Brief Summary - Integrated Multi-Modal Logistics Hub (IMLH) at Nangal Chaudhary in Haryana

The Manesar Bawal Investment Region (MBIR) has been identified as one of the eight (08) Investment Regions (IRs) in DMIC and an Integrated Multimodal Logistics Hub (IMLH) within the IR has been proposed in congruence with DMIC's objective of creating strong economic base with a globally competitive environment and state-of-the-art infrastructure facilities. The proposed IMLH to be developed as a *'Freight Village'* is an Early Bird Project in MBIR.

A freight village is much more than just a terminal. As the top logistics facility in the freight distribution cluster of the functional and value added hierarchy, freight villages build on and incorporate the functions of the other types of logistics centres covered in the typology. In terms of functions, a freight village provides a host of auxiliary services such as warehouses, groupage activities, customs, maintenance workshops, insurance, banking, offices, and other services.

Beyond freight infrastructure, the village element of a freight village corresponds to the services necessary to satisfy and respond to the requirements of its tenants. Some of the basic logistics services usually found within a freight village are:

- Loading / unloading primary modes;
- Storage;
- Transferring to secondary modes;
- Freight forwarding
- Cross-docking / merging in transit;
- Freight consolidation / deconsolidation;
- Distribution / final delivery;
- Cold storage areas;
- Warehousing;
- 24-hour accessibility

However, what separates a freight village from traditional intermodal terminals and other logistics centres is the provision of onsite complimentary services to support freight and logistics activities. These include:

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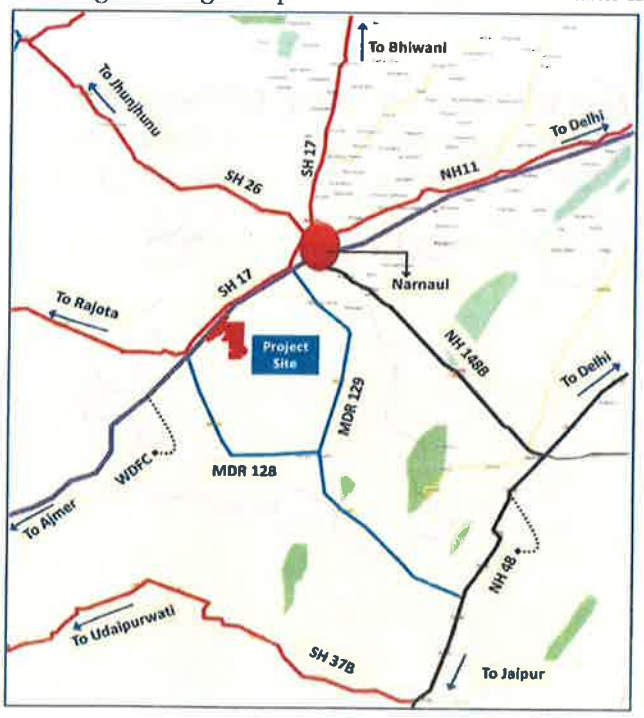
- Banks;
- Customs offices;
- Insurance offices;
- Office space for rent;
- Post Office;
- Land for further development

The Freight Village, apart from acting as Multi-Modal Hub, will also provide cold storage facilities, value added services, container depots along with conventional warehousing. The integrated development of these services provides:

- One stop logistics / storage / processing solution to manufacturers;
- Increased investor attractions in the Manesar-Bawal-Rewari industrial ecosystem;
- Differentiated service resulting in better value realization for the state / service provider.

The site proposed for the development of the Freight Village is spread over 886.78 acres and is in Mahendragarh district of Haryana. The site is adjacent to the proposed Western DFC to its North and NH-148B in the East and next to Nizampur Railway station between Ateli Mandi and Dabla stations. The project site is located across three villages namely Bashirpur, Ghataser and Talot and the site is near the Haryana - Rajasthan Border region. The site is located along the Western Dedicated Freight Corridor (WDFC) Rewari - Phulera Chord. In addition to WDFC, the site is well connected with the National Highways and State highways.



The site has access to major National Highways (NH), State Highways (SH) and Major District Roads (MDR). NH148B is located towards the Eastern side of the site at a radial distance of 7km which provides excellent connectivity to Gurgaon through Dharuhera and Rewari. In addition to this, NH148B also provides access to the northern regions of Rajasthan, Punjab and Himachal Pradesh and Jammu & Kashmir (J&K). NH 11 is located towards the North-Eastern side of the site at a distance of ~10km. NH 48 is located towards the Southern side of the site at a radial distance of 24km connecting the site to

Gurgaon, Delhi and Uttar Pradesh. This axis also connects the site to major industrial nodes like Bawal, Neemrana, Ghilot and Behror.

The SH-17 is adjacent to the site, which is located towards the Northern side at a distance less than 0.5 km. SH-26 is located on the North- Eastern side of the site at a radial distance of 11km and SH-37B is located on the Southern side of the site at a radial distance of 20km. MDR128 also known as Nizampur –Nangal Chaudhary Road is located towards the Western side of the site at a distance of 4km. MDR 129 is located towards the Eastern side of the site and connects to NH 48 which is located towards the Southern side of the site.

The main source of water identified for the smooth functioning of the IMLH is drawing water from Indira Gandhi Canal located on the Northern side of the site. External pipeline has to be laid with intermediate pumping stations to obtain water from this canal. The water demand estimated for Phase 1 is 3.24 MLD and for Phase 2 it is estimated to be 1.96 MLD. Waste water that would be generated from IMLH has been considered for estimating the waste water that would be generated. A collection network, sewage treatment plant and additional effluent treatment plant (for future) have been considered for the estimation. The waste water that would be generated from this IMLH site is estimated as 2.36 MLD for Phase 1 and 1.34 MLD Phase 2.

The power will be drawn from the DHBVN 220 kVA Power Sub Station at a distance of nearly 40km located at Mohalla Balmikan, Bijali Road Colony which is on the Northern side of the site. The power demand estimated for Phase 1 is 35.9 mVA and Phase 2 is 19.1 mVA.

The capital cost for the project during Phase 1 development is 1769.19 Crores and Phase 2 is 1092.50 Crores.