
- Asset reconstruction company.
- Banking private sector (other than WOS/Branches) – beyond 49% and up to 74%.

### 26%
- Broadcasting Content Services: uplinking of news and current affairs channels.
- Print media: Publishing of newspaper and periodicals dealing with news and current affairs, and Publication of Indian editions of foreign magazines dealing with news and current affairs.
- Terrestrial Broadcasting FM (FM Radio).

### OTHER
- Defence – up to 49% under FIPB/CCEA approval.
- Airports – brownfield – beyond 74%
- Satellites – 74%
- Private securities agencies – 49%
- Banking public sector – 20%
## SPECIAL DISPENSATION

Special dispensations have been envisaged for NRI investments in the following:
- Construction development
- Ground Handling & Air transport services
- NRI investing on non repatriable basis
- FDI from NEPAL & BHUTAN is allowed in Indian rupees

## TYPES OF INVESTORS

**INDIVIDUAL:**
- FVCI
- Pension/Provident Fund
- Financial Institutions

**COMPANY:**
- Foreign Trust
- Sovereign Wealth Funds
- NRIs / PIOs

**FOREIGN INSTITUTIONAL INVESTORS:**
- Private Equity Funds
- Partnership / Proprietorship Firm
- Others
## SUMMARY: KEY HIGHLIGHTS OF PROJECTS

Value of top priority projects ready for procurement in FY 2015-16 is about USD 24,000 millions, half of which are on PPP basis.

Top visionary projects to be implemented over the next five years are worth of USD 34,080 millions.*

### ROAD TRANSPORT AND HIGHWAYS
- Out of 26 projects, 8 projects worth USD 1,294 millions are on PPP basis.
- Most of the projects are around AKIC corridor.
- 26 projects worth USD 3,638 millions are in final preparation stages before implementation, 9 are ready to be bid out and 16 are at various stages of the bidding process.
- Top visionary projects to be implemented in the next few years are worth USD 6,032 millions of which projects worth USD 2,682 millions are on PPP basis.

### PORTS AND SHIPPING
- Central Government actively focuses on development/upgradation of capacities across all coastal states.
- Top 11 projects for FY 2015-16 amount to USD 1,847 millions, almost 90% of which are on PPP basis.
- Top 10 visionary projects in shipping for the next few years are worth USD 8,853 millions out of which about 25% of projects are on PPP mode and 70% are Government/PPP.

### POWER
- Top 10 projects for FY 2015-16 amount to USD 17,473 millions, out of which 5 projects are on PPP basis.
- 4 thermal power projects with installed capacity of more than 8,200 MW will be out for bidding in FY 2015-16.

### CIVIL AVIATION
- PPP opportunity for Operation, Maintenance and Development of the four existing airports is being tendered.
- Development of cargo hubs in 6 metro airports along with other extension and strengthening projects is proposed over the next few years.

### DELHI MUMBAI INDUSTRIAL CORRIDOR
- 4 mega projects under DMIC umbrella are ready for procurement in the next financial year.
- Total value of these projects is USD 644 millions.

### RAILWAYS
- Majority of projects proposed for FY 2015-16 are on PPP basis.
- Total value of projects getting ready for procurement is above USD 1,600 millions.
- Visionary railway projects upcoming in the next few years are worth USD 41,120 millions.

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* Cost for some visionary projects, esp. in power, is yet to be ascertained and, hence, not included.
# Numbers are approximated based on project cost availability, projects by central government have been included
PROJECTS FOR PROCUREMENT
ROAD TRANSPORT AND HIGHWAYS
REASONS TO INVEST

- The transport sector constitutes 6% of the country’s GDP and 70% of the share of the roads sector.
- India has an extensive road network of 4.86 million km which is the second largest in the world.
- More than 60% of freight and 90% of passenger traffic in the country is handled by road.
- The Government of India has launched major initiatives to upgrade and strengthen highways and expressways in the country.
- The private sector has emerged as a key player in the development of road infrastructure.
- The value of roadways and bridge infrastructure in India is expected to grow at a CAGR of 17.4% between 2012-17, to reach USD 10 Billion.

INVESTMENT OPPORTUNITIES

- The Public Private Partnership model will continue to be the favoured way of executing the remaining NHDP phases.
- Priority expressway project for implementation on the Public Private Partnership mode.
- The Eastern Peripheral Expressway – a 135 km-long, 6 lane expressway with a total project cost of USD 750 Million that will decongest Delhi.
- The Delhi – Meerut Expressway (a 150 km long project with a total project cost of USD 1 Billion).
- The Vadodra-Mumbai Expressway, a 473 km expressway with a total project cost of USD 4.3 Billion will provide faster access to the economic hubs of Mumbai, Vadodara and Ahmedabad.
- The Special Accelerated Road Development Programme for the North-eastern region (SARDP-NE) is aimed at developing road connectivity between remote areas in the North-eastern region with state capitals and district headquarters – a three phase project; facilitating connectivity of 88 district headquarters in the North - eastern states to the nearest national highways.
### Projects Ready for Procurement in FY 2015-16

**State: Odisha**

Four-laning from Singhara to Binjabahal Section of NH-6 under NHDP, Phase-IV.

**Mode of Implementation**

→ PPP

**Project Status**

**Current Status**

→ DPR completed
→ CMD approval is awaited
→ To be bid out again after change of mode of delivery

**Anticipated Project Timelines**

→ Project bidding dates: 15/03/2015
→ Construction start dates: 15/06/2015

**Approximate Project Cost**

→ USD 172 millions

**Mode of Funding & Funding Agency**

→ PPP

**Project Details**

**Project Contours**

→ Four-laning from Singhara to the Binjabahal Section (310.806 km to 414.982 km) of NH-6 in the State of Odisha on Design, Build, Finance, Operate and Transfer, BOT (Toll) Basis under NHDP, Phase-IV.

**Location - District Taluka, Town, Village**

→ Mayurbhanj, Keonjhar

**Connectivity - Existing and Proposed Infrastructure**

→ Existing two-lane proposed to be widened to four-lane standards. Stretch is part of NH-6 providing connectivity between Surat and Kolkata.

**Contact Information**

**Implementing Agency**

→ NHAI, Dwarka, New Delhi-110075

**Key Contact Person(s) and Contact Details**

→ Shri Sanjay Saxena, General Manager (Tech.)
Phone: +919828136150
STATE: ODISHA
Rehabilitation and upgradation to four-laning of Binjhabahal to Telebani Section of NH-6 under NHDP, Phase-IV

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ DPR completed

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: 19/02/2015
→ Construction start dates: 15/08/2015

APPROXIMATE PROJECT COST
→ USD 154 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Rehabilitation and Upgradation to four-laning of Binjhabahal to Telebani Section (414.982 km to 492.590 km) of NH-6 in the State of Odisha, on Design, Build, Finance, Operate and Transfer, BOT(Toll) Basis under NHDP, Phase-IV.

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Keojhar, Deogarh

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Existing two-lane proposed to be widened to four-lane standards. Stretch is part of NH-6 providing connectivity between Surat and Kolkata.

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ NHAI, Dwarka, New Delhi-110075

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Shri Sanjay Saxena, General Manager (Tech.)
Phone: +919828136150
State: Odisha

Four-laning/ Two-laning with paved shoulder from Telebani to Sambalpur Section of NH-6 under NHDP, Phase-IV.

Mode of Implementation

→ EPC

Project Status

Current Status

→ DPR completed

Anticipated Project Timelines

→ Project bidding dates: 15/03/2015
→ Construction start dates: 15/05/2015

Approximate Project Cost

→ USD 112 millions

Mode of Funding & Funding Agency

→ Government

Project Details

Project Contours

→ Four-laning/ Two-laning with paved shoulder from Telebani to Sambalpur Section (492.590 km to 567.400 km) of NH-6 in the State of Odisha on Design, Build, Finance, Operate and Transfer, BOT (Toll) Basis under NHDP, Phase-IV.

Location - District Taluka, Town, Village

→ Sambalpur

Connectivity - Existing and Proposed Infrastructure

→ Existing two-lane proposed to be widened to four-lane standards. Stretch is part of NH-6 providing connectivity between Surat and Kolkata.

Contact Information

Implementing Agency

→ NHAI, Dwarka, New Delhi-110075

Key Contact Person(s) and Contact Details

→ Shri Sanjay Saxena, General Manager (Tech.)
Phone: +919828136150
STATE: BIHAR
Four-laning of existing road from Patna to Koilwar.

MODE OF IMPLEMENTATION
→ EPC

PROJECT STATUS
CURRENT STATUS
→ Feasibility completed and project bids are invited
→ CCI approval awaited

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: 11/03/2015, tentative
→ Construction start dates: May 2015, tentative

APPROXIMATE PROJECT COST
→ USD 78 millions

MODE OF FUNDING & FUNDING AGENCY
→ Budgetary resources, NHAI

PROJECT DETAILS
PROJECT CONTOURS
→ Improvement of existing NH-30

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Patna, Ara

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Already connected with existing NH-30 (two-lane). The same stretch is proposed to be converted into four-lane

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ NHAI, Dwarka, New Delhi-110075

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Shri A. Srivastav, General Manager (Tech.)
Phone: +919868281833

PROJECTS READY FOR PROCUREMENT IN FY 2015-16
## STATE: BIHAR

Four-laning of existing road from Koilwar to Bhojpur

## MODE OF IMPLEMENTATION

→ EPC

## PROJECT STATUS

### CURRENT STATUS

→ Feasibility completed and project bids are invited
→ CCI approval awaited

### ANTICIPATED PROJECT TIMELINES

→ Project bidding dates: 11/03/2015, tentative
→ Construction start dates: May 2015, tentative

### APPROXIMATE PROJECT COST

→ USD 120 millions

## MODE OF FUNDING & FUNDING AGENCY

→ Budgetary resources, NHAI

## PROJECT DETAILS

### PROJECT CONTOURS

→ Improvement of existing NH-30 & 84

### LOCATION - DISTRICT TALUKA, TOWN, VILLAGE

→ Ara, Bhojpur

### CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE

→ Already connected with existing NH-30 & 84. The same stretch is proposed to be converted into four-lane

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### CONTACT INFORMATION

#### IMPLEMENTING AGENCY

→ NHAI, Dwarka, New Delhi-110075

#### KEY CONTACT PERSON(S) AND CONTACT DETAILS

→ Shri A. Srivastav, General Manager (Tech.)
Phone: +919868281833
### STATE: BIHAR

Four-laning of existing road from Bhojpur to Buxar

### MODE OF IMPLEMENTATION

→ EPC

### PROJECT STATUS

**CURRENT STATUS**

→ Feasibility completed and project bids are invited
→ CCI approval awaited

**ANTICIPATED PROJECT TIMELINES**

→ Project bidding dates: 11/03/2015, tentative
→ Construction start dates: May 2015, tentative

**APPROXIMATE PROJECT COST**

→ USD 95 millions

**MODE OF FUNDING & FUNDING AGENCY**

→ Budgetary resources, NHAI

### PROJECT DETAILS

**PROJECT CONTOURS**

→ Improvement of existing NH-84

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**

→ Bhojpur, Buxar

**CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE**

→ Already connected with existing NH-84. The same stretch is proposed to be converted into a four-lane

### CONTACT INFORMATION

**IMPLEMENTING AGENCY**

→ NHAI, Dwarka, New Delhi-110075

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**

→ Shri A. Srivastav, General Manager (Tech.)
  Phone: +919868281833
## Projects Ready for Procurement in FY 2015-16

### State: Bihar

Four-laning of existing NH between Bakhtiyarpur and Mokama

### Mode of Implementation

→ EPC

### Project Status

**Current Status**

→ Feasibility completed and project bids are invited
→ CCI approval awaited

**Anticipated Project Timelines**

→ Project bidding dates: 28/01/2015, tentative
→ Construction start dates: April 2015, tentative

### Approximate Project Cost

→ USD 157 millions

### Mode of Funding & Funding Agency

→ Budgetary resources, NHAI

---

### Project Details

#### Project Contours

→ Improvement of existing NH-31

#### Location - District, Taluka, Town, Village

→ Bakhtiyarpur, Mokama

#### Connectivity - Existing and Proposed Infrastructure

→ Already connected with existing NH-31. The same stretch is proposed to be converted into a four-lane.

### Contact Information

**Implementing Agency**

→ NHAI, Dwarka, New Delhi-110075

**Key Contact Person(s) and Contact Details**

→ Shri A. Srivastav, General Manager (Tech.)

Ph: +919868281833
STATE: BIHAR
New four-laning of Ganga Bridge and its approaches.

MODE OF IMPLEMENTATION
→ EPC

PROJECT STATUS
CURRENT STATUS
→ Feasibility completed and project bids are invited
→ CCI approval awaited

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: 28/01/2015, tentative
→ Construction start dates: April 2015, tentative

APPROXIMATE PROJECT COST
→ USD 78 millions

MODE OF FUNDING & FUNDING AGENCY
→ Budgetary resources, NHAI

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ NHAI, Dwarka, New Delhi-110075

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Shri A. Srivastav, General Manager (Tech.)
  Phone: +919868281833

PROJECT DETAILS
PROJECT CONTOURS
→ Improvement of existing NH-84

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Mokama, Begusarai

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Already connected with existing NH-31. The same stretch is proposed to be converted into a four-lane.
## STATE: BIHAR
Four-laning of existing road from Simaria to Khagaria.

### MODE OF IMPLEMENTATION
- **EPC**

### PROJECT STATUS

#### CURRENT STATUS
- Feasibility completed and project bids are invited CCI approval awaited

#### ANTICIPATED PROJECT TIMELINES
- Project bidding dates: 28/01/2015, tentative
- Construction start dates: April 2015, tentative

#### APPROXIMATE PROJECT COST
- USD 97 millions

### MODE OF FUNDING & FUNDING AGENCY
- Budgetary resources, NHAI

### PROJECT DETAILS

#### PROJECT CONTOURS
- Improvement of existing NH-31

#### LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
- Begusarai, Khagaria

#### CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
- Already connected with existing NH-31. The same stretch is proposed to be converted into a four-lane

### CONTACT INFORMATION

#### IMPLEMENTING AGENCY
- NHAI, Dwarka, New Delhi-110075

#### KEY CONTACT PERSON(S) AND CONTACT DETAILS
- Shri A. Srivastav, General Manager (Tech.)
  Phone: +919868281833

#### PROJECTS READY FOR PROCUREMENT IN FY 2015-16
### PROJECTS READY FOR PROCUREMENT IN FY 2015-16

<table>
<thead>
<tr>
<th>STATE: JAMMU &amp; KASHMIR</th>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four-laning of Udhampur-Ramban Section of NH-1A under NHDP, Phase-II.</td>
<td>Distt. Udhampur and Ramban</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government (EPC mode)</td>
<td>Existing two-lane to be widened to four-lane standards</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>Approved by Executive Finance Committee on 25/06/2014, CCEA approval awaited</td>
<td>NHAI, Dwarka, New Delhi-110075</td>
</tr>
<tr>
<td>Required studies have been completed</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project bidding dates: RFP invited, due date on 10/02/2015</td>
<td>Shri Ajay Bishnoi, General Manager (Tech.)</td>
</tr>
<tr>
<td>Construction start dates: 01/04/2015</td>
<td>Phone: +919560215849</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD 281 millions</td>
<td>EPC</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
<th>PROJECT CONTOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT CONTOURS</td>
<td>Four-laning of Udhampur-Ramban Section of NH-1A (now NH-44) from 67.00 km to 89.00 km, 130.00 km to 151.00 km on EPC mode in the State of Jammu &amp; Kashmir under NHDP, Phase-II.</td>
</tr>
<tr>
<td>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</td>
<td></td>
</tr>
<tr>
<td>Existing two-lane to be widened to four-lane standards</td>
<td></td>
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### PROJECTS READY FOR PROCUREMENT IN FY 2015-16

**STATE: HARYANA**

Eight-laning of Section of NH-1 (New NH-44)

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<th>MODE OF IMPLEMENTATION</th>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ BOT (Toll Mode)</td>
<td>→ Districts: Karnal and Sonipat, Haryana</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
<td>→ Existing six-lane to be upgraded to eight-lane standards with service roads on both sides</td>
</tr>
<tr>
<td>→ DPR completed and documents submitted to the MoRTH for approval of the project by PPPAC/CCEA</td>
<td></td>
</tr>
<tr>
<td>→ PPPAC/CCEA approval awaited</td>
<td></td>
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<tr>
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</thead>
<tbody>
<tr>
<td>→ Project bidding dates: RFP invited which is due on 16/02/2015</td>
<td>→ NHAI, Dwarka, New Delhi-110075</td>
</tr>
<tr>
<td>→ Construction start dates: N/A</td>
<td></td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>APPROXIMATE PROJECT COST</th>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 340 millions</td>
<td>→ Shri M.K. Jain, General Manager (Tech.) Phone: +919650011901</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
<th>PROJECT DETAILS</th>
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<tr>
<td>→ BOT(Toll)</td>
<td>Project is for improvement of existing six-lane to eight-lane standard and service roads (7m width) on both sides (from Mukarba Chowk at 15.500km to Panipat 86.000 km) Structures to be constructed on the eight-lane standard.</td>
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<th>STATE: UTTAR PRADESH</th>
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<tr>
<td>Six-laning of Agra to Etawah Bypass section of NH-2</td>
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<tr>
<td>➔ PPP</td>
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<tbody>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>➔ 12 Nos. of RFQ applications have been received and are under evaluation. Proposal is being circulated for consideration of PPPAC</td>
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<td>➔ Project is under bidding stage</td>
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<tr>
<td>➔ Project bidding dates: bids will be invited by Feb. 2015</td>
</tr>
<tr>
<td>➔ Construction start dates: October 2015</td>
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<td>➔ District: Agra, Firozabad, Mainpuri and Etawah district</td>
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<td>➔ Shri J K Goyal, General Manager (Tech.)</td>
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</tr>
<tr>
<td>Phone: +919911120339</td>
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</tbody>
</table>
## STATE: CHHATTISGARH
Four-laning of Raipur-Bilaspur section of NH-200

### MODE OF IMPLEMENTATION
- PPP

### PROJECT STATUS
**CURRENT STATUS**
- Project appraised by PPPAC on 23/12/2014

### ANTICIPATED PROJECT TIMELINES
- Project bidding dates: 08/01/2015-RFQ 28/02/2015 RFP
- Construction start dates: 01/10/2015

### APPROXIMATE PROJECT COST
- USD 247 millions – TPC
- USD 314 millions – Capital Cost

### MODE OF FUNDING & FUNDING AGENCY
- PPP

### PROJECT DETAILS
**PROJECT CONTOURS**
- Project includes four-laning of highway starting from Raipur (0.00 Km) and ending at Bilaspur (126.525 Km)

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
- The Project highway passes through Raipur, Charoda, Dharshiva, Simga, Baitalpur, Sargaon, Bilaspur falling in the districts of Raipur, Durg and Bilaspur

### CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
- **Existing** – 0.00 km to 8.40 km – four-lane undivided road
  - 8.40 km to 126.525 km – two lane flexible
- **Proposed** – 0.00 km to 14.80 km (Raipur bypass) – four-lane
  - 14.80 km to 48.58 km (Raipur-Simga – six lane)
  - 48.58 km to 105.98 km – four Lane
  - 105.98 km to 126.525 km (Bilaspur Bypass) – four-lane

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- NHAI, Dwarka, New Delhi-110075

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- Shri Khushal Chand, General Manager (Tech.)
  - Phone: +919971333169

### PROJECTS READY FOR PROCUREMENT IN FY 2015-16
**PROJECTS READY FOR PROCUREMENT IN FY 2015-16**

<table>
<thead>
<tr>
<th>STATE: MAHARASHTRA</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four-laning of Amravati-Chikli road under NHDP, Phase-IV</td>
<td>IMPLEMENTING AGENCY</td>
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<tr>
<td>PPP</td>
<td>NHAI, Dwarka, New Delhi-110075</td>
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<th>PROJECT STATUS</th>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
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<tbody>
<tr>
<td>CURRENT STATUS</td>
<td>Shri A. K. Sharma, General Manager (Tech.)</td>
</tr>
<tr>
<td>The proposal was submitted to the Ministry vide letter dated 03/11/2014 on both EPC and BOT Mode</td>
<td>Phone: +919968309230</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RFQs invited on BOT mode 10/12/2014 and to be received on 12/01/2015</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
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<tbody>
<tr>
<td>USD 357 millions</td>
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<tbody>
<tr>
<td>PROJECT CONTOURS</td>
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</tr>
<tr>
<td>Four-laning of Amravati-Chikli, from 166.000 km to 360.000 km in the state of Maharashtra to be executed as BOT (Toll) basis on DBFOT pattern under NHDP, Phase-IV, length 194 km, NH 6</td>
<td></td>
</tr>
</tbody>
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<tr>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
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<tr>
<td>Amravati-Chikli, from 166.000 km to 360.000 km in the state of Maharashtra</td>
<td></td>
</tr>
</tbody>
</table>
## PROJECTS READY FOR PROCUREMENT IN FY 2015-16

### STATE: MAHARASHTRA
Four-laning of Chikli-Fagne road under NHDP, Phase-IV

### MODE OF IMPLEMENTATION
→ PPP

### PROJECT STATUS
**CURRENT STATUS**
→ The proposal was submitted to the Ministry vide letter dated 03/11/2014 on both EPC and BOT Mode

**ANTICIPATED PROJECT TIMELINES**
→ RFQs invited on BOT mode 10/12/2014 and to be received on 12/01/2015

**APPROXIMATE PROJECT COST**
→ USD 302 millions

### PROJECT DETAILS
**PROJECT CONTOURS**
→ Four-laning of Chikli-Fagne, from 360.000 km to 510.000 km in the state of Maharashtra to be executed as BOT (Toll) basis on DBFOT pattern under NHDP, Phase-IV., length:150 km, NH 6

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
→ Chikli-Fagne, from 360.000 km to 510.000 km in the state of Maharashtra

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
→ NHAI, Dwarka, New Delhi-110075

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
→ Shri A. K. Sharma, General Manager (Tech.)
  Phone: +919968309230
## Projects Ready for Procurement in FY 2015-16

### State: Maharashtra

- **Four-laning of Fagne-MAH/Guj Border Road under NHDP, Phase-IV**

### Mode of Implementation

- **PPP**

### Project Status

- **Current Status**
  
  - The proposal was submitted to Ministry vide letter dated 03.11.2014 on both EPC and BOT Mode

### Anticipated Project Timelines

- RFQs invited on BOT mode 10/12/2014 and to be received on 12/01/2015

### Approximate Project Cost

- USD 305 millions

### Mode of Funding & Funding Agency

- **PPP**

### Project Details

#### Project Contours

- Four-laning of Fagne-MAH/Guj Border from 510.000 km to 650.794 km in the state of Maharashtra to be executed as BOT (Toll) basis on DBFOT pattern under NHDP, Phase-IV, length 140.794 km, NH 6

#### Location - District Taluka, Town, Village

- Fagne-MAH/Guj Border from 510.000 km to 650.794 km in the state of Maharashtra

### Contact Information

#### Implementing Agency

- NHAI, Dwarka, New Delhi-110075

#### Key Contact Person(s) and Contact Details

- Shri A. K. Sharma, General Manager (Tech.)
  Phone: +919968309230
## Development of Six-Lane Eastern Peripheral Expressway in the states of Haryana and Uttar Pradesh

### Mode of Implementation

- BOT (Toll)/ EPC Mode in case of non-receipt of bids on BOT (Toll)

### Project Status

**Current Status**
- Project approved by PPPAC/ Pre-PIB
- CCEA approval awaited
- Technical studies have been completed

**Anticipated Project Timelines**
- Project bidding dates: RFQ received on 11/12/2014 for EPC Mode
- Combined RFQ & RFP invited with bid due date as 15/01/2015
- In case of non-receipt of bids on BOT (Toll) Mode, RFP on EPC Mode will be invited
- Construction start dates: July 2015, tentative

### Approximate Project Cost

- USD 922 millions

### Mode of Funding & Funding Agency

- PPP

### State: Haryana & Uttar Pradesh

### Project Contours

- Project is for development of six-lane Eastern Peripheral Expressway (NH No. NE-II) from 0.00 km to 135.00 km, (starting from 36.083 km on NH-1 and ending at 64.330 km on NH-2), which will serve as a Half Ring Road Bypass of Delhi

### Location - District Taluka, Town, Village

- District - Sonipat, Faridabad and Palwal in Haryana
- District - Baghpat, Ghaziabad and Gautam Budh Nagar in UP

### Connectivity - Existing and Proposed Infrastructure

- Greenfield Expressway to connect NH-1, NH-91, Taj Expressway and NH-2

### Contact Information

**Implementing Agency**
- National Highways Authority of India, G-5&6, Sector - 10, Dwarka, New Delhi - 110 075

**Key Contact Person(s) and Contact Details**
- Shri Rajeev Yadav, General Manager (Tech.)
STATE: DELHI & UTTAR PRADESH
Development of Delhi – Hapur Section of NH-24

MODE OF IMPLEMENTATION
- BOT (Toll)

PROJECT STATUS
CURRENT STATUS
- Project restructuring is underway
- Feasibility completed
- PPPAC Documents prepared
- PPPAC/ CCEA approval is pending

ANTICIPATED PROJECT TIMELINES
- N/A

APPROXIMATE PROJECT COST
- USD 472 millions

MODE OF FUNDING & FUNDING AGENCY
- BOT (Toll)

PROJECT DETAILS
PROJECT CONTOURS
- Project is for Development of six-lane expressway from 0.000 km to 27.500 km with four-lane Service Road on either side and six-lane highway (Delhi – Hapur Section of NH-24) from 27.500 km to 49.923 km with two-lane service road on either side.

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
- District – Eastern Delhi in Delhi
- District – Ghaziabad and Hapur in UP

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
- Existing four-lane to be upgraded to six-lane expressway standards with four-lane Service Road on either side from 0.000 km to 27.500 km and existing four-lane to be upgraded to six-lane with two-lane service road on either side from 27.500 km to 49.923 km.

CONTACT INFORMATION
IMPLEMENTING AGENCY
- National Highways Authority of India, G-5&6, Sector – 10, Dwarka, New Delhi – 110 075

KEY CONTACT PERSON(S) AND CONTACT DETAILS
- Shri Rajeev Yadav, General Manager (Tech)
PORTS AND SHIPPING
REASONS TO INVEST

- An unprecedented increase in cargo-handling capacity - 800 Million Metric Tonnes in February 2014, from 575 Million Metric Tonnes in 2009.
- 87 new port projects have been sanctioned in the last four years, with an investment of USD 6880 Million. 28 PPP terminals are in operation in major ports and another 45 are under construction.
- New projects have seen an increase in capacity of 558 Mega Million Tonnes per annum.
- A projected increase in cargo capacity of 2289 Million Metric Tonnes by 2017 from 1235 Million Metric Tonnes in 2012.

INVESTMENT OPPORTUNITIES

- Port development – the opportunity to serve the spill-off demand from major ports.
- Port support services – operation and maintenance services such as pilotage, dredging, harbouring and provision of marine assets such as barges and dredgers.
- Ship repair facilities in ports – demand for ship repair services will increase, providing opportunities to build new dry docks and set up ancillary repair facilities.
- A projected increase in cargo traffic at major ports - 943 Million Metric Tonnes by 2017 from 546 Million Metric Tonnes in 2013.
- A projected increase in cargo traffic at non-major ports - 815 Million Metric Tonnes by 2017 from 388 Million Metric Tonnes in 2013.
- Container demand is expected to increase to 21 Million T.E.U by 2017 from 6.5 Million T.E.U in 2012.
- Special Economic Zones are being developed in close proximity to several ports – comprising coal-based power plants, steel plants and oil refineries.
<table>
<thead>
<tr>
<th>STATE: MAHARASHTRA</th>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of Additional Liquid Berth Terminal, Jawaharlal Nehru Port Trust</td>
<td>Well connected by rail/road to railways/national highway network. Connection to Western Dedicated Freight Corridor to be provided</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
<th>PROJECT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP</td>
<td>CURRENT STATUS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
<th>PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
<td>Project bidding dates: Issue of RFQ: 30/03/2015</td>
</tr>
<tr>
<td></td>
<td>Construction start dates: 01/11/2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD 152 millions</td>
<td>→ Private</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT CONTOURS</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>→ Contact Implementing Agency</td>
<td>Jawaharlal Nehru Port Trust</td>
</tr>
<tr>
<td>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</td>
<td>KEY CONTACT PERSON(S) AND CONTACT DETAILS</td>
</tr>
<tr>
<td>→ Sheva, Navi Mumbai</td>
<td>→ Chairman: Mr. N.N. Kumar</td>
</tr>
<tr>
<td></td>
<td>Phone: +91 22 27244002</td>
</tr>
<tr>
<td></td>
<td>Email: <a href="mailto:chairman@jnport.gov.in">chairman@jnport.gov.in</a></td>
</tr>
</tbody>
</table>
### Projects Ready for Procurement in FY 2015-16

<table>
<thead>
<tr>
<th>State: Maharashtra</th>
<th>Connectivity - Existing and Proposed Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floating Storage &amp; Regassification Unit, Mumbai Port Trust</td>
<td>➔ Well connected by rail/road to railways/national highway network</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode of Implementation</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>➔ PPP</td>
<td>Implementing Agency</td>
</tr>
<tr>
<td></td>
<td>➔ Mumbai Port Trust</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Status</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Status</td>
<td>Key Contact Person(s) and Contact Details</td>
</tr>
<tr>
<td>➔ Studies completed. Under bidding</td>
<td>➔ Chairman: Mr. Ravi M. Parmar</td>
</tr>
<tr>
<td>Anticipated Project Timelines</td>
<td>Phone: +91 22 22621234</td>
</tr>
<tr>
<td>➔ Project bidding dates: RFQ issued: 24/11/2014. Last date for receipt of RFQ: 18/2/2015</td>
<td>Email: <a href="mailto:chairman@mbptmail.com">chairman@mbptmail.com</a></td>
</tr>
<tr>
<td>➔ Construction start dates: 01/10/2016</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Approximate Project Cost</th>
<th>Location - District Taluka, Town, Village</th>
</tr>
</thead>
<tbody>
<tr>
<td>➔ USD 320 millions</td>
<td>➔ Colaba, Mumbai</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Mode of Funding &amp; Funding Agency</th>
<th>Project Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>➔ Private</td>
<td>Project Contours</td>
</tr>
<tr>
<td></td>
<td>➔ Contact Implementing Agency</td>
</tr>
</tbody>
</table>

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**Notes:**

- The project is currently under bidding.
- The project bidding dates and the last date for receipt of RFQ are provided.
- The approximate project cost is USD 320 millions.
- The project is privately funded.
- The location is Colaba, Mumbai.
### PROJECTS READY FOR PROCUREMENT IN FY 2015-16

<table>
<thead>
<tr>
<th>STATE: ANDHRA PRADESH</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement of existing berths EQ-2,3,4,5, Visakhapatnam Port Trust</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td></td>
<td>Visakhapatnam Port Trust</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP</td>
<td>Chairman: Mr. M.T. Krishna Babu</td>
</tr>
<tr>
<td></td>
<td>Tel: 0891-2562758</td>
</tr>
<tr>
<td></td>
<td>Email id: <a href="mailto:vpt.chairman@gmail.com">vpt.chairman@gmail.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
<td>Visakhapatnam</td>
</tr>
<tr>
<td></td>
<td>Well-connected by rail/road to railway/national highway network</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ DPR will be ready by 01/04/2015</td>
</tr>
<tr>
<td>→ Project bidding dates: Issue of RFQ: 15/04/2015</td>
</tr>
<tr>
<td>→ Construction start dates: 01/10/2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 96 millions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Private</td>
</tr>
</tbody>
</table>
## Projects Ready for Procurement in FY 2015-16

**State: Odisha**

Mechanization of EQ-1 to EQ-3 Berths, Paradip Port Trust

### Mode of Implementation

- PPP

### Project Status

**Current Status**

- All studies completed

**Anticipated Project Timelines**

- Project bidding dates: Issue of RFP document: 15/04/2015
- Construction start dates: 16/04/2016

### Approximate Project Cost

- USD 250 millions

### Mode of Funding & Funding Agency

- Private

### Contact Information

**Implementing Agency**

- Paradip Port Trust

**Key Contact Person(s) and Contact Details**

- Chairman: Mr. S.S. Mishra
  - Phone: +91 6722 222256
  - Email: chmppt@paradipport.gov.in

### Connectivity - Existing and Proposed Infrastructure

- Rail/road connectivity available to railway/national highway network. Haridaspur-Paradip Railway connectivity project under implementation

**Location - District Taluka, Town, Village**

- Jagatsinghpur District
### Projects Ready for Procurement in FY 2015-16

**State: Odisha**
Mechanization of CQ-1 to CQ-2 Berths, Paradip Port Trust

**Mode of Implementation**
→ PPP

**Project Status**
**Current Status**
→ Feasibility report will be ready by 30/04/2015

**Anticipated Project Timelines**
→ Project bidding dates: Issue of RFP document: 31/05/2015
→ Construction start dates: 01/01/2017

**Approximate Project Cost**
→ USD 192 millions

**Mode of Funding & Funding Agency**
→ Private

**Contact Information**
**Implementing Agency**
→ Paradip Port Trust

**Key Contact Person(s) and Contact Details**
→ Chairman: Mr. S.S. Mishra
Phone: +91 6722 222256
Email: chmppt@paradipport.gov.in

**Connectivity - Existing and Proposed Infrastructure**
→ Rail/road connectivity available to Railway/National Highway network. Haridaspur-Paradip Railway connectivity project under implementation

**Project Details**
**Project Contours**
→ Contact Implementing Agency

**Location - District, Taluka, Town, Village**
→ Jagatsinghpur District
## Projects Ready for Procurement in FY 2015-16

### State: Gujarat

- Development of container terminal at Tuna-Tekra at Kandla Port Trust

### Mode of Implementation

→ PPP

### Project Status

**Current Status**

→ Studies completed

**Anticipated Project Timelines**

→ Project bidding dates: Issue of RFP document: 31/05/2015
→ Construction start dates: 31/12/2016

### Approximate Project Cost

→ USD 496 millions

### Mode of Funding & Funding Agency

→ Private

### Connectivity - Existing and Proposed Infrastructure

→ Well connected by rail/road to railways/national highway network. Connection to Western Dedicated Freight Corridor to be provided

### Contact Information

#### Implementing Agency

→ Kandla Port Trust

#### Key Contact Person(s) and Contact Details

→ Chairman: Mr. Ravi M. Parmar
  Phone: +91 2836 233001
  Email: chairman@kandla.com
### STATE: GOA
Conversion of Ore Handling Plant to Multi Cargo Berth at Mormugao Port Trust

### MODE OF IMPLEMENTATION
- PPP

### PROJECT STATUS
**CURRENT STATUS**
- Issue of NIT for appointment of Consultant: 15/01/2015
- Appointment of Consultant: 31/03/2015
- Final Report from Consultant: 30/06/2015

**ANTICIPATED PROJECT TIMELINES**
- Project bidding dates: Issue of RFQ: 15/07/2015
- Construction start dates: 31/01/2017

### APPROXIMATE PROJECT COST
- USD 84 millions

### MODE OF FUNDING & FUNDING AGENCY
- Private

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- Mormugao Port Trust

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- Dy. Chairman: Mr. Cyril George
- Phone: +91 832 2521100
- Email: chairman@mptgoa.com

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**PROJECTS READY FOR PROCUREMENT IN FY 2015-16**

**CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE**
- Rail/road connectivity available to railway/national highway network
### PROJECTS READY FOR PROCUREMENT IN FY 2015-16

<table>
<thead>
<tr>
<th>STATE: KARNATAKA</th>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of Multipurpose Berth No. 19 at New Mangalore Port Trust</td>
<td>→ Well connected by rail/road to railways/national highway network</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
<th>IMPLEMENTING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP</td>
<td>New Mangalore Port Trust</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>→ Studies completed till date</td>
<td>New Mangalore Port Trust</td>
</tr>
<tr>
<td>→ Preparation of Feasibility Report: 17/05/2015</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Project bidding dates: Issue of RFQ: 10/09/2015</td>
<td>→ Chairman: Mr. P.C Parida</td>
</tr>
<tr>
<td>→ Construction start dates: 31/12/2016</td>
<td>Phone: +91 824 2407300</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
<th>Email: <a href="mailto:nmptchairman@sify.com">nmptchairman@sify.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 48 millions</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Private</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>PROJECT CONTOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Contact Implementing Agency</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Panambur, Mangalore</td>
</tr>
</tbody>
</table>
STATE: TAMIL NADU
Outer Harbour Project, Chennai Port Trust

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Preparatory action in hand for bidding

ANTICIPATED PROJECT TIMELINES
→ Being firmed up
→ Contact Implementing Agency

APPROXIMATE PROJECT COST
→ USD 817 millions

MODE OF FUNDING & FUNDING AGENCY
→ Private Investment

PROJECT DETAILS
PROJECT CONTOURS
→ Contact Implementing Agency

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Chennai

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Well Connected by Rail/ Road to Railway/National Highway network. Proposed to be connected to East Coast Railway corridor

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ Chennai Port Trust

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Chairman: Mr. Atulya Mishra
Phone: +91 44 25361086
Email: atulyamisra@gmail.com
<table>
<thead>
<tr>
<th><strong>STATE: TAMIL NADU</strong></th>
<th><strong>PROJECT CONTOURS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of Colachal Port</td>
<td>At conceptualization stage</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>MODE OF IMPLEMENTATION</strong></th>
<th><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Government + PPP</td>
<td>Kanyakumari District</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th><strong>PROJECT STATUS</strong></th>
<th><strong>CONTACT INFORMATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT STATUS</strong></td>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>Consultant to be appointed by 31/01/2015 to update the Feasibility report</td>
<td>V.O Chidambarnar Port Trust</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>ANTICIPATED PROJECT TIMELINES</strong></th>
<th><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>To be firmed up</td>
<td>Chairman: Mr. S.A.C Bose</td>
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<table>
<thead>
<tr>
<th><strong>APPROXIMATE PROJECT COST</strong></th>
<th><strong>Phone:</strong> +91 461 2352500</th>
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<tbody>
<tr>
<td>USD 960 millions</td>
<td>Email: <a href="mailto:chairman@vocport.gov.in">chairman@vocport.gov.in</a></td>
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<table>
<thead>
<tr>
<th><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Government+Private</td>
</tr>
</tbody>
</table>

**PROJECT DETAILS**
<table>
<thead>
<tr>
<th>STATE: ODISHA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of Western Docks (5 Berths) at Paradip Port Trust</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP</td>
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<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
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</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>→ Preparatory action in hand for bidding.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Being firmed up</td>
</tr>
<tr>
<td>→ Contact Implementing Agency</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 528 millions</td>
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<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Private</td>
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</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT CONTOURS</td>
</tr>
<tr>
<td>→ Contact Implementing Agency</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Jagatsinghpur</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Rail/Road connectivity available to Railway/National Highway network. Haridaspur Rail Connectivity Paradip Project under implementation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>→ Paradip Port Trust</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Chairman: Mr. S.S. Mishra</td>
</tr>
<tr>
<td>Phone: +91 6722 222256</td>
</tr>
<tr>
<td>Email: <a href="mailto:chmppt@paradipport.gov.in">chmppt@paradipport.gov.in</a></td>
</tr>
<tr>
<td>STATE: TAMIL NADU</td>
</tr>
<tr>
<td>-------------------</td>
</tr>
<tr>
<td>Outer Harbour Development Project at V.O Chidambaranar Port, Tuticorin (Phase-I)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government + PPP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>Studies completed</td>
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</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Being firmed up. Contact Implementing Agency</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD 1861 millions</td>
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<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>GBS+Private</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
</tr>
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<tbody>
<tr>
<td>PROJECT CONTOURS</td>
</tr>
<tr>
<td>Contact Implementing Agency</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuticorin</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail/ Road connectivity available to Railway/ National Highway network.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>V.O Chidambarnar Port Trust</td>
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<thead>
<tr>
<th>KEY CONTACT PERSON(s) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman: Mr. S.A.C Bose</td>
</tr>
<tr>
<td>Phone: +91 461 2352500</td>
</tr>
<tr>
<td>Email: <a href="mailto:chairman@vocport.gov.in">chairman@vocport.gov.in</a></td>
</tr>
</tbody>
</table>
**STATE: KERALA**
Development of Outer Harbour, Cochin Port Trust

**MODE OF IMPLEMENTATION**
→ Government + PPP

**PROJECT STATUS**
**CURRENT STATUS**
→ Under Planning Stage

**ANTICIPATED PROJECT TIMELINES**
→ Being firmed up. Contact Implementing Agency

**APPROXIMATE PROJECT COST**
→ USD 400 millions

**MODE OF FUNDING & FUNDING AGENCY**
→ GBS+Private

**PROJECT DETAILS**
**PROJECT CONTOURS**
→ Contact Implementing Agency

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
→ Cochin

**CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE**
→ Connected by Rail/Road to Railway/National Highway network

**CONTACT INFORMATION**
**IMPLEMENTING AGENCY**
→ Cochin Port Trust

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
→ Chairman: Mr. Paul Antony
Phone: +91 4842668200
Email: chairman@cochinport.gov.in
## STATE: WEST BENGAL

Development of Sagar Port

## MODE OF IMPLEMENTATION

- Government + PPP

## PROJECT STATUS

### CURRENT STATUS

- Studies completed. Revalidation study to be completed by 31/05/2015. SPV for the project is being set up. Preparatory steps for tendering underway.

### ANTICIPATED PROJECT TIMELINES

- Being firmed up. Contact Implementing Agency

## APPROXIMATE PROJECT COST

- USD 400 millions

## MODE OF FUNDING & FUNDING AGENCY

- GBS+Port’s Internal Resources+Private

## PROJECT DETAILS

### PROJECT CONTOURS

- Contact Implementing Agency

### LOCATION - DISTRICT TALUKA, TOWN, VILLAGE

- Sagar

### CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE

- Last mile rail connectivity to be established

## CONTACT INFORMATION

### IMPLEMENTING AGENCY

- Kolkata Port Trust

### KEY CONTACT PERSON(S) AND CONTACT DETAILS

- Chairman: Mr. R.P.S. Kahlon
  - Phone: +91 33 22305370
  - Email: chairman@kopt.in
### LARGE PROJECTS TO BE PROCURED IN THE NEXT 3-5 YEARS

<table>
<thead>
<tr>
<th>STATE: TAMIL NADU</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater Kamarajar Port Development Project</td>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>emode of implementation</td>
<td>Kamarajar Port Ltd.</td>
</tr>
<tr>
<td>PPP</td>
<td><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
<th><strong>CONTACT INFORMATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>- Under Planning Stage</td>
<td>Kamarajar Port Ltd.</td>
</tr>
<tr>
<td>- Studies underway</td>
<td><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
<td><strong>CMD: Mr. M.A. Bhaskarachar</strong></td>
</tr>
<tr>
<td>- N/A</td>
<td>Phone: +91 44 25251666</td>
</tr>
<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
<td>Email: <a href="mailto:info@epl.gov.in">info@epl.gov.in</a></td>
</tr>
<tr>
<td>- USD 800 millions</td>
<td></td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
<td></td>
</tr>
<tr>
<td>- Private</td>
<td></td>
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<tr>
<th>PROJECT DETAILS</th>
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<tr>
<td><strong>PROJECT CONTOURS</strong></td>
<td></td>
</tr>
<tr>
<td>- Contact Implementing Agency</td>
<td></td>
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<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
<td>Ennore</td>
</tr>
<tr>
<td><strong>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</strong></td>
<td>- Well-connected by Rail/ Road to Railway/ National Highway network. East Coast Railway Corridor</td>
</tr>
<tr>
<td>LARGE PROJECTS TO BE PROCURED IN THE NEXT 3-5 YEARS</td>
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<td>---------------------------------------------------</td>
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<tr>
<td><strong>STATE: ANDHRA PRADESH</strong></td>
<td></td>
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<tr>
<td>Development of Dugarajapatnam Port Phase-I</td>
<td></td>
</tr>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
<td></td>
</tr>
<tr>
<td>➔ Government + PPP</td>
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<tr>
<td><strong>PROJECT STATUS</strong></td>
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<tr>
<td><strong>CURRENT STATUS</strong></td>
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<tr>
<td>➔ Studies completed</td>
<td></td>
</tr>
<tr>
<td>➔ Project SPV to be set up</td>
<td></td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
<td></td>
</tr>
<tr>
<td>➔ Being firmed up. Contact Implementing Agency</td>
<td></td>
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<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
<td></td>
</tr>
<tr>
<td>➔ USD 974 millions</td>
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<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
<td></td>
</tr>
<tr>
<td>➔ GBS+Port’s Internal Resources+Private</td>
<td></td>
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<tr>
<td><strong>PROJECT DETAILS</strong></td>
<td></td>
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<tr>
<td><strong>PROJECT CONTOURS</strong></td>
<td></td>
</tr>
<tr>
<td>➔ Contact Implementing Agency</td>
<td></td>
</tr>
<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
<td></td>
</tr>
<tr>
<td>➔ Dugarajapatnam</td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT INFORMATION**

**IMPLEMENTING AGENCY**

➔ Visakhapatnam Port Trust

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**

➔ Chairman: Mr. M.T Krishna Babu
  Phone: +91 891 2562758
  Email: vpt.chairman@gmail.com
CIVIL AVIATION
REASONS TO INVEST

- India is one of the fastest growing aviation markets and currently the ninth largest civil aviation market in the world.
- India is projected to be the third largest aviation market by 2020.
- Total passenger traffic stood at 163.06 Million during 2013. India is one of the least penetrated air markets in the world with 0.04 trips per capita per annum as compared to 0.3 in China and more than 2 in the USA.
- Indian carriers plan to increase their fleet size to reach 800 aircrafts by 2020.
- The Indian aviation sector is likely to see investments totalling USD 12.1 Billion during 2012-17; USD 9.3 Billion is expected to come from the private sector.

INVESTMENT OPPORTUNITIES

- 300 business jets, 300 small aircraft and 250 helicopters are expected to be added to the current fleet in the next 5 years.
- Growth in aviation is accentuating demand for MRO facilities.
- Greenfield airports under Public Private Partnership at Navi Mumbai and Mopa (Goa).
- The development of new airports – the Airports Authority of India aims to bring around 250 airports under operation across the country by 2020.
- The North-east region – the Airports Authority of India plans to develop Guwahati as an inter-regional hub and Agartala, Imphal and Dibrugarh as intra-regional hubs.
- The Airports Authority of India plans to spend USD 1.3 Billion on non-metro projects between 2013 and 2017, focusing on the modernisation and upgradation of airports.
- Indian airports are emulating the SEZ Aerotropolis model to enhance revenues, focus on revenues from retail, advertising and vehicle parking, security equipment and services.
### STATE: MULTIPLE STATES
Operation, Maintenance and Development of select airports: Chennai, Kolkata, Ahmedabad, Jaipur, Lucknow and Guwahati.

### MODE OF IMPLEMENTATION
- PPP

### PROJECT STATUS
**CURRENT STATUS**
- RFQs for Chennai, Kolkata, Ahmedabad and Jaipur airports have been issued
- Task Force on Financing Plan for Airport sector during 12th FYP has submitted the report based on which the action is being taken

**ANTICIPATED PROJECT TIMELINES**
- RFQ Timelines:
  - Last date for receiving queries: 30/01/2015
  - Pre-application Conference: 11/02/2015
  - Authority response to queries latest by: 03/03/2015
  - Application Due Date (ADD): 24/03/2015

- Construction start dates: Project implementation will be initiated after the award of projects

### PROJECT DETAILS
**PROJECT CONTOURS**
- Operation, Maintenance and Development of the four existing airports (two more to follow) of Airports Authority of India

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
- Chennai, Kolkata, Ahmedabad and Jaipur

**CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE**
- Airports are already operational and are well connected through all means of communications

**UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE**
- Airports are already operational and future developments will be taken up as per the duly approved Master Plan submitted by the successful bidder

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- Implementation of the project shall be taken up by the successful bidder

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- Shri V R Hegde, Director, Ministry of Civil Aviation
  - Phone: +91 11 24610366

### APPROXIMATE PROJECT COST
- Project costs shall be finalized during Request For Proposal (RFP) stage

### MODE OF FUNDING & FUNDING AGENCY
- Airports Authority of India as well as Private partner
STATE: ODISHA
Extension and strengthening of Runway at Jharsuguda Airport.

MODE OF IMPLEMENTATION
→ Government/ EPC

PROJECT STATUS
CURRENT STATUS
→ DPR/Feasibility/Technical study: planned to take up in one year

APPROXIMATE PROJECT COST
→ USD 12 millions

MODE OF FUNDING & FUNDING AGENCY
→ Government

PROJECT DETAILS
LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Jharsuguda, Odisha

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi
### PROJECTS READY FOR PROCUREMENT IN FY 2015-16

<table>
<thead>
<tr>
<th>STATE: CHHATTISGARH</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extension of Runway at Raipur Airport</td>
<td>Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
<th>IMPLEMENTING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government/ EPC</td>
<td></td>
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</tbody>
</table>

| PROJECT STATUS | 
| CURRENT STATUS | DPR/Feasibility/Technical study: Planned to take up in one year |

| APPROXIMATE PROJECT COST | 
| USD 16 millions |

| MODE OF FUNDING & FUNDING AGENCY |
| Government |

<p>| PROJECT DETAILS |
| LOCATION - DISTRICT TALUKA, TOWN, VILLAGE |
| Raipur, Chhattisgarh |</p>
<table>
<thead>
<tr>
<th>STATE: ASSAM</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extension of Runway at Dibrugarh Airport</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>MODE OF IMPLEMENTATION</td>
<td>→ Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi</td>
</tr>
<tr>
<td>→ Government/ EPC</td>
<td></td>
</tr>
<tr>
<td>PROJECT STATUS</td>
<td>PROJECT DETAILS</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</td>
</tr>
<tr>
<td>→ DPR/Feasibility/Technical study: planned to be taken up in one year</td>
<td>→ Dibrugarh, Assam</td>
</tr>
<tr>
<td>APPROXIMATE PROJECT COST</td>
<td></td>
</tr>
<tr>
<td>→ USD 8.8 millions</td>
<td></td>
</tr>
</tbody>
</table>
## Projects Ready for Procurement in FY 2015-16

### State: Kerala

**Extension of PTT including Isolation Bay at Trivandrum Airport.**

### Mode of Implementation

- Government/ EPC

### Project Status

**Current Status**

- DPR/Feasibility/Technical study: planned to be taken up in one year

### Approximate Project Cost

- USD 10 millions

### Mode of Funding & Funding Agency

- Government

### Project Details

**Location - District Taluka, Town, Village**

- Thiruvananthapuram, Kerala

### Contact Information

**Implementing Agency**

- Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi
**STATE: WEST BENGAL**
Construction of ATC Tower cum Technical Block at Kolkata Airport.

**MODE OF IMPLEMENTATION**
→ Government/ EPC

**PROJECT STATUS**
**CURRENT STATUS**
→ DPR/Feasibility/Technical study: planned to be taken up in one year

**APPROXIMATE PROJECT COST**
→ USD 24 millions

**MODE OF FUNDING & FUNDING AGENCY**
→ Government

**PROJECT DETAILS**
**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
→ Kolkata, West Bengal

**CONTACT INFORMATION**
**IMPLEMENTING AGENCY**
→ Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi
<table>
<thead>
<tr>
<th>STATE: GUJARAT</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthening and extension of runway at Surat Airport</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>MODE OF IMPLEMENTATION</td>
<td>→ Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi</td>
</tr>
<tr>
<td>→ Government/ EPC</td>
<td></td>
</tr>
<tr>
<td>PROJECT STATUS</td>
<td></td>
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<tr>
<td>CURRENT STATUS</td>
<td></td>
</tr>
<tr>
<td>→ DPR/Feasibility/Technical study: planned to be taken up in one year</td>
<td></td>
</tr>
<tr>
<td>APPROXIMATE PROJECT COST</td>
<td></td>
</tr>
<tr>
<td>→ USD 10 millions</td>
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<tr>
<td>MODE OF FUNDING &amp; FUNDING AGENCY</td>
<td></td>
</tr>
<tr>
<td>→ Government</td>
<td></td>
</tr>
<tr>
<td>PROJECT DETAILS</td>
<td></td>
</tr>
<tr>
<td>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</td>
<td></td>
</tr>
<tr>
<td>→ Surat, Gujarat</td>
<td></td>
</tr>
</tbody>
</table>
**PROJECTS READY FOR PROCUREMENT IN FY 2015-16**

<table>
<thead>
<tr>
<th>STATE: ANDHRA PRADESH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of New Terminal Building at Vijayawada Airport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>➔ Government/ EPC</td>
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<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
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<tbody>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>➔ DPR/Feasibility/Technical study: planned to be taken up in one year</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>➔ USD 17 millions</td>
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</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</td>
</tr>
<tr>
<td>➔ Vijayawada, Andhra Pradesh</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT INFORMATION</th>
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<tbody>
<tr>
<td>IMPLEMENTING AGENCY</td>
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<tr>
<td>➔ Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi</td>
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<tr>
<td>STATE: GUJARAT</td>
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<tr>
<td>---------------</td>
</tr>
<tr>
<td>Re-carpeting of runway at Ahmedabad Airport</td>
</tr>
<tr>
<td>MODE OF IMPLEMENTATION</td>
</tr>
<tr>
<td>Government/ EPC</td>
</tr>
<tr>
<td>PROJECT STATUS</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>→ DPR/Feasibility/Technical study: planned to be taken up in one year</td>
</tr>
<tr>
<td>APPROXIMATE PROJECT COST</td>
</tr>
<tr>
<td>→ USD 8 millions</td>
</tr>
<tr>
<td>MODE OF FUNDING &amp; FUNDING AGENCY</td>
</tr>
<tr>
<td>→ Government</td>
</tr>
<tr>
<td>STATE: 6 METRO CITIES</td>
</tr>
<tr>
<td>-----------------------</td>
</tr>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
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<tr>
<td><strong>PROJECT STATUS</strong></td>
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<tr>
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<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
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<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
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<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
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<tr>
<td><strong>PROJECT DETAILS</strong></td>
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<td></td>
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<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
</tr>
<tr>
<td><strong>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</strong></td>
</tr>
</tbody>
</table>

**UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE**

→ Airports are already operational and future developments will be taken up as per DPR.

**CONTACT INFORMATION**

**IMPLEMENTING AGENCY**

→ Implementation of the project shall be taken up by the respective airport operator.

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**

→ Shri V R Hegde, Director, Ministry of Civil Aviation
  Phone: +91 11 24610366
<table>
<thead>
<tr>
<th><strong>STATE:</strong></th>
<th>Modernization of passenger facilities at airports</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
<td>Government/ PPP</td>
</tr>
<tr>
<td><strong>PROJECT STATUS</strong></td>
<td>Project is in the initial stage</td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
<td>Meetings with the stakeholders held, suggestions obtained</td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
<td>Timeline yet to be finalized</td>
</tr>
<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
<td>USD 4-5 millions</td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
<td>Airport Operator</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>CONTACT INFORMATION</strong></th>
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<tbody>
<tr>
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<tr>
<td><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></td>
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<table>
<thead>
<tr>
<th><strong>UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Airports are already operational</td>
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<table>
<thead>
<tr>
<th><strong>PROJECT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
</tr>
<tr>
<td><strong>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</strong></td>
</tr>
</tbody>
</table>
POWER:
THERMAL POWER
REASONS TO INVEST

→ The government is targeting a capacity addition of 88.5 GW during 2012-17 and 86.4 GW during 2017-22.
→ The National Tariff Policy (2006) ensured adequate return on investment to companies engaged in power generation, transmission and distribution and to companies producing assured electricity to end users at affordable and competitive rates.
→ Launch of the Ultra Mega Power Project (UMPP) scheme through tariff-based competitive bidding.

→ As of March 31, 2013, total coal reserves stood at 298.94 Billion Tonnes, out of which 123.19 Billion Tonnes were proven reserves.
→ Proven natural gas reserves measure up to 1,354.76 Billion cubic meters.

INVESTMENT OPPORTUNITIES

→ Power Generation
→ Transmission & Distribution
→ Power Trading
→ Power Exchanges
POWER: RENEWABLE ENERGY
India has the fifth largest power generation portfolio worldwide with a power generation capacity of 245 GW.

Economic growth, increasing prosperity, a growing rate of urbanization and rising per capita energy consumption has widened access to energy in the country.

Current renewable energy contribution stands at 31.70 GW of the total installed capacity of 245 GW in the country as on 31.03.2014.

Wind energy is the largest renewable energy source in India. The Jawaharlal Nehru National Solar Mission aims to generate 20,000 MW of solar power by 2022, creating a positive environment among investors keen to tap into India’s potential.

The country offers unlimited growth potential for the solar photovoltaic industry.

**INVESTMENT OPPORTUNITIES**

From barely 20 MW in 2011, India’s installed solar capacity has increased to 1,686 MW at the end of 2013.

India has vast untapped renewable energy resources — wind energy has installed capacity of 21.1 GW and an estimated potential of 102.8 GW.

Small hydro has installed capacity of 3.8 GW and an estimated potential of 19.7 GW.

Bio-power (including biomass and bagasse co-generation) has an installed capacity of 4.1 GW as opposed to an estimated potential of 22.5 GW. Solar power has installed capacity of 1.7 GW against the potential of 6 GW.

The Solar Policy of Rajasthan notified in 2011 envisages the setting up of solar manufacturing facilities at proposed solar parks.

The Gujarat Solar Park also makes special provisions for encouraging on-site manufacturing facilities to provide equipment to projects coming up within the park as well as adequate repairs, maintenance and skilled manpower to service projects within the park.
PROJECTS READY FOR PROCUREMENT IN FY 2015-16

STATE: TAMIL NADU
Cheyyur Ultra Mega Power Project

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Environment and forest clearance, permission to use sea water available. Feasibility report available. Land acquisition underway

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: to be decided by MoP
→ Construction start dates: one year after award of project and signing of PPA

APPROXIMATE PROJECT COST
→ USD 4160 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Ultra Mega Power Project in Cheyyur

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Near Cheyyur Village, Kancheepuram District in the State of Tamil Nadu

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ The site is 96 km away from the south of Chennai towards sea shore. It is approachable from East Coast Road (ECR) and also from Melmaruvathur (21 km)/Maduranthakam (22 km) on National Highway NH-45

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ To be selected though tariff-based competitive bidding
PROJECTS READY FOR PROCUREMENT IN FY 2015-16

STATE: ODISHA
Odisha Ultra Mega Power Project

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Water linkage study has been completed. Feasibility Report available. Land acquisition underway. Environment and forest clearance is under process

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: to be decided by MoP
→ Construction start dates: project is awarded and PPA signed

APPROXIMATE PROJECT COST
→ USD 4640 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ The site is located near Bhedabahal village in Sundargarh District in the State of Odisha, India

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ The project site involves six villages: Kopsingha, Rupidihi, Lankahuda, Kerai, Kandhabahal and Bhedabahal

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Railway Accessibility: the nearest railway station is 20 kms from project site in Jharsuguda on Howrah-Mumbai main trunk line of SE railway
→ Road Accessibility: State Highway No. 10 connecting Sundargarh-Jharsuguda is located about 550 metres away from the project site. Nearest National Highway (NH-200) from Raipur to Chandikhole is about 30 kms away from the site
→ Air Accessibility: Nearby airports at Ranchi (200 km) and Bhubaneshwar (370 km) from project site

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ To be selected though tariff-based competitive bidding
STATE: MADHYA PRADESH, CHHATTISGARH AND MAHARASHTRA

System strengthening for IPPs in Chhattisgarh and other generation projects in Western Region

MODE OF IMPLEMENTATION

→ PPP

PROJECT STATUS

CURRENT STATUS

→ Survey under progress

ANTICIPATED PROJECT TIMELINES

→ Project bidding dates: RFQ issued on 29/12/2014, RFQ response submission-27/01/2015, RFP issuance 27/02/2015, Project award by Aug’15
→ Construction start dates: 6 months after award of project (after obtaining license from CERC)

APPROXIMATE PROJECT COST

→ To be decided by the committee constituted under Member, CEA

MODE OF FUNDING & FUNDING AGENCY

→ To be arranged by selected developer

PROJECT DETAILS

PROJECT CONTOURS

→ 1. 400 KV Interconnection at Gwalior 765/400 KV S/S

i. Gwalior 765/400 KV – Morena 400 KV D/C line
   ii. Establishment of 2 x 315 MVA, 400/220 KV substation at Morena
   400 KV
   - Line bays – 2 nos.
   - ICT – 2 x 315 MVA, 400/220 KV
   - ICT bays – 2 nos.
   - Bus reactor: 1X125 MVAR
   - Space for 400 KV bays – 4 nos.

220 KV
- Line bays – 4 nos.
- ICT bays – 2 nos.
- Space for 220 KV bays – 4 nos

2. Additional evacuation line from Vindhyachal-IV & V STPP (3x500 MW)
   i. Vindhyachal-IV & V STPP – Vindhyachal Pool 400 KV D/C (Quad) 2nd line
   ii. 2 Nos. 400 KV Line bays at Vindhyachal - V STPP switchyard

3. Additional System Strengthening Scheme for Chhattisgarh IPPs (Part-A)
   i. Sasan UMPP – Vindhyachal Pooling station 765 KV S/C line
   ii. 1 no. of 765 KV line bay at Sasan UMPP of M/s SPL, Reliance
   iii. LILO of one circuit of Aurangabad – Padghe 765 KV D/C line at Pune
   iv. Raigarh (Kotra) - Champa (Pool) 765 KV 2nd S/C line
   v. Champa (pool) – Dharamjaigarh 765 KV 2nd S/C line

CONTACT INFORMATION

IMPLEMENTING AGENCY

→ To be selected through tariff-based competitive bidding
## PROJECTS READY FOR PROCUREMENT IN FY 2015-16

### STATE: CHHATTISGARH
Additional System Strengthening for Sipat STPS

### MODE OF IMPLEMENTATION
- PPP

### PROJECT STATUS
**CURRENT STATUS**
- Survey under progress

### ANTICIPATED PROJECT TIMELINES
- Project bidding dates: RFQ issued on 01/01/2015. RFQ response submission-30/01/2015, RFP issuance 02/03/2015. Project award by Aug’ 15
- Construction start dates: 6 months after award of project (after obtaining license from CERC)

### APPROXIMATE PROJECT COST
- To be decided by the committee constituted under Member, CEA

### MODE OF FUNDING & FUNDING AGENCY
- To be arranged by selected developer

### PROJECT DETAILS
**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
- Sipat - Bilaspur Pooling Station 3rd 765 KV S/C line
- Bilaspur Pooling Station - Rajnandgaon 765 KV D/C line

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- To be selected though tariff-based competitive bidding
PROJECTS READY FOR PROCUREMENT IN FY 2015-16

STATE: CHHATTISGARH & MAHARASHTRA
Additional System Strengthening Scheme for Chhattisgarh IPPs (Part B)

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Survey completed

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: RFQ issued on 01/01/2015, RFQ response submission-30/01/2015, RFP issuance 02/03/2015. Project award by Aug’15
→ Construction start dates: 6 months after award of project (after obtaining license from CERC)

APPROXIMATE PROJECT COST
→ To be decided by the committee constituted under Member, CEA

MODE OF FUNDING & FUNDING AGENCY
→ To be arranged by selected developer

PROJECT DETAILS
PROJECT CONTOURS
→ Raipur (Pool) – Rajnandgoan 765 KV D/C line
→ Rajnandgaon – New Pooling station near Warora 765 KV D/C line
→ Establishment of new switching station near Rajnandgaon

765KV
1. Line bays – 6
2. Bus reactor: 3 x 110 MVAR
3. Bus reactor bay – 1
4. Line reactors: 7 x 110 MVAR (1 unit spare) (switchable for Warora line)
5. Space for 765 KV bays – 4
6. Space for 765 KV ICT bays – 3

400KV
1. Space for 400 KV ICT bays- 3
2. Space for 400 KV bays – 4

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ To be selected though tariff-based competitive bidding
STATE: CHHATTISGARH, TAMIL NADU, KERALA
Construction of HVDC Bipole link

MODE OF IMPLEMENTATION
→ CPSU

PROJECT STATUS
CURRENT STATUS
→ DPR under preparation and procurement likely to start from Feb.’15
→ Studies are yet to start

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: FY 2015-16
→ Construction start dates: FY 2016-17
→ Anticipated project timelines: FY 2018-19

APPROXIMATE PROJECT COST
→ USD 3200 millions

MODE OF FUNDING & FUNDING AGENCY
→ To be finalized

PROJECT DETAILS
PROJECT CONTOURS
→ HVDC Bipole link between Western Region (Raigarh, Chhattisgarh) and Southern region (Pugalur, Tamil Nadu) - Madakathara / North Trichur (Kerala) - Linear long distance Interstate Power Transmission project
## State: Madhya Pradesh, Uttar Pradesh

Inter-regional system strengthening scheme for WR & NR Part-B

### MODE OF IMPLEMENTATION

- CPSU

### PROJECT STATUS

**Current Status**

- Investment approved in Dec.’14. Project to be awarded from January’15

**Anticipated Project Timelines**

- Anticipated project timelines: (40 months from Investment Approval Mar’18)
- Project bidding dates: Under award. Awards expected to start by Jan.’15 onwards
- Construction start dates: 1-May-15

### APPROXIMATE PROJECT COST

- Above USD 1040 millions

### MODE OF FUNDING & FUNDING AGENCY

- Multilateral/ Domestic

### PROJECT DETAILS

**PROJECT CONTOURS**

- Madhya Pradesh, Uttar Pradesh

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**CONTACT INFORMATION**

**Implementing Agency**

- POWERGRID, Corporate Office, Plot No. 2, Sector-29, Gurgaon, Haryana

**Key Contact Person(s) and Contact Details**

- Sudhir Mital, General Manager, POWERGRID, Phone: +91 124 2571957

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### MODEL PROJECTS TO BE PROCURED IN THE NEXT 3-5 YEARS

- Linear long distance inter-State Power Transmission project
STATE: GUJARAT, RAJASTHAN, TAMIL NADU
Green Energy Corridors - ISTS Parts-A, B & C

MODE OF IMPLEMENTATION
→ CPSU

PROJECT STATUS
CURRENT STATUS
→ Investment approval - from Jan.’15 onward for Part-A and Part B & Mar.’15 onwards for Part C

ANTICIPATED PROJECT TIMELINES
→ Anticipated project timelines: 36 months
→ Project bidding dates: Under progress
→ Construction start dates: 1-Jun-15

APPROXIMATE PROJECT COST
→ Above USD 1200 millions

MODE OF FUNDING & FUNDING AGENCY
→ Multilateral/ Domestic

PROJECT DETAILS
PROJECT CONTOURS
→ Gujarat, Rajasthan, Tamil Nadu

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Linear long distance Interstate Power Transmission project

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ POWERGRID, Corporate Office, Plot No. 2, Sector-29, Gurgaon, Haryana

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Sudhir Mital, General Manager, POWERGRID, Phone: +91 124 2571957
STATE: CHHATTISGARH
Chhattisgarh Ultra Mega Power Project

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Technical studies underway

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: bidding to commence after project preparatory activities like EIA, Feasibility report is completed and coal blocks are allocated
→ Construction start dates: one year after award of project and signing of PPA

APPROXIMATE PROJECT COST
→ N/A

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Near Salka & Khameria Villages, Udaipur Tehsil, Distt. Surguja

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ To be selected though tariff-based competitive bidding
## STATE: JHARKHAND

Deoghar Ultra Mega Power Project

### MODE OF IMPLEMENTATION

- PPP

### PROJECT STATUS

#### CURRENT STATUS

- Technical studies underway

#### ANTICIPATED PROJECT TIMELINES

- Project bidding dates: bidding to commence after project preparatory activities like EIA, Feasibility report are completed and coal blocks are allocated
- Construction start dates: one year after award of project and signing of PPA

### APPROXIMATE PROJECT COST

- N/A

### MODE OF FUNDING & FUNDING AGENCY

- PPP

### PROJECT DETAILS

#### LOCATION - DISTRICT TALUKA, TOWN, VILLAGE

- Husainabad site in Deoghar district

### CONTACT INFORMATION

**IMPLEMENTING AGENCY**

→ To be selected through tariff-based competitive bidding

### LARGE PROJECTS TO BE PROCURED IN THE NEXT 3-5 YEARS

76
# Bihar UMPP

## State: Bihar

Bihar UMPP

## Mode of Implementation

- PPP

## Project Status

### Current Status

- Site identified.
- Studies to commence after allocation of coal blocks by GOI

### Anticipated Project Timelines

- Project bidding dates: bidding to commence after project preparatory activities like EIA, Feasibility report is completed
- Construction start dates: one year after award of project and signing of PPA

## Approximate Project Cost

- N/A

## Mode of Funding & Funding Agency

- PPP

## Project Details

### Location - District Taluka, Town, Village

- Kakwara in Banka district

## Contact Information

**Implementing Agency**

- To be selected though tariff-based competitive bidding
DELHI-MUMBAI INDUSTRIAL CORRIDOR
**PROJECTS READY FOR PROCUREMENT IN FY 2015-16**

<table>
<thead>
<tr>
<th>STATE: MAHARASHTRA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shendra – Bidkin Industrial Area (8.4 sq. km in Phase – I)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPC/ Design build</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>Tender documents for trunk infrastructure for Phase I (8.4 sq km) of Shendra Bidkin Industrial Area are being finalized</td>
</tr>
<tr>
<td>Preliminary Design Report including preparation of RFQ/ RFP is under process</td>
</tr>
<tr>
<td>Expected date for DPR/Feasibility/Technical study completion - 31/01/2015</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project bidding dates: 31/03/15</td>
</tr>
<tr>
<td>Construction start dates: 01/12/15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD 208 millions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shendra, Aurangabad District</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing: On Aurangabad-Jalna Road (MSH6), Good connectivity to Dhule, Paithan &amp; Solapur through State Highway/National Highway</td>
</tr>
<tr>
<td>Proposed: Regional Bypass Road to Bidkin</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing: Water supply source being made available at site boundary</td>
</tr>
<tr>
<td>Proposed: entire trunk infrastructure including roads, storm drainage, water, wastewater, re-cycle network, treatment plant(s), solid waste, ICT etc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT INFORMATION</th>
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</thead>
<tbody>
<tr>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td>SPV</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>KEY CONTACT PERSON(S) AND CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPV Directors</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT CONTOURS</td>
</tr>
<tr>
<td>Partly plain/rolling area</td>
</tr>
</tbody>
</table>
STATE: GUJARAT
Design and Construction of Roads and Services of Activation Area in Dholera Special Investment Region, Dholera.

MODE OF IMPLEMENTATION
→ Government/ EPC

PROJECT STATUS
CURRENT STATUS
→ Pre-Qualification is in process Application Due Date: 02/02/2015
→ Preliminary Design Report is completed

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: 21/05/15 (submission date)
→ Construction start dates: 01/07/15 (Expected)

APPROXIMATE PROJECT COST
→ USD 288 millions

MODE OF FUNDING & FUNDING AGENCY
→ Government

PROJECT DETAILS
PROJECT CONTOURS
→ Plain terrain

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Near Dholera Villages, Dist: Ahmedabad

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Connected to Ahmedabad by road network and it is an urban road and utilities network for new city of Dholera SIR

UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE
→ Existing is NIL and Proposed utility infrastructure includes water, waste water, power, Industrial water, Storm water and ICT ducts

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ SPV between DMICDC and Gujarat state government (Presently operating through GICC, Gujarat)

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Directors of SPV
**PROJECTS READY FOR PROCUREMENT IN FY 2015-16**

**STATE: UTTAR PRADESH**
Integrated Industrial Township, Greater Noida.

**MODE OF IMPLEMENTATION**
→ Government

**PROJECT STATUS**
**CURRENT STATUS**
→ Preliminary Design Report under preparation

**ANTICIPATED PROJECT TIMELINES**
→ Project bidding dates: 15/02/15
→ Construction start dates: 30/05/15

**APPROXIMATE PROJECT COST**
→ USD 98 millions

**MODE OF FUNDING & FUNDING AGENCY**
→ Government

**PROJECT DETAILS**
**PROJECT CONTOURS**
→ Plain terrain (Ground variation is around 6 meters)

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
→ Greater Noida, Gautam Budh Nagar, Uttar Pradesh

**CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE**
→ Delhi Mumbai Industrial Corridor
→ Connected to Greater NOIDA, NOIDA and Delhi through the Yamuna Expressway via three existing 60m sector roads
→ 60m North-South road connects to the proposed Eastern Peripheral Expressway’s service roads, and the proposed Multi Modal Transport Hub at Boraki
→ DADRI-NOIDA-GHAZIABAD Investment Region

**UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE**
→ Preliminary design of all trunk infrastructure under preparation

**CONTACT INFORMATION**
**IMPLEMENTING AGENCY**
→ SPV

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
→ SPV Directors
### State: Madhya Pradesh
Infrastructure works for Vikram Udyogpuri near Ujjain, Madhya Pradesh

### Mode of Implementation
- Government/ EPC

### Project Status
**Current Status**
- Tender documents for selection of EPC/DB Contractor are being finalized
- Detailed Project Report has been finalized and has been approved by the State Govt.

**Anticipated Project Timelines**
- Project bidding dates: 31/01/15 (submission date)
- Construction start dates: 22/04/15 (expected)

**Approximate Project Cost**
- USD 49 millions

### Contact Information
**Implementing Agency**
- SPV: VIKRAM UDYOQPURI LTD, (UJJAIN)

**Key Contact Person(s) and Contact Details**
- SPV Directors

### Connectivity - Existing and Proposed Infrastructure
- Connected to Ujjain & Devas through SH-18

### Utility Infrastructure - Existing and Proposed Infrastructure
- Complete new utility infrastructure to be constructed

### Project Details
**Project Contours**
- Undulating terrain

**Location - District Taluka, Town, Village**
- Narvar Village, Tahsil & Distt. Ujjain

---

**Projects Ready for Procurement in FY 2015-16**
RAILWAYS
**REASONS TO INVEST**

- 100% FDI in the railway infrastructure segment has been allowed recently which has opened up opportunities for participation in infrastructure projects such as high-speed railways, railway lines to and from coal mines and ports, projects relating to electrification, high-speed tracks and suburban corridors.

- Indian Railways has begun exploring the PPP mode of delivery and aims to award projects worth USD 1,000 Billion through the PPP route.

- The sector aims to boost passenger amenities by involving PPP investments the provision of foot-over bridges, escalators and lifts at all major stations.

- Last-mile connectivity to boost business activity in and around ports and mines has been proposed through the formation of special purpose vehicle (SPV) companies under the Public Private Partnership (PPP) model.

- The Indian Railways aim to involve private equity through individuals, NGOs, trusts, charitable institutions, corporates, etc. to provide passenger amenities such as battery-operated carts to facilitate movement for senior citizens and the differently abled at stations.

- To strengthen rail connectivity with various ports, IR has floated SPVs under the PPP mode. Pipavav Rail Corporation Ltd., Bharuch-Dahej Railway Company Ltd., Kutch Railway Company Ltd., Hassan-Mangalore Rail Development Company, Obullivaripalle-Krishnapatnam Railway Company Ltd., and Anugul-Sukinda Railway Company Ltd., have been established.

- Three rail connectivity projects namely Gevra Road-Pendra Road new line, Raigarh-Bhupdeopur new line and Jaigarh Port connectivity projects are being implemented through the joint venture route.

**INVESTMENT OPPORTUNITIES**

- Manufacture of components
- Infrastructure projects:
  1. High speed train projects
  2. Railway lines to and from coal mines and ports
  3. Projects relating to electrification, high-speed tracks and suburban corridors
  4. Dedicated freight corridors
  5. The re-development of railway stations
  6. Power generation and energy-saving projects
  7. Freight terminals operations
  8. Setting up of wagon, coaches and locomotive units
  9. Gauge conversion
  10. Network expansion
STATE: BIHAR, WEST BENGAL
Railway electrification project: Katwa – Azimganj – Nalhati & Azimganj – Tildanga/New Farakka (RE)

MODE OF IMPLEMENTATION
→ BOT/ Annuity

PROJECT STATUS
CURRENT STATUS
→ Studies completed
→ Bidding parameter - VGF/ Annual premium

ANTICIPATED PROJECT TIMELINES
→ To be finalised

APPROXIMATE PROJECT COST
→ USD 36 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Line length - 200 km
→ Electrification Project

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Katwa – Azimganj – Nalhati & Azimganj – Tildanga/ New Farakka

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ CORE/ Railway Electrification / Allahabad
STATE: KERALA
Rail coach factory for manufacturing of aluminium coaches

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Studies completed
→ Bidding parameter - lowest price coach

ANTICIPATED PROJECT TIMELINES
→ To be finalised

APPROXIMATE PROJECT COST
→ USD 88 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Quantity - 400 coaches per annum, BOT/BOO/JV/Annuity

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Palakkad, Kerala

CONTACT INFORMATION
KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ ED/ME/Proj./Railway Board
Phone: +91 11 23386837
# STATE: JHARKHAND
Freight line Rajkharswan-Chakradharpur 3rd line (doubling)

## MODE OF IMPLEMENTATION
- PPP

## PROJECT STATUS
### CURRENT STATUS
- Technical studies have been completed
- Detail estimate sanctioned
- Bidding parameter - VGF/ Annual premium

## ANTICIPATED PROJECT TIMELINES
- To be finalised

## APPROXIMATE PROJECT COST
- USD 27 millions

## MODE OF FUNDING & FUNDING AGENCY
- PPP

## PROJECT DETAILS
### PROJECT CONTOURS
- Capacity Augmentation project, line length – 20 km
- BOT/ Annuity

### LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
- Rajkharswan-Chakradharpur

## CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- CAO/SE/HOWRAH

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- CAO/SE/HOWRAH, Achal Khare, ED/Civil/Infra,
  Railway Board
  Phone: +91 11 23382839

## PROJECTS READY FOR PROCUREMENT IN FY 2015-16
## Projects Ready for Procurement in FY 2015-16

### State: Odisha

**Freight line Manoharpur-Bondamanda 3rd line (doubling)**

### Mode of Implementation

- PPP

### Project Status

**Current Status**

- Technical studies have been completed
- Earthwork, bridge work has been taken up
- Bidding parameter - VGF/Annual premium for PPP

### Anticipated Project Timelines

- To be finalised

### Approximate Project Cost

- USD 41 millions

### Mode of Funding & Funding Agency

- PPP

### Project Details

**Project Contours**

- Capacity augmentation project, line length - 30 km
- BOT/Annuity

**Location - District Taluka, Town, Village**

- Manoharpur-Bondamanda

### Contact Information

**Implementing Agency**

- CAO/SE/HOWRAH

**Key Contact Person(s) and Contact Details**

- CAO/SE/HOWRAH, Achal Khare, ED/Civil/Infra, Railway Board
- Phone: +91 11 23382839
<table>
<thead>
<tr>
<th>STATE: ODISHA</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight line Sambalpur-Talcher (doubling)</td>
<td>IMPLEMENTING AGENCY</td>
</tr>
<tr>
<td></td>
<td>→ CAO/ECoR, BHUBANESWAR</td>
</tr>
<tr>
<td>MODE OF IMPLEMENTATION</td>
<td>KEY CONTACT PERSON(S) AND CONTACT DETAILS</td>
</tr>
<tr>
<td>→ PPP</td>
<td>→ CAO/ECoR, BHUBANESWAR, Achal Khare, ED/</td>
</tr>
<tr>
<td>PROJECT STATUS</td>
<td>Civil/Infra, Railway Board</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>Phone: +91 11 23382839</td>
</tr>
<tr>
<td>→ Technical studies have been completed</td>
<td></td>
</tr>
<tr>
<td>→ Earthwork, bridge work has been taken up</td>
<td></td>
</tr>
<tr>
<td>→ Bidding parameter - VGF/ Annual premium for PPP</td>
<td></td>
</tr>
<tr>
<td>ANTICIPATED PROJECT TIMELINES</td>
<td></td>
</tr>
<tr>
<td>→ To be finalised</td>
<td></td>
</tr>
<tr>
<td>APPROXIMATE PROJECT COST</td>
<td></td>
</tr>
<tr>
<td>→ USD 108 millions</td>
<td></td>
</tr>
<tr>
<td>MODE OF FUNDING &amp; FUNDING AGENCY</td>
<td></td>
</tr>
<tr>
<td>→ PPP</td>
<td></td>
</tr>
<tr>
<td>PROJECT DETAILS</td>
<td></td>
</tr>
<tr>
<td>PROJECT CONTOURS</td>
<td></td>
</tr>
<tr>
<td>→ Capacity augmentation project, line length – 174.1 km</td>
<td></td>
</tr>
<tr>
<td>→ BOT/ Annuity</td>
<td></td>
</tr>
<tr>
<td>LOCATION - DISTRICT, TALUKA, TOWN, VILLAGE</td>
<td></td>
</tr>
<tr>
<td>→ Sambalpur-Talcher</td>
<td></td>
</tr>
</tbody>
</table>
STATE: ODISHA, TELANGANA
Freight line Bhadrak-Nargundi 3rd line (doubling)

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Technical studies have been completed
→ Earthwork, bridgework has been taken up
→ Bidding parameter - VGF/ Annual premium for PPP

ANTICIPATED PROJECT TIMELINES
→ To be finalised

APPROXIMATE PROJECT COST
→ USD 133 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Capacity augmentation project, line length - 80 km
→ BOT/ Annuity

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Bhadrak-Nargundi

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ CAO/ECoR, BHUBANESWAR

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ CAO/ECoR, BHUBANESWAR, Achal Khare, ED/Civil/Infra, Railway Board
Phone: +91 11 23382839
STATE: TELANGANA/ ANDHRA PRADESH
Freight line Kazipet - Vijaywada 3rd line with electrification (doubling)

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ Technical studies have been completed
→ Final Location survey-ongoing
→ Bidding parameter - VGF/ Annual premium for PPP project

ANTICIPATED PROJECT TIMELINES
→ To be finalised

APPROXIMATE PROJECT COST
→ USD 168 millions

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Capacity augmentation project, line length - 219.6 km
→ BOT/ Annuity

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Kazipet - Vijaywada

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ CAO/SC/SECUNDERABAD

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ CAO/SC/SECUNDERABAD, Achal Khare, ED / Civil/Infra, Railway Board
Phone: +91 11 23382839

PROJECTS READY FOR PROCUREMENT IN FY 2015-16
## PROJECTS READY FOR PROCUREMENT IN FY 2015-16

### STATE: MAHARASHTRA
Freight line Wardha (Sewagram) - Nagpur 3rd line (doubling)

### MODE OF IMPLEMENTATION
- PPP

### PROJECT STATUS
**CURRENT STATUS**
- Technical studies have been completed
- Detailed Estimate is under preparation
- Bidding parameter - VGF/ Annual premium for PPP project

### ANTICIPATED PROJECT TIMELINES
- FY 2015-16

### APPROXIMATE PROJECT COST
- USD 47 millions

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- CAO/CR/MUMBAI

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- CAO/CR/MUMBAI, Achal Khare, ED/Civil/Infra, Railway Board
  Phone: +91 11 23382839

### PROJECT DETAILS
**PROJECT CONTOURS**
- Capacity augmentation project, line length - 76.3 km
- BOT/ Annuity

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
- Wardha (Sewagram) - Nagpur
### Projects Ready for Procurement in FY 2015-16

**State:** Chattisgarh  
Freight line Durg - Rajnandgaon 3rd line (doubling)

### Mode of Implementation
- **PPP**

### Project Status
**Current Status**
- Technical studies have been completed
- Detailed estimate is sanctioned
- Bidding parameter - VGF/ Annual premium for PPP

**Anticipated Project Timelines**
- Yet to be finalised

### Approximate Project Cost
- USD 24 millions

### Mode of Funding & Funding Agency
- **PPP**

### Project Details
**Project Contours**
- Capacity augmentation project, line length – 31 km
- BOT/ Annuity

**Location - District Taluka, Town, Village**
- Durg-Rajnandgaon

### Contact Information
**Implementing Agency**
- CAO/SECR/BILASPUR

**Key Contact Person(s) and Contact Details**
- CAO/SECR/BILASPUR, Achal Khare, ED/Civil/Infra, Railway Board  
  Phone: +91 11 23382839
## PROJECTS READY FOR PROCUREMENT IN FY 2015-16

**STATE: RAJASTHAN**

Freight line Ajmer – Bangurgram (doubling)

### MODE OF IMPLEMENTATION

- PPP

### PROJECT STATUS

**CURRENT STATUS**

- Technical studies have been completed
- Final location survey in progress.
- Bidding parameter - VGF/ Annual premium for PPP

**ANTICIPATED PROJECT TIMELINES**

- In next 2 years

### APPROXIMATE PROJECT COST

- USD 23 millions

### MODE OF FUNDING & FUNDING AGENCY

- PPP

### PROJECT DETAILS

**PROJECT CONTOURS**

- Capacity augmentation project, line length - 48.43 km
- BOT/ Annuity

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**

- Ajmer – Bangurgram

### CONTACT INFORMATION

**IMPLEMENTING AGENCY**

- CAO/NWR/Jaipur

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**

- CAO/NWR/Jaipur, Achal Khare, ED/Civil/Infra, Railway Board
Phone: +91 11 23382839
## PROJECTS READY FOR PROCUREMENT IN FY 2015-16

<table>
<thead>
<tr>
<th><strong>STATE: WEST BENGAL, JHARKHAND</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight line Dankuni-Gomoh (new)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>MODE OF IMPLEMENTATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PROJECT STATUS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT STATUS</strong></td>
</tr>
<tr>
<td>→ Technical studies have been completed and land acquisition in progress</td>
</tr>
<tr>
<td>→ Bidding parameter - VGF/ Annual premium for PPP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>ANTICIPATED PROJECT TIMELINES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ 2015-16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>APPROXIMATE PROJECT COST</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 720 millions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PROJECT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td>→ The new line is planned to provide connectivity to mineral rich Eastern India through the Northern hinterland via the Eastern DFC route, line length – 282 km</td>
</tr>
<tr>
<td>→ BOT/ Annuity</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Dankuni-Gomoh</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CONTACT INFORMATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>→ DCCCI, Pragati Maidan Metro Station Building Complex, New Delhi-110001</td>
</tr>
<tr>
<td>Phone: +91 11 23454620</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Achal Khare, ED/Civil/Infra, Railway Board</td>
</tr>
<tr>
<td>(Phone: +91 11 23382839) and Ansuman Sharma,</td>
</tr>
<tr>
<td>Director/PP,DFCCIL Phone: +91 11 23454620</td>
</tr>
</tbody>
</table>
### STATE: MULTIPLE STATES
Re-development of passenger terminals at various locations

### MODE OF IMPLEMENTATION
- PPP

### PROJECT STATUS
**CURRENT STATUS**
- Studies are ongoing

**ANTICIPATED PROJECT TIMELINES**
- To be finalized

**APPROXIMATE PROJECT COST**
- Cost assessment is in progress

### MODE OF FUNDING & FUNDING AGENCY
- PPP

### PROJECT DETAILS
**PROJECT CONTOURS**
- Re-development of Passenger terminals at
  1. Habibganj/WCR
  2. Shivaji Nagar/CR
  3. Anand Vihar/NR
  4. Bijwasan/NR
  5. Chandigarh/NR
  6. Surat/WR, Mumbai
  7. Gandhinagar/WR/Mumbai
  8. Manglore/SWR/Hubli,Karnataka
  9. Ernakulam/SR/Chennai
  10. Vijayawada/SCR/Secunderabad
  11. Nagpur/CR/Mumbai
  12. Byappanahalli/SWR/Hubli
  13. New Bhubneshwar/ECoR/Bhubneshwar

### CONTACT INFORMATION
**IMPLEMENTING AGENCY**
- MD/ IRSDC, New Delhi

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- ED/ L&A II Ministry of Railways

### PROJECTS READY FOR PROCUREMENT IN FY 2015-16

96
### Large Projects to be Procured in the Next 3-5 Years

**State:** Delhi, Haryana, U.P., M.P., Maharashtra, Telangana and Tamil Nadu

Freight line North-South DFC (new)

<table>
<thead>
<tr>
<th>Mode of Implementation</th>
<th>PPP</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Status</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status</strong></td>
<td>Feasibility study ongoing</td>
</tr>
<tr>
<td></td>
<td>Bidding parameter - VGF/ Annual premium for PPP</td>
</tr>
<tr>
<td><strong>Anticipated Project Timelines</strong></td>
<td>2015-16</td>
</tr>
<tr>
<td><strong>Approximate Project Cost</strong></td>
<td>USD 13120 millions</td>
</tr>
<tr>
<td><strong>Mode of Funding &amp; Funding Agency</strong></td>
<td>PPP/ G-G Cooperation</td>
</tr>
</tbody>
</table>

#### Project Details

**Project Contours**

- BOT/ Annuity
- 2300 km long freight corridor
- Provides fast movement of freight traffic between the North and South

<table>
<thead>
<tr>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Contact Person(s) and Contact Details</strong></td>
</tr>
<tr>
<td>M. K. Srivastawa, ED/PP, Railway Board</td>
</tr>
<tr>
<td>Phone: +91 11 23389101</td>
</tr>
<tr>
<td>STATE: MULTIPLE STATES</td>
</tr>
<tr>
<td>-------------------------</td>
</tr>
<tr>
<td>New East-West DFC freight line</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ BOT/ G-G Cooperation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>→ Feasibility study completed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Yet to be finalized</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 11200 millions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ PPP/ G-G Cooperation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT CONTOURS</td>
</tr>
<tr>
<td>→ 2330 km long freight corridor</td>
</tr>
<tr>
<td>→ Bidding parameter - VGF/Annual premium for PPP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ The corridor will provide connectivity from mineral-rich eastern part of the country to the consumption hub in the West.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEY CONTACT PERSON(S) AND CONTACT DETAILS</td>
</tr>
<tr>
<td>→ M. K. Srivastava, ED/PP, Railway Board</td>
</tr>
<tr>
<td>Phone: +91 11 23389101</td>
</tr>
</tbody>
</table>
## Large Projects to be Procured in the Next 3-5 Years

### State: Maharashtra

- **Suburban corridor project through PPP: CSTM-Panvel**

### Mode of Implementation

- **DBFOT**

### Project Status

- **Current Status**
  - Pre-feasibility studies, PETS and financial study completed

### Anticipated Project Timelines

- Anticipated project timelines: 2015-16
- Bids open

### Approximate Project Cost

- USD 3360 millions

### Mode of Funding & Funding Agency

- **PPP**

### Project Details

- **Project Contours**
  - 60 km suburban corridor between CSTM-Panvel
  - Bidding parameter - Premium/ Viability Gap Funding
  - Mumbai-Thane

- **Location - District, Taluka, Town, Village**
  - Mumbai-Thane

### Contact Information

- **Implementing Agency**
  - CAO(O) Western Railway/ Mumbai

- **Key Contact Person(s) and Contact Details**
  - Adv./Infra./Railway Board (Phone: +91 11 23389215)
## Large Projects to Be Procured in the Next 3-5 Years

### State: Maharashtra, Gujarat

**Mumbai-Ahmedabad High Speed Corridor**

### Mode of Implementation

- DBFOT/ Government to Government co-operation

### Project Status

**Current Status**

- Pre-feasibility studies completed. JICA detailed studies to be submitted by June 2015

**Anticipated Project Timelines**

- Anticipated project timelines: 2015-16
- Projects bidding dates: To start in 2015-16

### Approximate Project Cost

- USD 11200 millions

### Mode of Funding & Funding Agency

- PPP/ Government/ G-G Cooperation

### Project Details

**Project Contours**

- 504 km
- Bidding parameter - Premium/Viability Gap Funding for PPP

**Location - District Taluka, Town, Village**

- Key cities: Mumbai, Surat, Vadodara, Ahmedabad

### Utility Infrastructure - Existing and Proposed Infrastructure

- Existing line exists but the project will provide high speed connectivity

### Contact Information

**Key Contact Person(s) and Contact Details**

- Adv./Infra./Railway Board (Tel.No.011-23389215) and ED/PSU & HS, Railway Board
- Phone: +91 11 23386091)
- V.K. Singh, CEO/RVNL
- Phone: +91 11 26169637)
<table>
<thead>
<tr>
<th><strong>STATE</strong>: MAHARASHTRA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban corridor project through PPP: CSTM-Panvel</td>
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<table>
<thead>
<tr>
<th><strong>MODE OF IMPLEMENTATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ DBFOT</td>
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<table>
<thead>
<tr>
<th><strong>PROJECT STATUS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT STATUS</strong></td>
</tr>
<tr>
<td>→ Pre-feasibility studies completed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>ANTICIPATED PROJECT TIMELINES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Anticipated project timelines: 2015-16</td>
</tr>
<tr>
<td>→ Projects bidding dates: to be announced</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>APPROXIMATE PROJECT COST</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 2240 millions</td>
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<table>
<thead>
<tr>
<th><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Concessionaire</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PROJECT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td>→ 49 km Suburban corridor in Mumbai</td>
</tr>
<tr>
<td>→ Bidding parameter - Premium/Viability Gap Funding</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>LOCATION - DISTRICT, TALUKA, TOWN, VILLAGE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Mumbai and Navi Mumbai</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th><strong>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ To be used as Suburban corridor for connectivity of Mumbai city to Navi Mumbai and proposed International Airport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CONTACT INFORMATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>→ Mumbai Rail Vikas Corp. Ltd.(MRVC), Churchgate Station Building, Mumbai-400020</td>
</tr>
<tr>
<td>Email: <a href="mailto:com@mrvc.gov.in">com@mrvc.gov.in</a>, Fax: +91 22 22096972</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>→ Ravi Agrawal, ED/Plg. (MRVC)</td>
</tr>
<tr>
<td>Phone: +91 22 22070761</td>
</tr>
</tbody>
</table>
INVESTMENT OPPORTUNITIES IN INDIAN STATES
INVESTMENT OPPORTUNITIES IN ANDHRA PRADESH
# PCPIR Expressway

## State: Andhra Pradesh

### Mode of Implementation
- PPP

### Project Status

#### Current Status
- DPR has been prepared

#### Anticipated Project Timelines
- To be finalised

### Approximate Project Cost
- USD 375 millions

### Mode of Funding & Funding Agency
- PPP

## Contact Information

### Implementing Agency
- Transport, Roads and Building Department (T,R&B dept)

## Project Details

### Project Contours
- Six-lane PCPIR expressway connecting Visakhapatnam and Kakinada regions

### Location - District, Taluka, Town, Village
- Visakhapatnam and East Godavari districts
## BHAVANAPADU PORT DEVELOPMENT

### State: Andhra Pradesh

### Mode of Implementation
- PPP

### Project Status

**Current Status**
- TEFR has been prepared

**Anticipated Project Timelines**
- To be finalised

### Approximate Project Cost
- USD 377 millions

### Mode of Funding & Funding Agency
- PPP

### Project Details

#### Project Contours
- Development of Bhavanapadu port

#### Location - District, Taluka, Town, Village
- Srikakulam

### Contact Information

**Implementing Agency**
- Infrastructure and Investment Department
# Machilipatnam Port Development

**State:** Andhra Pradesh

**Mode of Implementation**

- PPP

**Project Status**

**Current Status**

- DPR prepared

**Anticipated Project Timelines**

- To be finalised

**Approximate Project Cost**

- USD 377 millions

**Mode of Funding & Funding Agency**

- PPP

**Project Details**

**Project Contours**

- Development of Machilipatnam port

**Location - District Taluka, Town, Village**

- Krishna district

**Contact Information**

**Implementing Agency**

- Infrastructure and Investment Department
### 220 KV Koruprolu Substation

**State: Andhra Pradesh**

**Mode of Implementation**
- PPP

**Project Status**

**Current Status**
- DPR prepared

**Anticipated Project Timelines**
- To be finalised

**Approximate Project Cost**
- USD 10 millions

**Mode of Funding & Funding Agency**
- PPP

**Project Details**

**Project Contours**
- Upgradation of existing 132 KV substation at Koruprolu to 22 KV and laying of connected lines

**Location - District Taluka, Town, Village**
- Visakhapatnam district

**Contact Information**

**Implementing Agency**
- APTRANSCO Transmission Corporation of Andhra Pradesh Limited, Vidyut Soudha, Khairatabad, Hyderabad-500082

**Key Contact Person(s) and Contact Details**
- Phone: +91 40 23396000
# 400 KV Kalikiri Substation

## State: Andhra Pradesh

### Mode of Implementation
- PPP

### Project Status
**Current Status**
- DPR prepared

**Anticipated Project Timelines**
- To be finalised

**Approximate Project Cost**
- USD 27 millions

### Mode of Funding & Funding Agency
- PPP

## Project Details

### Project Contours
- 400KV Kalkiri SS (3x315 MVA) and 400KV LILO of RTPP - Chittoor D/C line (40 ckt kms) to proposed Kalikiri

### Location - District, Taluka, Town, Village
- Chittoor district

## Contact Information

### Implementing Agency
- APTRANSCO Transmission Corporation of Andhra Pradesh Limited, Vidyut Soudha, Khairatabad, Hyderabad-500082

### Key Contact Person(s) and Contact Details
- Phone: +91 40 23396000
<table>
<thead>
<tr>
<th><strong>NARASAIPATNAM-TUNI ROAD STRETCH</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATE: ANDHRA PRADESH</strong></td>
</tr>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
</tr>
<tr>
<td>→ PPP</td>
</tr>
<tr>
<td><strong>PROJECT STATUS</strong></td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
</tr>
<tr>
<td>→ DPR prepared</td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT Timelines</strong></td>
</tr>
<tr>
<td>→ To be finalised</td>
</tr>
<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
</tr>
<tr>
<td>→ USD 27 millions</td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
</tr>
<tr>
<td>→ PPP</td>
</tr>
<tr>
<td><strong>PROJECT DETAILS</strong></td>
</tr>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td>→ Four-laning of 40 km of the road stretch between Narasipatnam and Tuni</td>
</tr>
<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
</tr>
<tr>
<td>→ Visakhapatnam and East Godavari districts</td>
</tr>
<tr>
<td><strong>CONTACT INFORMATION</strong></td>
</tr>
<tr>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>→ Andhra Pradesh Road Development Corporation</td>
</tr>
</tbody>
</table>
VIZIANAGARAM–PALAKONDA ROAD–HADDUBHANGI ROAD PROJECT

STATE: ANDHRA PRADESH

MODE OF IMPLEMENTATION
→ PPP

PROJECT STATUS
CURRENT STATUS
→ DPR prepared

ANTICIPATED PROJECT TIMELINES
→ To be finalised

MODE OF FUNDING & FUNDING AGENCY
→ PPP

PROJECT DETAILS
PROJECT CONTOURS
→ Four-laning of the road between Vizianagaram and Haddubhangi - 105 km

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Vizianagaram district

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ Andhra Pradesh Road Development Corporation
## KONDAMODU–GUNTUR (PART OF HYDERABAD–GUNTUR ROAD) PROJECT

<table>
<thead>
<tr>
<th><strong>STATE: ANDHRA PRADESH</strong></th>
<th><strong>CONTACT INFORMATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>→ PPP</td>
<td>→ Andhra Pradesh Road Development Corporation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PROJECT STATUS</strong></th>
<th><strong>PROJECT DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT STATUS</strong></td>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td>→ DPR prepared</td>
<td>→ Four-laning of the road stretch between Kondamodu and Guntur - 70 kms</td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
</tr>
<tr>
<td>→ To be finalised</td>
<td>→ Guntur district</td>
</tr>
<tr>
<td>STATE: ANDHRA PRADESH</td>
<td>CONTACT INFORMATION</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>→ PPP</td>
<td>→ Andhra Pradesh Road Development Corporation</td>
</tr>
<tr>
<td><strong>PROJECT STATUS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
<td></td>
</tr>
<tr>
<td>→ DPR has been prepared</td>
<td></td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
<td></td>
</tr>
<tr>
<td>→ To be finalised</td>
<td></td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
<td></td>
</tr>
<tr>
<td>→ PPP</td>
<td></td>
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<tr>
<td><strong>PROJECT DETAILS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
<td></td>
</tr>
<tr>
<td>→ Upgradation of road between Gundugolanu and Kovvur</td>
<td></td>
</tr>
<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
<td></td>
</tr>
<tr>
<td>→ West Godavari district</td>
<td></td>
</tr>
</tbody>
</table>
INVESTMENT OPPORTUNITIES IN BIHAR
DEVELOPMENT OF ARA-END CONNECTIVITY ON NH-30 (TOTAL LENGTH 8 KM INCLUDING 2.5 KM. ELEVATED)

STATE: BIHAR

MODE OF IMPLEMENTATION
→ Government

PROJECT STATUS
CURRENT STATUS
→ Procurement studies completed by July 2014

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: July 2015
→ Construction start dates: July 2016

APPROXIMATE PROJECT COST
→ USD 63 millions

MODE OF FUNDING & FUNDING AGENCY
→ EPC

PROJECT DETAILS
PROJECT CONTOURS
→ Urban Area

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ Ara Town

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Existing flexible pavement
→ Proposed: greenfield four-lane road along with elevated in town portion

UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE
→ Existing - NH-30 & Railway Crossing Proposed 01 ROB and 02 Major Bridge along with four-lane road

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ Bihar State Road Development Corporation Ltd., Road Construction Department Govt. of Bihar

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Managing Director, BSRDC Ltd. General Manager (HQ) BSRDC Ltd. Phone: +91-9431005695
# Development of North-South Expressway

## State: Bihar

### Mode of Implementation
- PPP

### Project Status

#### Current Status
- PPR preparation in final stage (by July 2015)
- Feasibility Study Report completed

### Anticipated Project Timelines
- Project bidding dates: July 2015
- Construction start dates: July 2016

### Approximate Project Cost
- USD 296 millions

### Mode of Funding & Funding Agency
- DBFOT (Design, Built, Finance, Operate and Transfer)

## Project Details

### Project Contours
- Construction of greenfield four-laning connecting Tajpur on NH-28 to Bithauli (Atherbel)-Jale-Pupri-Jaleshwar section up to Indo-Nepal Border (four-lane, length 95 km)
- Plain passing through village & semi-urban area

## Location - District Taluka, Town, Village
- District- Samastipur & Darbhanga Tajpur, Bithauli (Atherbel), Jale, Pupri, Jaleshwar

## Connectivity - Existing and Proposed Infrastructure
- Greenfield project connecting NH-103 the Nepal Border

## Utility Infrastructure - Existing and Proposed Infrastructure
- Existing: greenfield, Proposed: four-lane highway

## Contact Information
### Implementing Agency
- Bihar State Road Development Corporation Ltd.,
  Road Construction Department Govt. of Bihar

### Key Contact Person(s) and Contact Details
- Managing Director, BSRDC Ltd. General Manager (HQ) BSRDC Ltd. Phone: +91-9431005695
<table>
<thead>
<tr>
<th><strong>STATE: BIHAR</strong></th>
<th><strong>UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
<td>➔ Government</td>
</tr>
<tr>
<td><strong>PROJECT STATUS</strong></td>
<td>➔ Presently single-lane MDR Specification, Proposed two-lane State Highway Specification</td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
<td>➔ Final DPR is ready and submitted</td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
<td>➔ Project bidding dates: July 2015</td>
</tr>
<tr>
<td></td>
<td>➔ Construction start dates: December 2015</td>
</tr>
<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
<td>➔ USD 36 millions</td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
<td>➔ EPC mode/ State funding</td>
</tr>
<tr>
<td><strong>PROJECT DETAILS</strong></td>
<td><strong>CONTACT INFORMATION</strong></td>
</tr>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
<td><strong>IMPLEMENTING AGENCY</strong></td>
</tr>
<tr>
<td>➔ Kishunganj, Chausa, Lawalagam, Vijayghat</td>
<td>➔ Bihar State Road Development Corporation Ltd., Central Mechanical Workshop Campus, Near Airport, Sheikhpura, Patna-14.</td>
</tr>
<tr>
<td><strong>LOCATION - DISTRICT TALUKA, TOWN, VILLAGE</strong></td>
<td><strong>KEY CONTACT PERSON(S) AND CONTACT DETAILS</strong></td>
</tr>
<tr>
<td>➔ Madhepura</td>
<td>➔ Managing Director, BSRDC Ltd., General Manager (H.Q.) BSRDC Ltd., Phone: +91 612 2226711/ 2226723</td>
</tr>
<tr>
<td><strong>CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE</strong></td>
<td>➔ Connecting NH-31 to NH-106</td>
</tr>
</tbody>
</table>
### State Highway (SH-82) from Kadirganj to Sono

**State:** Bihar

**Mode of Implementation**
- Government

**Project Status**

**Current Status**
- Final DPR is ready and submitted

**Anticipated Project Timelines**
- Project bidding dates: July 2015
- Construction start dates: December 2015

**Approximate Project Cost**
- USD 76 millions

**Mode of Funding & Funding Agency**
- EPC mode/State funding

**Project Details**

**Project Contours**
- Nawada, Jamui, Kauakol, Khaira & Sono

**Location - District Taluka, Town, Village**
- Nawada, Jamui

**Connectivity - existing and proposed infrastructure**
- Connecting NH-31 to NH-222

**Utility Infrastructure - existing and proposed infrastructure**
- Presently single-lane MDR Specification, Proposed two-lane State Highway Specification

**Contact Information**

**Implementing Agency**
- Bihar State Road Development Corporation Ltd., Central Mechanical Workshop Campus, Near Airport, Sheikhpura, Patna-14.

**Key Contact Person(s) and Contact Details**
- Managing Director, BSRDC Ltd., General Manager (H.Q.) BSRDC Ltd., Phone: +91 612 2226711 / 2226723
### STATE HIGHWAY (SH-93) Hajipur to Bachwara

**STATE: BIHAR**

**MODE OF IMPLEMENTATION**
- Government

**PROJECT STATUS**

**CURRENT STATUS**
- Draft DPR is ready; Final DPR – by March 2015

**ANTICIPATED PROJECT TIMELINES**
- Project bidding dates: July 2015
- Construction start dates: December 2015

**APPROXIMATE PROJECT COST**
- USD 77 millions

**MODE OF FUNDING & FUNDING AGENCY**
- EPC mode/ State funding

**PROJECT DETAILS**

**PROJECT CONTOURS**
- Hajipur, Bidupur, Sultanpur, Bachwara

**LOCATION - DISTRICT TALUKA, TOWN, VILLAGE**
- Vaishali, Samastipur & Begusarai

**CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE**
- Connecting NH-19 to NH-28

**UTILITY INFRASTRUCTURE - EXISTING AND PROPOSED INFRASTRUCTURE**
- Presently single-lane MDR Specification, Proposed two-lane State Highway specification

**CONTACT INFORMATION**

**IMPLEMENTING AGENCY**
- Bihar State Road Development Corporation Ltd.,
  Central Mechanical Workshop Campus, Near Airport,
  Sheikhpura, Patna- 14.

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**
- Managing Director, BSRDC Ltd.,
  General Manager (H.Q.) BSRDC Ltd.,
  Phone: +91 612 2226711 / 2226723
DEVELOPMENT OF 6-LANE SUSPENSION CABLE GREENFIELD BRIDGE OVER RIVER GANGA

STATE: BIHAR

MODE OF IMPLEMENTATION
→ EPC, ADB Loan

PROJECT STATUS
CURRENT STATUS
→ Under procurement
→ PPR completed

ANTICIPATED PROJECT TIMELINES
→ Project bidding dates: Pre-qualification – February 2015
→ Construction start dates: December 2015

APPROXIMATE PROJECT COST
→ USD 798 millions

MODE OF FUNDING & FUNDING AGENCY
→ ADB loan/ State funding

PROJECT DETAILS
PROJECT CONTOURS
→ Development of six-lane suspension cable Greenfield bridge over River Ganga from Kachhi Dargah on NH-30 to Bidupur in Dist. Vaishali on NH-103 [Length: 9.76 km bridge along with 13 km approach road]

LOCATION - DISTRICT TALUKA, TOWN, VILLAGE
→ District- Patna & Vaishali Patna city, Jamalpur, Raghpur, Chaksikandar on SH93 and NH-103

CONNECTIVITY - EXISTING AND PROPOSED INFRASTRUCTURE
→ Existing: greenfield
→ Proposed: six-lane bridge with approach

CONTACT INFORMATION
IMPLEMENTING AGENCY
→ Bihar State Road Development Corporation Ltd., Road Construction Department, Govt. of Bihar

KEY CONTACT PERSON(S) AND CONTACT DETAILS
→ Managing Director, BSRDC Ltd. General Manager (HQ) BSRDC Ltd. Phone: +91-9431005695
<table>
<thead>
<tr>
<th><strong>VAISHALI CORRIDOR (GREENFIELD FOUR-LANING)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATE: BIHAR</strong></td>
</tr>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
</tr>
<tr>
<td><strong>PROJECT STATUS</strong></td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
</tr>
<tr>
<td>→ Feasibility Study Report completed</td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
</tr>
<tr>
<td>→ Project bidding dates: October 2015</td>
</tr>
<tr>
<td>→ Construction start dates: October 2016</td>
</tr>
<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
</tr>
<tr>
<td>→ USD 243 millions</td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
</tr>
<tr>
<td>→ DBFOT (Design, Built, Finance, Operate and Transfer)</td>
</tr>
<tr>
<td><strong>PROJECT DETAILS</strong></td>
</tr>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
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</table>
INVESTMENT OPPORTUNITIES IN TAMIL NADU
**DEVELOPMENT OF JAWAHAR DOCK (EAST) BERTHS AS A MULTI CARGO TERMINAL IN CHENNAI PORT ON DBFOT BASIS**

**STATE: TAMIL NADU**

**MODE OF IMPLEMENTATION**

→ PPP

**PROJECT STATUS**

**CURRENT STATUS**

→ RFP stage

**ANTICIPATED PROJECT TIMELINES**

→ Expected financial closure date is August’15

**APPROXIMATE PROJECT COST**

→ USD 59 millions

**MODE OF FUNDING & FUNDING AGENCY**

→ PPP

**PROJECT DETAILS**

**PROJECT CONTOURS**

→ In view of the recent ban on coal handling in Chennai Port due to environmental issues, the port had commissioned a study for identifying alternative cargo options at these berths on the east of Jawahar Dock. Post the study Chennai Port Trust has initiated the process for award of the project for development of the Multi-cargo terminal. The scope of the project includes the following.

(i) jetty repairs and replacement works, (ii) procurement of the following equipment to Harbour Mobile Crane (HMC – 100 ton capacity with Grab) - 5 nos. of Fork Lift truck (FLT – 10 ton capacity) - 10 nos of Fork Lift truck (FLT – 5 ton capacity) - 20 nos of Payloader (5 cu. M capacity) -2 nos, (iii) infrastructure for cargo storage and drainage facilities (iv) development of on-shore infrastructure, (v) IT Infrastructure, (vi) Operation and Maintenance of the facility, (vii) Buildings such as Gatehouse and Customs, Administrative Building, workshop and substation, (viii) Boundary wall

**CONTACT INFORMATION**

**IMPLEMENTING AGENCY**

→ Chennai Port Trust, 1 Rajaji Salai, Chennai - 600 001, Tamil Nadu, India.

**KEY CONTACT PERSON(S) AND CONTACT DETAILS**

→ Mr Madhabhavi, Email: ce@chennaiport.gov.in
<table>
<thead>
<tr>
<th><strong>CHENNAI-BANGALORE EXPRESSWAY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATE: TAMIL NADU</strong></td>
</tr>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
</tr>
<tr>
<td>➔ PPP</td>
</tr>
<tr>
<td><strong>PROJECT STATUS</strong></td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
</tr>
<tr>
<td>➔ Studies completed till date: BCEOM International S.A. and SECON Pvt Ltd are the consultants for preparation of DPR. They were expected to be submitted in September 2014</td>
</tr>
<tr>
<td><strong>ANTICIPATED PROJECT TIMELINES</strong></td>
</tr>
<tr>
<td>➔ To be finalised</td>
</tr>
<tr>
<td><strong>APPROXIMATE PROJECT COST</strong></td>
</tr>
<tr>
<td>➔ USD 960 millions</td>
</tr>
<tr>
<td><strong>MODE OF FUNDING &amp; FUNDING AGENCY</strong></td>
</tr>
<tr>
<td>➔ PPP (BOT) and JICA</td>
</tr>
<tr>
<td><strong>PROJECT DETAILS</strong></td>
</tr>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td>➔ A Chennai-Bengaluru Expressway is proposed along with the industrial corridor on this route. The National Highways Authority of India (NHAI) is in the process of finalising the alignment of the proposed expressway. It is planned for 260 Km</td>
</tr>
</tbody>
</table>

| **CONTACT INFORMATION**          |
| **IMPLEMENTING AGENCY**          |
| ➔ NHAI                           |
## CHENNAI PERIPHERAL ROAD

### STATE: TAMIL NADU

### MODE OF IMPLEMENTATION

→ To be finalised

### PROJECT STATUS

#### CURRENT STATUS

→ Preparation of DPR is under progress

#### ANTICIPATED PROJECT TIMELINES

→ To be finalised

### APPROXIMATE PROJECT COST

→ USD 256 millions

### MODE OF FUNDING & FUNDING AGENCY

→ JICA

### PROJECT DETAILS

#### PROJECT CONTOURS

→ Total length of 162 km. It will connect Mamallapuram in Kancheepuram district with Ennore Port neighbouring Tiruvallurvia Singaperumal, Sripurumbudur, Tiruvallur, Thamaraipakkam, Periyapalayam and Puduvayal till Kattupalli. 78.60 km of existing roads will be upgraded under the project while new roads to a length of 83.20 km will be built for the road

### CONTACT INFORMATION

#### IMPLEMENTING AGENCY

→ Tamil Nadu State Highways Department
### NORTHERN PORT ACCESS ROAD

<table>
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<tr>
<th>STATE: TAMIL NADU</th>
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</thead>
<tbody>
<tr>
<td><strong>MODE OF IMPLEMENTATION</strong></td>
</tr>
<tr>
<td>→ PPP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT STATUS</strong></td>
</tr>
<tr>
<td>→ Alignment was finalised and land acquisition is to be initiated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ANTICIPATED PROJECT TIMELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ To be finalised</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>APPROXIMATE PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>→ USD 160 millions</td>
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<table>
<thead>
<tr>
<th>MODE OF FUNDING &amp; FUNDING AGENCY</th>
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</thead>
<tbody>
<tr>
<td>→ PPP (BOT) and JICA</td>
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<thead>
<tr>
<th>PROJECT DETAILS</th>
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</thead>
<tbody>
<tr>
<td><strong>PROJECT CONTOURS</strong></td>
</tr>
<tr>
<td>→ Planned for 25 Km. The Northern Port Access Road will be an important link between the Port area and TPP Road near Vallur and then on to NH-5 at Thachur, thus providing connectivity to Chennai metropolitan area and the deep hinterland</td>
</tr>
</tbody>
</table>

### CONTACT INFORMATION

**IMPLEMENTING AGENCY**

→ Tamil Nadu State Highways Department and Ennore Port Ltd.
### Phase II Outer Ring Road

<table>
<thead>
<tr>
<th>State: Tamil Nadu</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mode of Implementation</strong></td>
<td>Implementing Agency</td>
</tr>
<tr>
<td>→ PPP</td>
<td>TNRDC</td>
</tr>
<tr>
<td><strong>Project Status</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status</strong></td>
<td></td>
</tr>
<tr>
<td>→ Work under progress. Expected to be completed by September 2016</td>
<td></td>
</tr>
<tr>
<td><strong>Anticipated Project Timelines</strong></td>
<td></td>
</tr>
<tr>
<td>→ To be finalised</td>
<td></td>
</tr>
<tr>
<td><strong>Approximate Project Cost</strong></td>
<td></td>
</tr>
<tr>
<td>→ USD 160 millions</td>
<td></td>
</tr>
<tr>
<td><strong>Mode of Funding &amp; Funding Agency</strong></td>
<td></td>
</tr>
<tr>
<td>→ PPP (BOT) and JICA</td>
<td></td>
</tr>
<tr>
<td><strong>Project Details</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Project Contours</strong></td>
<td></td>
</tr>
<tr>
<td>→ The major arterial, the Outer Ring Road (ORR) is planned to be developed in the peri-urban area of Chennai. Metropolitan Area (CMA). The 62.3 km long ORR connects GST Road (NH-45) at Vandalur, GWT Road (NH-4) at Nazarathpet, Chennai Tiruvallur High Road (NH-205) at Nemilicheri and Tiruvottiyur-Ponneri-Panchetty (TPP) Road at Minjur. The configuration of the road comprises six-lane divided carriageway with a service road and a footpath on either side with a central verge of 22m for development of a rail transit in future</td>
<td></td>
</tr>
</tbody>
</table>
## STATE: TAMIL NADU

### MODE OF IMPLEMENTATION

- PPP

### PROJECT STATUS

**CURRENT STATUS**
- Studies in progress, expected to be completed by Feb - March’ 15

**ANTICIPATED PROJECT TIMELINES**
- To be finalised

### APPROXIMATE PROJECT COST

- USD 6400 millions

### MODE OF FUNDING & FUNDING AGENCY

- PPP and multiple funding agencies

### PROJECT DETAILS

#### PROJECT CONTOURS

- The project structure of the Madurai-Tuticorin Industrial (MTI) Corridor will cover 29 projects spanning the southern districts of Madurai, Sivaganga, Virudunagar, Tuticorin, Tirunelveli, Ramanathapuram and Kanyakumari

### CONTACT INFORMATION

**IMPLEMENTING AGENCY**

- Industries Department, GoTN
# National Investment and Manufacturing Zone in Ramanathapuram District, Tamil Nadu

## State: Tamil Nadu

### Mode of Implementation

- **PPP**

## Project Status

### Current Status

- Studies in progress, expected to be completed in Feb-March’ 15

### Anticipated Project Timelines

- To be finalised

### Approximate Project Cost

- To be finalised

### Mode of Funding & Funding Agency

- To be finalised

## Project Details

### Project Contours

- TIDCO has formulated a proposal on establishing a National Investment and Manufacturing Zone (NIMZ) in Ramanathapuram district which will be an Integrated Industrial Infrastructure project with the aim to increase the level of investments in the manufacturing industry and for capturing higher value addition in manufacturing goods made in the state. The NIMZs are envisaged as integrated industrial townships with state-of-the-art infrastructure; land use on the basis of zoning; clean and energy efficient technology; necessary social infrastructure; skill development facilities etc. to provide a productive environment for persons transitioning from the primary to the secondary and tertiary sectors.

## Contact Information

### Implementing Agency

- TIDCO, 19-A, Rukmini Lakshmipathi Salai Egmore, Chennai - 600 008, Ph: 044-2858 9118
REASONS TO INVEST AND INVESTMENT OPPORTUNITIES IN VARIOUS SECTORS
AUTOMOBILES
REASONS TO INVEST

→ By 2015, India is expected to be the fourth largest automotive market by volume in the world.
→ Over the next 20 years, India will be a part of the big global automotive triumvirate.
→ Tractor sales in the country are expected to grow at CAGR of 8-9% in the next five years, upping India’s market potential for international brands.
→ Two-wheeler production has grown from 8.5 Million units annually to 15.9 Million units in the last seven years. Significant opportunities exist in rural markets.
→ India’s car market has the potential to grow to 6+ Millions units annually by 2020.
→ The emergence of large automotive clusters in the country: Delhi-Gurgaon-Faridabad in the north, Mumbai-Pune-Nashik-Aurangabad in the west, Chennai-Bengaluru-Hosur in the south and Jamshedpur-Kolkata in the east.
→ Global car majors have been ramping up investments in India to cater to growing domestic demand. These manufacturers plan to leverage India’s competitive advantage to set up export-oriented production hubs.
→ An R&D hub: strong support from the government in the setting up of NATRiP centres. Private players such as Hyundai, Suzuki, GM are keen to set up an R&D base in India.
→ Tata Nano is a sterling example of Indian frugal engineering and is being positioned as a mobilizer of the young generation.
→ Electric cars are likely to be a sizeable market segment in the coming decade.

INVESTMENT OPPORTUNITIES

→ Two-wheelers: mopeds, scooters, motorcycles.
→ Three-wheelers: passenger carriers, goods carriers.
→ Commercial vehicles: light commercial vehicles, medium and heavy commercial vehicles.
→ Huge demand for low-cost electric vehicles that are suited for safe short-distance urban commutes (averaging 50-100 km/trip) that are rugged enough to perform reliably through India’s summers and its monsoon. It is estimated that total electric vehicles sales would amount to 6-7 Million units by 2020.
AUTOMOBILE COMPONENTS
REASONS TO INVEST

→ An emerging global hub for sourcing auto components.
→ Geographically closer to key automotive markets like the ASEAN, Japan, Korea and Europe.
→ Cost competitiveness.
→ Fourth largest producer of steel in the world.

→ The cost of making steel is significantly lower than competitive nations.
→ Slated to become the second largest steel producer by 2015.
→ Several global Tier-I suppliers have announced plans to increase procurement from their Indian subsidiaries.

INVESTMENT OPPORTUNITIES

ENGINE & ENGINE PARTS:
→ New technological changes like turbochargers and common rail systems.
→ Outsourcing to gain traction in the short to medium term.

TRANSMISSION & STEERING PARTS
→ Replacement market share in sub-segments such as clutches is likely to grow due to rising traffic density.
→ The entry of global players is expected to intensify competition in sub-segments such as gears and clutches.

SUSPENSION & BRAKING PARTS
→ The segment is estimated to witness high replacement demand, with players maintaining a diversified customer base in the replacement and OEM segments besides exports.
→ The entry of global players is likely to intensify competition in sub-segments such as shock absorbers.

EQUIPMENT:
→ Companies operating in the replacement market are likely to focus on establishing a distribution network, brand image, product portfolio and pricing policy.

METAL PARTS
→ Manufacturers are expected to benefit from the growing demand for sheet metal parts, body & chassis, fan belts, pressure die castings and hydraulic pneumatic instruments in the two-wheeler segment.
→ Leading players in the sheet metal parts sub-segment are in the process of expanding their customer base.

NATIONAL MISSION FOR ELECTRIC MOBILITY (NMEM) 2020

→ The Government of India has launched a National Mission for Electric Mobility (NMEM) 2020 in 2013 to foster adoption of electrical vehicles (including hybrid vehicles) and their manufacture in India.
→ It is estimated that there will be a huge demand in India for low cost hybrid and electric vehicles (xEVs) that are suitable short-distance urban commutes (averaging 50-100 kms per trip) and rugged enough to perform reliably in the summer and through the Indian monsoon. It is estimated that sales for such vehicles would amount to 6-7 Million units by 2020.

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BIOTECHNOLOGY
India ranks amongst the top 12 biotech destinations in the world and ranks third in the Asia-Pacific region.
India has the second-highest number of USFDA-approved plants, after the USA.
India adopted the product patent regime in 2005.
Increasing government expenditure will augment the growth of the sector — the government aims to spend USD 3.7 Billion on biotechnology between 2012-17.

India is the largest producer of recombinant Hepatitis B vaccine.
India has the potential to become a major producer of transgenic rice and several genetically modified (GM) or engineered vegetables.

The Department of Biotechnology has established biotech parks in various parts of the country to facilitate product development, research and innovation and the development of biotechnology industrial clusters.
Operational biotech parks are located in Lucknow, Uttar Pradesh, Bangalore in Karnataka, Kalamassery and Kochi in Kerala, Guwahati in Assam and Chindwara in Madhya Pradesh.
The parks offer investors incubator facilities, pilot plant facilities for solvent extraction and laboratory and office spaces.

India constitutes around 8% of the total global generics market by volume, indicating a huge untapped opportunity in the sector.
Outsourcing to India is projected to spike up after the discovery and manufacture of formulations.
Hybrid seeds, including GM seeds, represent new business opportunities in India based on yield improvement.
CHEMICALS
India is the third largest producer of chemicals in Asia and sixth by output in the world. The chemicals industry is a key constituent of the Indian economy, accounting for about 2.11% of the nation’s GDP. India is currently the world’s third largest consumer of polymers and third largest producer of agro-chemicals.

**AGRO-CHEMICALS:**
- India is the third largest producer of agro-chemicals globally.
- India exports about 50% of its current production and exports are likely to remain a key component of the industry.

**SPECIALTY CHEMICALS:**
- The specialty chemicals market has witnessed a growth of 14% in the last five years; the market size is expected to reach USD 70 Billion by 2020.
- India is currently the world’s third largest consumer of polymers and growth in plastic demand will drive up consumption further.

**INVESTMENT OPPORTUNITIES**

**REASONS TO INVEST**

- India’s proximity to the Middle East, the world’s source of petrochemical feedstock makes for economies of scale.
- Strong government support for R&D.
- Polymers and agro-chemicals industries in India present immense growth opportunities.

**COLOURANT CHEMICALS:**
- The Indian colourant industry is valued at USD 6.8 Billion, with exports accounting for nearly 75%.
- India accounts for 16% of global industry share and this figure is expected to further increase.
- Other segments include petrochemicals, bio-pharma, bio-agri, and bio-industrial products.

**GROWTH DRIVERS:**
- Growth drivers include a growing construction industry and adoption of advanced coating, ceiling and polymer-based reinforcing material in construction as well as plastics, paints and coatings for the automotive sector.
An investment of USD 1,000 Billion has been projected for the infrastructure sector until 2017, 40% of which is to be funded by the private sector. 45% of infrastructure investment will be funnelled into construction activity and 20% set to modernise the construction industry.

The Indian government has undertaken a number of measures to ease access to funding for the sector.

Construction activities contribute more than 10% of India’s GDP.

The construction industry in India has seen sustained demand from the industrial and real estate sector.

An estimated USD 650 Billion will be required for urban infrastructure over the next 20 years.

Housing for seniors has seen increased interest levels from corporates, the hospitality and healthcare industries over the last few years.

Construction development in residential, retail, commercial and hospitality sectors.

Technologies and solutions for smart sustainable cities and integrated townships.

Technologies for the promotion of low cost and affordable housing.

Green building solutions.

Sustainable and environmentally friendly building materials.

Training and skill development of construction sector workers.

Smart cities.

Urban water supply, urban sewerage and sewage treatment.
DEFENCE MANUFACTURING
India’s current requirements on defence are catered largely by imports. The opening of the strategic defence sector for private sector participation will help foreign original equipment manufacturers to enter into strategic partnerships with Indian companies and leverage the domestic markets and also aim at global business. Besides helping build domestic capabilities, this will bolster exports in the long term.

- Opportunities to avail defence offset obligations to the tune of approximately USD 4000 millions during the next 7-8 years.
- The offset policy (which stipulates the mandatory offset requirement of a minimum 30% for the procurement of defence equipment in excess of USD 48 millions) introduced in the capital purchase agreements with foreign defence players will ensure that an eco-system of suppliers is built domestically.

The government policy of promoting self-reliance, indigenization, technology upgradation and achieving economies of scale and developing capabilities for exports in the defence sector.

- The country’s extensive modernization plans, an increased focus on homeland security and India’s growing attractiveness as a defence sourcing hub.
- High government allocation for defence expenditure.

### INVESTMENT OPPORTUNITIES

- Defence products manufacturing
- Supply chain sourcing opportunity
- Defence offsets
### REASONS TO INVEST

- Market-oriented reforms, such as the target of ‘Power for All’ and plans to add 88.5 GW of capacity by 2017 and 93 GW by 2022.
- Incentives for capacity addition in power generation will increase the demand for electrical machinery.
- Indian manufacturers are becoming more competitive with respect to their product designs, manufacturing and testing facilities.
- A large pool of human resources and advancements in technologies.
- Increasing scope for direct exports to neighbouring countries.
- Investments in research and development in the electrical machinery industry are amongst the largest in India’s corporate sector.

### INVESTMENT OPPORTUNITIES

#### GENERATION MACHINERY: BOILERS, TURBINES, GENERATORS

- By 2022, the generation equipment industry in India is projected to grow to USD 25-30 Billion. The industry is sized at USD 6.7 Billion in 2012-13.

#### TRANSMISSION MACHINERY:

- By 2022, the T&D equipment market in India is expected to grow to USD 70-75 Billion from USD 17.3 Billion in 2012-13.
ELECTRONIC SYSTEMS
### Reasons to Invest

- Global demand to reach USD 94.2 Billion by 2015.
- Large demand generated due to government schemes like the National Knowledge Network (NKN), National Optical Fibre Network (NOFN), tablets for the Education sector, a digitisation policy and various other broadband schemes.
- Adequately developed Electronic Manufacturing Services (EMS) industry is set to be a significant contributor to the entire industry's development.
- India has the third largest pool of scientists and technicians in the world.
- Skilled manpower is available in abundance in Semiconductor Design and Embedded Software.
- Strong design and R&D capabilities in auto electronics and industrial electronics.

### Investment Opportunities

- Setting up of Electronics Manufacturing Clusters
- Semiconductor Wafer Fabrication (FAB)
- Electronic Components
- Semiconductor Design
- Electronics Manufacturing Services (EMS)
- Telecom products
- Industrial/Consumer electronics

### Expected Electronic Market in India by 2020

- Telecom Equipment (USD 34 Billion)
- Laptops, Desktops, Tablets (USD 34 Billion)
- LED (USD 35 Billion)
- Consumer Electronics (USD 29 Billion)
- Set Top Boxes (USD 10 Billion)
- Automotive Electronics (USD 10 Billion)
- Medical Electronics (USD 8.5 Billion)
FOOD PROCESSING
A rich agriculture resource base, India was ranked No. 1 in the world in 2012 in the production of bananas, mangoes, papayas, chickpea, ginger, okra, whole buffalo, goat milk and buffalo meat.

India ranks second in the world in the production of sugarcane, rice, potatoes, wheat, garlic, groundnut (with shells), dry onion, green pea, pumpkin, gourds, cauliflower, tea, tomatoes, lentils, wheat and cow milk.

The country’s gross cropped area amounts to 199 Million hectares, with a cropping intensity of 140%. The net irrigated area is 89.9 Million hectares.

A total of 127 agro-climatic zones have been identified in India.

Strategic geographic location and proximity to food-importing nations makes India favourable for the export of processed foods.

An extensive network of food processing training, academic and research institutes spans the country.

42 mega food parks are being set up in public-private partnership at an investment of USD 1568 millions. The parks have around 1200 developed plots with basic infrastructure enabled that entrepreneurs can lease for the setting up of food processing and ancillary units.

The cost of skilled manpower is relatively low as compared to other countries.

Attractive fiscal incentives have been instated by central and state governments and these include capital subsidies, tax rebates, depreciation benefits, as well as reduced custom and excise duties for processed food and machinery.

The major global players in the food domain are already present in India.

121 cold chain projects are being set up to develop supply chain infrastructure.

REASONS TO INVEST

INVESTMENT OPPORTUNITIES

Fruits and vegetables: preserved, candied, glazed and crystallized fruits and vegetables, juices, jams, jellies, purees, soups, powders, dehydrated vegetables, flakes, shreds and ready-to-eat curries.

Food preservation by fermentation: wine, beer, vinegar, the preparation of yeast, alcoholic beverages.

BEVERAGES: fruit-based, cereal-based.

DAIRY: liquid milk, curd, flavoured yoghurt, processed cheese, cottage cheese, Swiss cheese, blue cheese, ice cream, milk-based sweets.

Food additives and nutraceuticals.

Confectionery and bakery: cookies and crackers, biscuits, breads, cakes and frozen dough.

Meat and poultry: eggs, egg powder, cut meats, sausages, other value added products.

Fish, seafood and fish processing – processing and freezing units.

Grain processing – oil milling sector, rice, pulse milling and flour milling sectors.

Food preservation and packaging: metal cans, aseptic packs.

Food processing equipment: canning, dairy and food processing, specialty processing, packaging, frozen food/refrigeration and thermo-processing.

Consumer food: packaged food, aerated soft drinks, packaged drinking water.

Spice pastes.

Supply chain infrastructure – this niche has investment potential in food processing infrastructure, the government’s main focus is on supply chain-related infrastructure like cold storage, abattoirs and food parks.

The establishment of food parks – a unique opportunity for entrepreneurs, including foreign investors to enter the Indian food processing sector.
IT AND BPM
The IT-BPM sector constitutes 8.1% of the country’s GDP and contributes significantly to public welfare.
India’s IT industry amounts to 7% of the global market, largely due to exports.
60% of firms use India for testing services.

Rapidly growing urban infrastructure has fostered several IT centres in the country.
The Indian IT industry has saved clients USD 200 Billion in the past five years.

The setting up of IT services, BPM, software product companies, shared service centres.
Fast-growing sectors within the BPM domain – knowledge services, data analytics, legal services, Business Process as a Service (BPaaS), cloud-based services.

IT Services and fast-growing sectors within it such as solutions and services around SMAC, IS outsourcing, IT consulting, software testing.
Engineering and R&D within which the fastest growing sectors are telecom & semi-conductors.
LEATHER
## REASONS TO INVEST

- The total production of the Indian leather industry stands at USD 11 Billion with great potential for exports and a huge domestic market.
- Exports have grown from USD 1.42 Billion in 1990-91 to an all-time high of USD 6 Billion in 2013-14.
- Exports are projected to grow at 24% per annum over the next five years.
- The domestic market is expected to double in the next five years.
- Comparative advantages in cost of production and labour costs.

## INVESTMENT OPPORTUNITIES

- The National Manufacturing Policy released in Nov. 2011 identifies leather as a special focus sector, for growth and employment generation.
- The Department of Industrial Policy and Promotion has notified the Mega Leather Clusters (MLCs) sub-scheme. Its objective is to create new production centres for the leather industry with all required infrastructure and support services.
MEDIA & ENTERTAINMENT
REASONS TO INVEST

→ Total market size of the Indian entertainment industry stood at USD 14.68 billions in 2013, growing by 11.8% over 2012.
→ The industry is expected to register a CAGR of 14.2%, reaching USD 28.5 billions in 2018.
→ The size of the television industry in India was estimated at USD 6.6 billion in 2013, with a projected CAGR of 16% between 2013-18, amounting to an USD 28.5 billion industry in 2018.
→ India is the world’s third largest TV market, after China and the USA, with 161 Million TV households.
→ India has a large broadcasting and distribution sector, comprising approximately 796 satellite TV channels, 6000 multi-system operators, around 60,000 local cable operators, 7 DTH operators and 4 IPTV service providers.

INVESTMENT OPPORTUNITIES

→ TELEVISION:
1. Television is projected to garner half of the media and entertainment pie by 2015 (as addressable digitisation is expected to cover the entire country by then).
2. Television advertisement revenue is also expected to witness robust growth and increase from USD 2 billions in 2012 to a projected USD 4 billions by 2018.
3. India is emerging as the teleport hub of Asia. 86 teleport permissions have been issued by the Ministry of I&B.

→ PRINT:
1. The print industry has grown at a CAGR of 8.5% in 2013 and is set to touch USD 3.8 billions.
2. Newspapers and niche magazines are likely to drive industry growth.
3. Accelerated growth is forecast in regional print and local news segments.

→ FILMS:
1. The size of the Indian film industry is expected to reach USD 3.5 billions by 2018, up from USD 2 billions in 2013.
2. An increasing number of digital screens and 3D films are expected to help industry growth.
3. To promote joint productions, co-production agreements have been signed with Italy, Germany, Brazil, UK, France, New Zealand, Poland, Spain and Canada.
4. In order to promote India as a location destination for foreign production houses, the government is setting up a single window clearance system for shooting permissions.

→ RADIO:
1. The size of the Indian radio industry is expected to reach USD 5.3 billions by 2018, up from USD 134 millions in 2008.
2. Phase-III of e-auctions for FM radio licenses will provide an impetus to the segment.

→ MUSIC:
1. The size of the music industry is expected to grow to USD 284 millions by 2018, growing at a CAGR of 13.2% over the period 2013-18.
2. Mobile VAS and the arrival of 3G is likely to lead to a surge in paid digital downloads.
3. Phase-III radio licensing will also help in increasing music revenues from radio.

→ ANIMATION & VFX:
1. The Indian animation industry was worth USD 0.6 millions in 2013 and is expected to expand at a CAGR of 15.9%, reaching USD 1.3 billions by 2018.
2. Growth in international animation films, especially 3D productions and the subsequent impetus for Indian production houses will further help growth in this segment.
MINING
India has vast minerals potential with mining leases granted for longer durations of 20 to 30 years. The demand for various metals and minerals will grow substantially over the next 15 years. The power and cement industries also aid growth in the metals and mining sector.

India’s strategic location enables convenient exports. India’s per capita steel consumption is four times lower than the global average. India has the world’s sixth largest reserve base of bauxite and fifth largest base of iron ore, accounting for about 5% and 8% respectively of total world production.

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**INVESTMENT OPPORTUNITIES**

**IRON & STEEL:**
1. The iron and steel segment offers a product mix which includes hot rolled parallel flange beams and columns rails, plates, coils, wire rods, and continuously cast products such as billets, blooms, beams, blanks, rounds and slabs as well as metallics and ferro alloy.

**COAL:**
1. The coal market consists of primary coal such as anthracite, bitumen and lignite.

**ALUMINIUM:**
1. The aluminium segment includes alumina chemicals, primary aluminium, aluminium extrusions and aluminium rolled products.

**BASE METALS:**
1. The base metals market consists of lead, zinc, copper, nickel and tin.

**PRECIOUS METALS & MINERALS:**
1. The precious metals market includes gold, silver, platinum, palladium, rhodium and diamonds.
OIL AND GAS
REASONS TO INVEST

- Policies such as the New Exploration Licensing Policy and the Coal Bed Methane Policy have been put in place to encourage investments across the industry value chain. Thirty-four blocks were put up for bidding in the ninth round of the N.E.L.P.
- Demand for primary energy in India is to increase threefold by 2035 to 1,516 Million Tonnes of Oil Equivalent from 563 Million Tonnes of Oil Equivalent in 2012.
- Several industries are increasing consumption of natural gas in operations.
- Several domestic companies such as the Oil and Natural Gas Corporation, Reliance Industries Limited and Gujarat State Petroleum have reportedly found natural gas in deep waters.
- As part of pricing reforms for the natural gas sector in 2013, the government approved a new pricing scheme to further align domestic prices with international market prices and to raise investment for the sector.
- Despite being a net importer of crude oil, India has become a net exporter of petroleum products by investing in refineries designed for export, particularly in Gujarat.
- Several private companies have emerged as important players in the past decade. Cairn India, a subsidiary of British company Cairn Energy, controls more than 20% of India’s crude oil production through its operation of major stakes in the Rajasthan and Gujarat regions and the Krishna-Godavari basin.
- Private companies such as Reliance Industries Limited and Essar Oil have become major refiners.
- The government is preparing to issue the 10th round of bidding for the National Exploration Licensing Policy.
- It is a transparent and level playing field for private investors and national oil companies – both enjoy the same fiscal and contract terms.
- 60% of the prognosticated reserves of 28,000 MMT are yet to be harnessed.

INVESTMENT OPPORTUNITIES

- **SHALE:**
  1. India has technically recoverable shale gas resources of nearly 96 trillion cubic feet.
- **UNDERGROUND COAL GASIFICATION:**
  1. Coal gasification has been identified as one of the end uses under the government’s captive mining policy.
- **OPPORTUNITIES FOR E&P SERVICES AND EQUIPMENT COMPANIES:**
  1. 48% of the country’s sedimentary area is yet to be explored. The city gas and distribution sector offers opportunities for both incumbents and new companies. The Petroleum and Natural Gas Regulatory Board allows the following incentives to authorized entities: the infrastructure exclusivity is available to the authorized entity for a period of 25 years. Exclusivity for the activity of marketing of natural gas is allowed to the authorized entity for a period of 3 years. For incumbents, the marketing exclusivity extends to a period of 5 years.
- **OCCUPORTUNITIES FOR PIPELINE TRANSPORTATIONS:**
  1. Compared to advanced economies like the US, where more than 60% of petroleum product movement happens by pipeline, in India, currently, only 35% of product movement happens over pipelines.
- **THE REFINING SECTOR:**
  1. India is already a refining hub with 21 refineries and expansions planned for tapping foreign investment in export-oriented infrastructure, including product pipelines and export terminals.
- **OPPORTUNITIES FOR FOREIGN INVESTMENTS AND TECHNOLOGY PARTNERSHIPS IN THE UPSTREAM SECTOR:**
  1. Securing supplies is expected to remain on top of India’s energy agenda for the foreseeable future. While exploration activity has taken place on land and in shallow basins across the country, it is believed by many that deep water and ultra-deep water oil and gas resources hold the key to substantially increasing domestic production. This creates a plethora of opportunities for strategic investors having relevant technical expertise and financial muscle.
PHARMACEUTICALS
REASONS TO INVEST

→ India is expected to rank amongst the top three pharmaceutical markets in terms of incremental growth by 2020.
→ India is the sixth largest market globally in terms of size.
→ India’s generic drugs account for 20% of global exports in terms of volume, making the country the largest provider of generic medicines globally.
→ India’s cost of production is significantly lower than that of the USA and almost half of that of Europe.
→ A skilled workforce as well as high managerial and technical competence.
→ Economic prosperity is likely to improve affordability for generic drugs in the market.
→ Approval time for new facilities has been drastically reduced.

INVESTMENT OPPORTUNITIES

→ India is expected to be the third largest global market for active pharmaceutical ingredients by 2016, with a 7.2% increase in market share.
→ Indian pharma companies registered 49% of overall Drug Master Filings (DMF) filed in the US in 2012.
→ The formulations industry – India is the largest exporter of formulations with 14% market share and ranks 12th in the world in terms of export value. Double-digit growth is expected over the next five years.
Through the last four decades, India’s space program has attracted global attention for its accelerated rate of development. India’s cost-effective space program has launched 40 satellites for 19 countries to date and has the potential to serve as the world’s launchpad. The Indian Space Research Organization (ISRO) has forged a strong relationship with a large number of industrial enterprises, both in the public and private sector, to implement its space projects.

The technologies licensed to industries for commercialisation include Multi-Layer Printed Antenna Technology and DDV 100 Resin system. In addition to this, industries have been shortlisted for the know-how transfer of Dual Polarization LIDAR, Solid State Power Amplifier, Precision Tapping Attachment and EPY 1061 coating compound. There are a number of technologies identified for know-how transfer from ISRO. These include various types of adhesives and polymers, silica fiber and granule material, ceramics, pressure transducers, liquid level detectors, temperature sensors, silver plating and thermal control coating techniques, ground penetration radar, elastic Raman Lidar, lower atmospheric wind profiling radar, etc.

ISRO provides technical consultancy services to industries and R&D institutions in diverse areas of its expertise. Some recent areas where consulting services have been provided are: gold plating application on MMIC-based Ku-band receiver and on aluminum boxes, fabrication of precision components, mechanical shock tests, etc. to name a few. With the ISRO undertaking the development of cutting edge technologies and interplanetary exploratory missions, there is a tremendous scope in contributions to the realization of operational missions and new areas such as satellite navigation.
TEXTILES AND GARMENTS
India has the second largest manufacturing capacity globally.

The Indian textile industry accounts for about 24% of the world’s spindle capacity and 8% of global rotor capacity.

India has the highest loom capacity (including hand looms) with 63% of the world’s market share.

India accounts for about 14% of the world’s production of textile fibre and yarn and is the largest producer of jute and the second largest producer of silk and cotton.

A strong production base of a wide range of fibre/yarn from natural fibres like cotton/jute, silk and wool to synthetic/man-made fibres like polyester, viscose, nylon and acrylic.

Increased penetration of organised retail, favourable demographics and rising income levels are likely to drive up textile demand.

India enjoys a comparative advantage in terms of skilled manpower and cost of production over major textile producers.

Abundant raw material and increasing demand for exports will boost fibre production.

Abundant availability of raw materials such as cotton, wool, silk and jute.

**REASONS TO INVEST**

- Entire value chain of synthetics.
- Value-added and speciality fabrics.
- Fabric processing set-ups for all kind of natural and synthetic textiles.
- Technical textiles.
- Garments.
- Retail brands.
TOURISM AND HOSPITALITY
Tourism in India accounts for 6.8% of the GDP and is the third largest foreign exchange earner for the country.

India ranks 42nd in the United Nations World Tourism Organization rankings for foreign tourist arrivals.

India registered 6.97 Million foreign tourist arrivals in 2013, registering an annual growth of 5.9% over the previous year.

The foreign exchange earnings from tourism during 2013 was USD 18.13 Billion, registering an annual growth of 2.2% over the previous year.

India is the 16th most visited country in the world, with a share of 1.56% of the world’s tourism receipts.

India offers geographical diversity, attractive beaches, 30 World Heritage Sites and 25 bio-geographic zones.

India has a diverse portfolio of niche tourism products - cruises, adventure, medical, wellness, sports, MICE, eco-tourism, film, rural and religious tourism.

Domestic tourism contributes to three-fourths of the tourism economy.

The UNWTO has forecast that the travel and tourism industry in India will grow by 8% per annum between 2008 and 2016. Foreign exchange earnings from tourism are likely to show annualized growth of 14% during the same period.

The presence of world-class hospitals and skilled medical professionals make India a preferred destination for medical tourism.

A vast, beautiful coastline, virgin forests, and undisturbed idyllic islands make this a choice destination for cruise tourists.

Rural tourism schemes have been implemented by the Ministry of Tourism in 2002-03 with the objective of highlighting rural life, art, culture and heritage in villages that have a core competence in art, craft, handloom, textiles and the natural environment.

Eco-tourism is at a nascent stage, but there are conscious efforts to save the fragile Himalayan eco-system and the culture and heritage of indigenous people.

The segment offers opportunities across various sub-segments such as timeshare resorts, convention centres, motels, heritage hotels and the like.

Investment opportunities in the setting up of tour operations and travel agencies cater to burgeoning tourist inflow.
WELLNESS
India has an unmatched wellness heritage, represented by its ancient systems of medicine which are a treasurehouse of knowledge for both preventive and curative healthcare.

The demand for Ayurveda, Yoga, Naturopathy, Unani, Siddha and Homoeopathy (AYUSH) and herbal products is surging in India and abroad. India is the second largest exporter of AYUSH and herbal products.

Indian systems of medicine and homoeopathy, particularly Ayurveda and yoga are widely recognized for their holistic approach to health and the capability for meeting emerging health challenges. These systems are playing an important role in achieving the national health outcome goals of reducing Maternal Mortality Rate (MMR), Infant Mortality Rate (IMR), malnutrition and anemia.

The country has developed vast AYUSH infrastructure comprising 686,319 registered practitioners, 26,107 dispensaries and 3167 hospitals in the public sector, 501 undergraduate colleges with annual intake of 28,018 students, 151 centres for post graduate education with the annual admission of 3504 scholars and 8896 licensed drug manufacturing units.

India also has a vast infrastructure with a dedicated Central Council of Indian Medicine, Central Councils of Homoeopathy (Regulatory Councils) and five Central Councils for Research, one for each AYUSH system. There are seven National Institutes (two for Ayurveda and one each for other systems), two North-eastern institutes to cater to needs of a specific area, two pharmacopoeia laboratories, one Pharmacopoeia Commission for Indian Medicine, a National Medicinal Plants Board and a public sector undertaking for manufacture of standardized Ayurvedic and Unani medicine.

Investors and corporate houses are increasingly investing in AYUSH sector.

India has a vast reservoir of natural flora and fauna and also ancient texts and knowledge that have made it an authority in the field of AYUSH.

The sector is growing at 20% from year to year and is projected to amount to USD 2.5 billions in 2014.

Ayurveda has a unique therapy called Panchkarma which is beneficial for preventive/promotive health and also for the treatment of many chronic lifestyle disorders.

Yoga is widely recognised and practiced in Asian as well as western countries. Several yoga centres/studios have been established across the globe during the last 4-5 decades.

Yoga is a drugless system and can be applied as independent modality or as an add-on therapy with other systems. The classical methods of yoga originated and propagated in India has its own advantages.

The ancient Indian texts have defined the concepts of do’s and don’ts related to dietics, conduct, activities etc. which are used as natural modalities for prevention of diseases and restoration of health.

### INVESTMENT OPPORTUNITIES

- Ayurveda drug manufacturing (nutraceuticals, food supplements, cosmetics and rejuvenatives).
- Setting up of specialised treatment centres.
- Medical tourism for curative and rejuvenation treatments.