

Evaluating the Role of Industrial Corridors as Catalyst for Infrastructure Development: A Comparison of India and China

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ARTICLE HISTORY

Paper Nomenclature: Review of Literature

Paper Code: GJEISV17I2AJ2025ROL2

Submission at Portal (www.gjeis.com): 10-Apr-2025

Manuscript Acknowledged: 21-Apr-2025

Originality Check: 04-May-2025

Originality Test (Plag) Ratio (Drillbit): 02%

Author Revert with Rectified Copy: 11-May-2025

Peer Reviewers Comment (Open): 15-May-2025

Single Blind Reviewers Explanation: 28-May-2025

Double Blind Reviewers Interpretation: 04-June-2025

Triple Blind Reviewers Annotations: 11-June-2025

Author Update (w.r.t. correction, suggestion & observation): 16-June-2025

Camera-Ready-Copy: 26-June-2025

Editorial Board Excerpt & Citation: 28-June-2025

Published Online First: 30-June-2025

ABSTRACT

Purpose: The concept of “Industrial corridor” is presently a prominent area of discussion in India due to its capabilities and the potential opportunities of development that it possesses. Therefore, this study aims to understand the concept of “Industrial corridor” and its economic or social impact on the country. This study also compares the policy and approach followed by China and India for the development industrial corridors.

Design/Methodology/Approach: This study extensively reviews the existing literature, institutional reports on industrial corridors. This study followed systematic method to study industrial corridors from an international perspective representing how global authors have studied it followed by the Indian viewpoint. This is followed by performing comparative analysis of policy of China and India.

Findings: The literature review highlights that definitions or concept of industrial corridors may depend upon several factors like the local factors, geographical factors, growth potential but they usually have many common factors such as economic development, transportation infrastructure, and urban amenities. This study also highlights that India can benefit from the worldwide application of industrial corridors given their success in the other countries and apply them in India.

Originality/Value: The contribution of this study to the current body of literature belongs in its findings that reveal the significance of development of industrial corridors and providing implications for policymakers involved in process of its development.

Paper Type: Review of Literature

KEYWORDS: Industrial Corridors | Infrastructure Development | Transport Infrastructure | Economic Development

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- Present Volume & Issue (Cycle): Volume 17 | Issue-2 | Apr-Jun 2025
- International Standard Serial Number:
Online ISSN: 0975-1432 | Print ISSN: 0975-153X
- DOI (Crossref, USA) <https://doi.org/10.18311/gjeis/2025>
- Bibliographic database: OCLC Number (WorldCat): 988732114
- Impact Factor: 3.57 (2019-2020) & 1.0 (2020-2021) [CiteFactor]
- Editor-in-Chief: Dr. Subodh Kesharwani
- Frequency: Quarterly

- Published Since: 2009
- Research database: EBSCO <https://www.ebsco.com>
- Review Pedagogy: Single Blind Review/ Double Blind Review/ Triple Blind Review/ Open Review
- Copyright: ©2025 GJEIS and it's heirs
- Publishers: Scholastic Seed Inc. and KARAM Society
- Place: New Delhi, India.
- Repository (figshare): 704442/13

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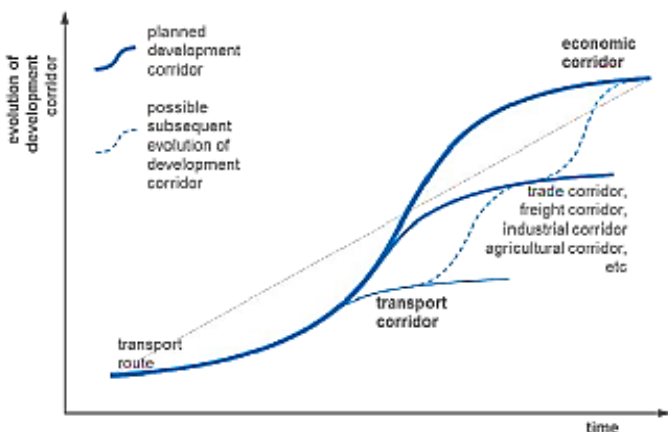
Introduction

Industrial corridors in India are being seen as infrastructure development which would utilize the current potential to enhance the investment climate and stimulate the economic development of the region (Department of Industrial Policy and Promotion, 2007). But to analyse the challenges and opportunities lying in the industrial corridor it is rather crucial to understand the concept of “industrial corridor”.

International View

Many authors who have studied the industrial corridor have defined it in their own way and here we will first discuss inferences on the concept of Industrial corridor drawn from existing literature. In the paper authored by Hope and Cox (2015), they referred that all the distinct corridors like trade corridor, economic corridor, industrial corridor, agricultural corridor are all “development corridors” which are primarily the transport routes “that evolve to facilitate an increasing range of social and economic development activities”. Like some may evolve to support trade becoming to be a Trade Corridor, or some that may enhance economic and social development calling to be as a Fully-Fledged Economic corridor (Hope and Cox, 2015). They explained the concept of development corridor and its evolution in a form of following Figure 1:

Figure 1: Types of Development Corridor



Source: (Hope and Cox, 2015)

Industrial corridors are also defined as a term which is derived from local option, local interest but generally encompasses area which is appropriate for economic development, has necessary transportation infrastructure, where energy is available or can be easily put in along with other urban amenities (Iyengar & Bank, 2015).

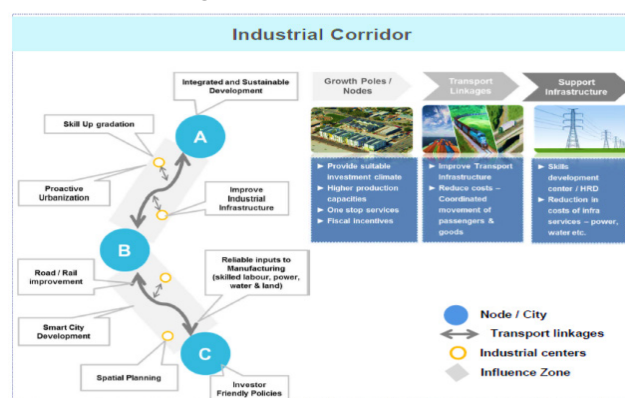
Indian View

To better comprehend the concept of “Industrial corridors” it is important to discuss it in Indian context. Industrial corridor in India are introduced for a particular

area to develop and enhance the infrastructure and promote industrial development along with urbanisation, creation of manufacturing and industrial clusters (Dwivedi, 2020).

While understanding Industrial corridors in Indian context it becomes very important to read Asian Development Bank’s report which is a development partner in Vizag Chennai Industrial Corridor wherein, its report unambiguously stated the difference between the transport corridors and industrial corridors. It defined the “Transport corridor” as a transport linkage between two nodes/city that comprises trade facilitation through rail or road improvement. Whereas “Industrial Corridor” are defined as per Figure 2 (Iyengar & Bank, 2015).

Figure 2: Industrial Corridors



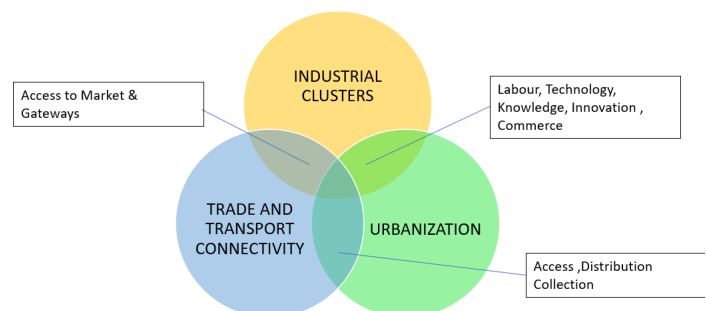
Source: (Iyengar and Bank, 2015)

The concept of Industrial corridor as can be deciphered from Figure 2 is “multi node/city development corridor with transport linkage having influence zone to both sides of it comprising of industrial centres, support infrastructures like improved industrial infrastructure, road/rail improvement, smart city development, skill development centre etc”.

Industrial corridors have mainly three components:

- i. Industrial Clusters
- ii. Urbanization
- iii. Trade and Transport Connectivity

Figure 3: Components Of Industrial Corridor



Source: (Iyengar and Bank, 2015)

In global context, we may find that the concept of industrial corridor is dependent upon several factors like the local factors, geographical factors, growth potential but usually they have economic development, transportation infrastructure, urban amenities. The relative similar definition is observed in the case of Industrial corridors of India where the studies of Gaurav Dwivedi and Asian development Bank suggests that Industrial corridor must have urban areas, transport improvement, supporting infrastructure along with the local factors, geographical factors and development potential like skill development centre, smart city and influence zone.

Now, we will discuss how the Indian government defined industrial corridor. According to Indian government - "several sectors of the economy are dependent on each other and thereby are required to be linked so, these industrial corridors will integrate all interdependent sectors of economy effectively which will result in social and economic development" (delhimumbaiindustrialcorridor.com, 2020). It also states that industrial corridor constitutes:

Figure 4: Constituent of Industrial Corridor

Worldclass Infrastructures Such As High-speed Transportation
Rail,road Network
Ports With State-of-the-art Cargo Equipments
Modern Airports
Special Economic Regions/Industrial Areas
Logistic Parks/Transshipment Hubs
Knowledge Parks
Complementary Infrstructures Such As Townships/Real Estate
Other Urban Infrastructure

Source: (delhimumbaiindustrialcorridor.com, 2020)

Industrial Corridors and Its Benefits

The introduction of industrial corridor will pave the path for the investments, technology, market, new industries which can be seen as a key economic driver of the country. These projects are expected to raise the share of manufacturing in India's Gross Domestic Product from the current level of 15-16% to 25% (Kaushik, 2016).

Industrial corridors in India will serve as a catalyst for developing regional economies of the country by playing a crucial role in improving local economy and then in regional and national development (Iyengar, 2014). The three impacts of industrial corridor are :

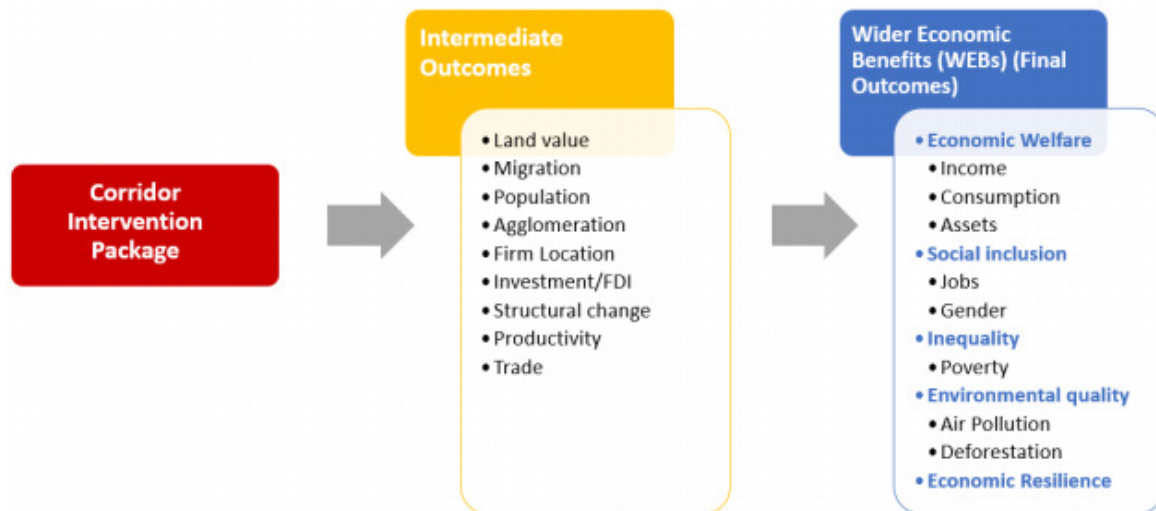
1. Industrial corridor always play a key role in integrating economies across a region (Vickerman 2002).
2. Industrial corridors relation to welfare can be seen in both direct and indirect terms (Venables 2007).
3. Industrial corridors have become important building blocks of regional economic integration in era of globalization (Kuroda et al. 2007)
4. Industrial corridors are focused on better connectivity and cluster development, while also reducing transportation costs, improving international penetration, increasing income and reducing poverty will increase the manufacturing and service base, develop into a global manufacturing hub, expand domestic markets, assimilate domestic companies with international companies that will help boost the Indian economy. (delhimumbaiindustrialcorridor.com, 2020).

As discussed in the study of Iyengar and Bank (2015), there were following benefits of industrial corridors:

1. Improving regional and national connectivity while also making transportation faster and cheaper.
2. Reducing cost of commuting and increasing regional and national competition and bringing investment.
3. Supporting national, regional and global integration and swifter economic growth.
4. Helping reducing poverty by giving access to poor people to economic opportunities, infrastructure services.
5. Tightening development gaps while giving low profile people better approach to regional markets, production networks and stimulating investment, trade and economic growth in those areas (Iyengar and Bank, 2014).

In one such study describing the wider economic benefits of Transport corridors, the authors discussed that the final outcomes of such corridors are channelised from intermediate outcomes to final outcomes. These corridors can directly and indirectly effect the final outcomes like direct impact can be seen on income, jobs, poverty level and also at environmental level whereas its indirect impact includes reduction in cost of commuting and migration which in turn results in increase in availability of skilled labours, employment and household income (Melecky et al., 2019). The flow of final outcomes of corridor is described by the following figure:

Figure 5: Flow of Final Outcome of Corridors



Source: (Melecky et al., 2019)

The Government of India has announced 5 major industrial corridors in India with an aim to enhance India’s competitiveness in manufacturing through world-class infrastructure construction and low logistics costs. (Department For Promotion of Industry and Internal Trade, 2020)

Industrial Corridors Of India

The 5 industrial corridors proposed are: -

Table 1: Five Industrial Corridor of India

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

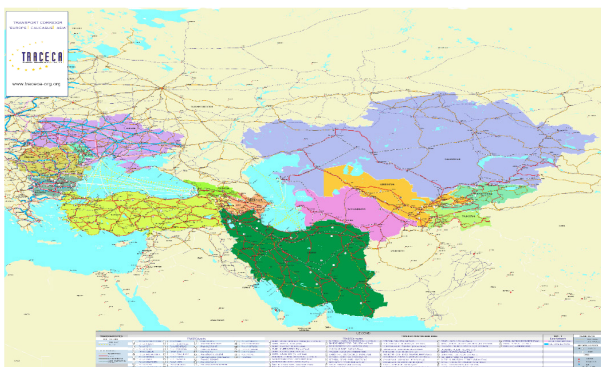
Source: (Ministry of Commerce and Industry, 2019)

Different Corridors Around the Globe

1. TRAECA (Transport Corridor Europe-Caucasus-Asia)

In TRACECA- Europe, Eastern Europe, the Caucasus, and Central Asia organisations have a hand in multi-modal collaboration (including both road and waterways and railways, but for now just land transportation), which seeks to minimise transportation through the boundaries across the continent and thus congestion, emissions. TRACECA (TRANS-CIS Commonwealth of Independent States) was a multi-modal transportation infrastructure development project which included soft and hard investments that facilitated progress toward its objective of helping the Commonwealth of free nations in the former Soviet Union and its area transform to become market-oriented economies. Any of the funding was allocated to enhancements to constructing and enhancing existing facilities in specified roads, while also being applied to the harmonisation of transport policies and laws and regulations. It has two end points; at the western end it connects to the Europe–America and China at the CTEA-EUI Transcontinental Corridors, and at the eastern end it connects to the CERECAM -CAR (Caribbean and European and Central Asia) and TEN-T/T Continental Corridors, giving itself the title of the 21st century's own network its name (Hope and Cox, 2015). Its main focus is on supporting member economies on their way to market-based economies.

Figure 6 : Map Of TRAECA



Source: (Maps Downloads. TRACECA ORG)

2. TTFSE (Trade and Transport Facilitation in Southeastern Europe)

The escape by the back door of EU membership is now perceived to be the solution that the United Kingdom would be best willing to deliver to Ireland. Nonetheless, TTFSE is a foreign collaboration and convergence that have a pronounced impact on border problems. Efforts in customs processes at crossings and major border ports are part of the initial TPSE scheme as well as general upgrades to port

facilities. When Canada and the programme establishes successful cooperation among all agencies concerned with international trade (customs, road administrations, border police, phytosanitary and veterinary controls, etc.), the goal is to boost the trading role of the area's abilities to link the area with neighbouring markets and help the private sector expand its ability as well as offer it an advantage in foreign trade (Hope and Cox, 2015). Its objective of development was to support regional development and increase trade competitiveness.

Figure 7 : Map of TTFSE



Source: (Hope & Cox, 2015)

3. Maputo Development Corridor (MDC)

Transport and commerce are merely the first of the concerns of the MDCs' objectives. It is more of an economic corridor. It was initiated in 1996 as a South African government plan called the "strategic growth," which used a modern funding approach known as strategic investment. The MDC was supported with four development goals: assisting with the reconstruction of the corridor's primary assets, finding full use of the corridor's intrinsic capacity for investment, and having the area more connected with international and domestic markets and economies leading to improved social and job growth, employment prospects for previously marginalised communities with a comprehensive, interdependent and environmentally-sustainable approach to construction.

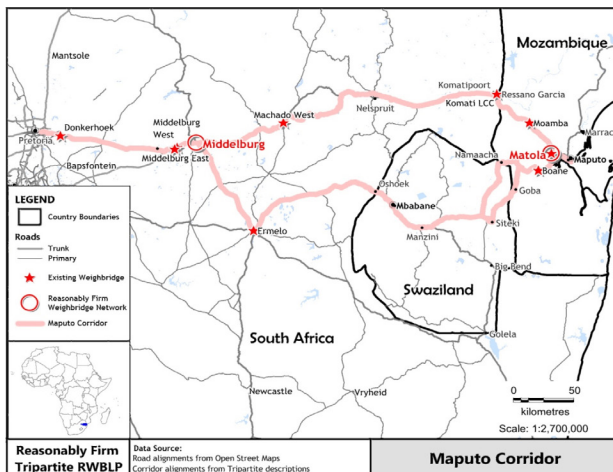
The MDC's stated goals include:

- Basic upgrade to the region's facilities, such as improved highways, increased access to power, and phone service
- An active promotion of private sector investment
- Everything of special interest to environmental protection due to concerns it poses;

Combining historically excluded individuals with previously marginalised socioeconomic groups and entrepreneurs (Hope and Cox, 2015).



Figure 8 : Map of MDC



Source: (Maputo corridor - TTTFP)

4. Greater Mekong Subregion- Economic Corridors (GMS)

It was built to link the three countries of the Mekong River Basin — from its headwaters in Burma, China, and the border with Thailand to its mouth in the South China Sea. The Greater Mekong Subregion’s corridors originally had been planned as transport routes. Plan was to start with transport corridors and then implement the transportation networks. The fusion of these operations resulted in strengthened exchange channels, development programmes, and collaboration in order to accomplish corridor goals. Its main objective is to promote trade.

Figure 9: Map of GMS

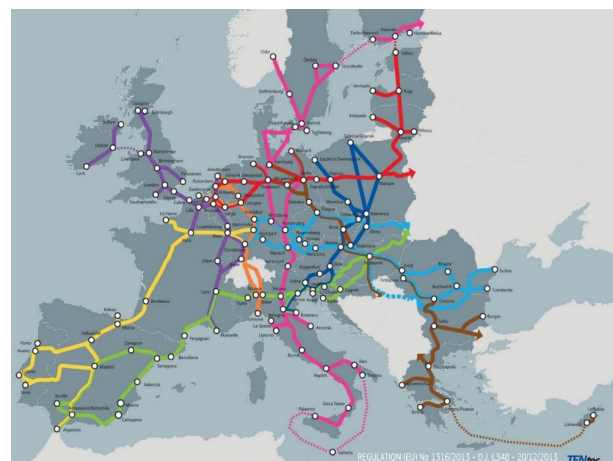


Source: (Economic Corridors in the Greater Mekong Subregion | Greater Mekong Subregion (GMS))

5. Trans-European Transport Network (TEN-T)

TEN-T is a long transport policy that is created to serve the needs of transnational travellers and the flow of products inside the European Union. In this case, TEN-T serves as a ‘sea ways’ to build options for less-populated states that are both open and economical and will be an alternatives to congested roads. Additionally, it contains a lot of advanced technologies, such as the Galileo global navigation system for preparing routes.

Figure 10: Map of TEN-T



Source: (Trans-European Transport Network (TEN-T) | Mobility and Transport)

Policy Comparison of India and China for Corridor Development

To prepare the way for a secure and strong legislative and institutional structure, the initiative strategy of extension was introduced first, accompanied by legalisation of counties and towns and redefinition of provincial responsibilities. Employment and technology, as well as foreign exchange, are also important factors (Vanhonacker, 2004). The SEZ model was due to the Chinese government’s gradualism approach, as well as numerous modes of facilitation, effective motivation from the state, supportive regulation, institutional autonomy, and positive administration, which enabled it to succeed. The Chinese diaspora’s investment and public-private relationship were vital to the country’s development. Clear targets and results, as well as monitoring and evaluation, learning and development, and process systemization, were all applied in a focused and spectacular manner (Vanhonacker, 2004). The more extensive introduction of the Land Use Rights Act (LUR) and the opening up of industrial estates has aided in the elimination of certain barriers to foreign direct investment, output growth, and competition for Canadian manufactures (Virmani, 2006). Investors from Hong Kong, Taiwan, and Macau settled in China because

of capital subsidies and low labour requirements. Efficient management, tax policies that favour shared ownership, limited time spans of ownership, low land costs, and lenient work rules, as well as quick firing and rehiring laws, make direct investment simpler. Global direct investment is taxed at 15%, whereas domestic investment is taxed at 30%. Because of their position as international buyers, FDI was granted a tax exemption. Of all the government-owned companies and banks that are publicly traded it was an excellent strategy for attracting foreign investment. Non-exportability loans were applied in the case of the low-labor-cost high-tech industry. In hi-tech production, there are explicit subsidies for foreign direct investment and exports. People are attracted to foreign direct investment and research and development, and capital-intensive exporters emerge. It explains the vast disparity in capital flight between China and India. What separates China from other countries is its ability to look after its companies. Whether or not they are listed on the Hong Kong stock exchange, public sector corporations must maintain tight control. CPP graduates are given top managerial jobs in public companies, private cooperatives, state-owned enterprises, and media companies. The village committee does useful work as well, but it is not to be mistaken for a government servant. A series of reforms have been introduced, including access prices, to enable money to migrate to different industry sectors, allowing for a range of capital uses. When it comes to State-sector loans, profitability is important; nevertheless, there is no obligation that an activity be taken in order to access credit. The definition of affordability is widely used in the industry. Particularly if any of the banks are controlled by foreign investors. China's export sector is driven by a foreign exchange and current account convertibility swap/convertibility that goes back to 1995. The CPC guarantees that workers are on the job by its "Hakou" system. The business was built up to be very competitive owing to the presence of legal, accounting, marketing, management, and training programmes. More prospects for personal advancement, as well as R&D, at colleges and universities, raising the standard of education and innovation.

Internal competitiveness can be easily dealt with using an incentive strategy that combines licencing, approval, and agreement, which has aided our success while also eliminating tension (Williamson & Zeng, 2004). Around the same period, countries like China, Thailand, and the Philippines were able to prosper in the presence of corruption, while India was unable to do so. This initiative does a great disservice to the country and tarnishes its image. For low- and middle-income economies, corruption is not a panacea; lethargy and cynicism are much worse. However, this is undoubtedly not the case in China. Furthermore, this shows the severity of which legislation is applied, as well as the strength of policymakers and the government as a whole (Kumar, 2014).

Conclusion

The literature around the industrial corridors suggests that the definition of the industrial corridors depends upon the local geography, growth potential of the area where the corridor has been proposed but there are also several factors associated to corridors which are common everywhere they have been proposed such as economic development, transportation infrastructure, and urban amenities. The same factors have been realised in the case of Indian Industrial corridors where the purpose of industrial corridor is to link the interdependent economic sectors of the nation to boost the regional and national economy along with the other infrastructural support like transportation, ports and other urban infrastructures.

In this study, we have discussed the vision for the Industrial corridor that India had, we also compared the Indian view of industrial corridors that with the international literature. The benefits of the industrial corridor that could have been realised are also discussed along with their impact on economy and society as well.

Based on our history and experiences, we have concluded that whether or not an economic zone is effective or not is reflected in its laws, rewards, its facilities, and its location (Akinci & Crittle, 2010). Because of these policies, issues arise in their application. Therefore, we can benefit from the worldwide application of industrial corridors, given their popularity in the other countries, to introduce them in India. Two critical areas of strategy ought to be taken into consideration. Additionally, governments should concern themselves with building information and skills-oriented economies, which would balance inclusiveness and resilience at the middle-stage.

For sound policies to succeed, they must be accessible, unambiguous, and leave no room for discretion at any point in the process. Strict guidelines related to tax repatriation of ventures, particularly FSI, should be clear and open to all, such that labour contracts, social security and domestic versus foreign benefits can be clearly distinguished. If India wants to be a capitalist economy with creativity, it needs to put in place organisational frameworks. Our slowdown in new business creation is the result of failure. Sluggish rollout, increasing costs of raw materials, land acquisition, inflation, delay in clearances, regulatory complexities, and poor GDP negatively influences investor sentiment. In order to make efficient usage of resources, centre and state government should follow minimum requirements for attracting investment. It should be supplemented by comprehensive regulatory scheme, a well-constructed legislative framework and effective utilisation for public funds.

India needs to remove several permits and procedural regulations in development of infrastructure such as industrial



corridors to expedite the process. The slow progress of India’s Industrialization is attributed to hurdles created by obtaining clearances from several ministries. To match the global level and to compete with developed economies India needs a forward-looking policy for infrastructure development.

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Annexure 17.2.5

Submission Date	Submission Id	Word Count	Character Count
04-May-2025	4141320 (DrillBit)	3487	24355

Analyzed Document	Submitter email	Submitted by	Similarity
2.5 RoL2_Nikhil_GJEIS Apr-Jun 2025.docx	nikhil.shukla234@gmail.com	Nikhil Shukla	02%



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SIMILARITY %	MATCHED SOURCES	GRADE	
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1	institute.eib.org	1	Publication
2	tips.org.za	1	Publication
3	pure.jgu.edu.in	1	Publication

**Reviewers
Memorandum**

Reviewer's Comment 1: The manuscript addresses an important and timely topic by comparing the role of industrial corridors in India and China. The discussion on global practices and their relevance to India adds depth and makes the study valuable for both policymakers and academicians. The narrative is well-structured, with clear sections on international views, Indian perspectives, and comparative policy analysis. However, the argumentation in some places is more descriptive than analytical. Adding stronger critical insights on why India lags behind China, beyond regulatory hurdles, would further strengthen the comparative analysis.

Reviewer's Comment 2: The paper benefits from an extensive review of secondary sources, ranging from global development corridor literature to specific Indian government reports. The inclusion of multiple case examples (TRACECA, MDC, GMS, TEN-T, etc.) demonstrates wide coverage. Nevertheless, the methodology section could be refined by explicitly outlining the literature selection process—such as databases searched, inclusion/exclusion criteria, or time horizon. This would enhance the transparency and rigor of the review.

Reviewer's Comment 3: The study contributes meaningfully by positioning industrial corridors as a catalyst for infrastructure-led growth and regional development. The section on policy comparison between India and China is particularly insightful, highlighting institutional strengths in China versus procedural hurdles in India. One limitation is that the policy discussion remains largely narrative, with limited use of comparative data (e.g., investment volumes, timelines, outcomes). Incorporating even a few comparative statistics or summary tables would add empirical weight to the conclusions.

Citation

Nikhil Shukla and Kotaru Ravi Sankar
"Evaluating the Role of Industrial Corridors as
Catalyst for Infrastructure Development:
A Comparison of India and China"
Volume-17, Issue 2, Apr-Jun 2025. (www.gjeis.com)

<https://doi.org/10.18311/gjeis/2025>

Volume-17, Issue 2, Apr-Jun 2025

Online ISSN : 0975-1432, Print ISSN : 0975-153X

Frequency : Quarterly, Published Since : 2009

Google Citations: Since 2009

H-Index = 96

i10-Index: 964

Source: <https://scholar.google.co.in/citations?user=S47TtNkAAAAJ&hl=en>



Conflict of Interest: Author of a Paper
had no conflict neither financially nor academically.

**Editorial
Excerpt**

The article has 02% of plagiarism which is the accepted percentage as per the norms and standards of the journal for publication. As per the editorial board's observations and blind reviewers' remarks the paper had some minor revisions which were communicated on a timely basis to the authors (Nikhil and Ravi Sankar), and accordingly, all the corrections had been incorporated as and when directed and required to do so. The comments related to this manuscript are noticeably related to the theme "Evaluating the Role of Industrial Corridors as Catalyst for Infrastructure Development: A Comparison of India and China" both subject-wise and research-wise. This paper provides a timely review of industrial corridor development, with a useful comparative perspective between India and China. Its strengths lie in comprehensive literature coverage and clear relevance to current policy debates in India. To further improve, the authors are encouraged to sharpen the methodology description, enhance analytical depth in the India-China comparison, and, where possible, support arguments with empirical evidence or tabular summaries. After comprehensive reviews and the editorial board's remarks, the manuscript has been categorized and decided to publish under the "Review of literature" category.

Acknowledgement

The acknowledgment section is an essential part of all academic research papers. It provides appropriate recognition to all contributors for their hard work and effort taken while writing a paper. The data presented and analyzed in this paper by (Nikhil and Ravi Sankar) were collected first handily and wherever it has been taken the proper acknowledgment and endorsement depicts. The authors are highly indebted to others who facilitated accomplishing the research. Last but not least, endorse all reviewers and editors of GJEIS in publishing in the present issue.

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