

FUTURE IS DHOLERA

Future is Dholera

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*A Walk Through the City India Is Building for
2042*

DHOLERAPEDIA

Future is Dholera: A Walk Through the City India Is Building for 2042

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Future is Dholera

*For the people who will live in a city
that today is mostly sky.*

"A city is not built in a day. It is built in a direction."

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The Dholerapedia Promise

This is a Dholerapedia book about Dholera, and it keeps the promise every book in this series makes. Every number in these pages carries a source and a date. Confirmed facts are stated plainly. Reported figures keep the word reported. Targets keep the word target. Where something is unknown, we say unknown, because a reference that guesses is not a reference.

An earlier book, *Why Invest in Dholera?*, made the sober case for the region and taught the reader how to verify a plot. Its companion, *Right Time To Invest in Dholera is Right Now*, examined the timing window and the honest risks. This book does something different. It does not argue. It walks.

You will walk the city as it stands in July 2026, with wet concrete and a runway that has felt exactly one aircraft. Then you will walk the same streets in 2030, in 2035, and in 2042, guided not by imagination but by the sanctioned Development Plan, the town planning schemes, the Cabinet approvals, and the phasing documents that say, in public record, what is supposed

to rise where and when. When the record gives a date, we give you the date. When the record gives only an ambition, we call it an ambition.

No plot is for sale in this book. No developer is endorsed. The register in Part VII lists who is building and selling in Dholera because a complete, honest register is useful, and a listing is a listing, not a recommendation.

Read this the way you would ride a time machine with a seatbelt. The future is genuinely exciting here. The seatbelt is the labels.

Prologue: The Time Machine on NH-751

Every city has a front door. For Dholera, since the last day of March 2026, the front door is a toll gate.

The Ahmedabad-Dholera Expressway, 109 kilometres of access-controlled greenfield highway numbered NH-751, was inaugurated on 31 March 2026, and it did something no press release could do. It collapsed the distance between the biggest city of Gujarat and its youngest one from a bone-shaking two hours to roughly forty minutes to an hour, depending on where you start [reported, Mar 2026]. Distance is the oldest tax on new cities. Dholera just had that tax cut.

Here is the strange thing about driving it. The road is finished and the city is not. You travel at expressway speed toward a skyline that is still mostly scaffolding, cranes, and the long silver spine of a semiconductor plant under construction. First-time visitors sometimes call the landscape empty. They are reading it wrong. What they are looking at is not emptiness. It is sequence.

Most Indian cities happened first and were planned afterwards, the way a crowd becomes a queue only when the counter opens. Dholera is the opposite experiment: the queue was drawn before the crowd arrived. Underground, across the Activation Area, the pipes, fibre ducts, gas lines and recycled-water mains are already in place, laid before the buildings that will use them [reported, DICDL]. The command centre is already watching utilities in a city where the traffic it monitors is mostly construction vehicles. The runway accepted its first trial aircraft, a calibration flight, on 4 June 2026, before it has a single scheduled passenger [reported, Jun 2026].

A city built in this order looks strange exactly once, and then it looks inevitable.

This book is a time machine with three stops. The first stop is now: what your own eyes would see this monsoon, verified item by item. The second stop is the working city of 2030, assembled from approvals that already exist, a fab that is past its structural halfway mark, a rail line with a Cabinet-cleared budget of Rs 20,667 crore and a completion window of 2030-31 [durable approval, May 2026], and an airport that is about 80 percent built with operations targeted, not promised, for late 2026 [reported/target, Jul 2026]. The third stop is the full canvas of 2042, where the official plan runs out and only the labelled targets remain:

roughly 422 urban square kilometres, a jobs figure of more than 800,000 stated by the development company itself as a full-build goal [target, official], and a population ambition of around a million.

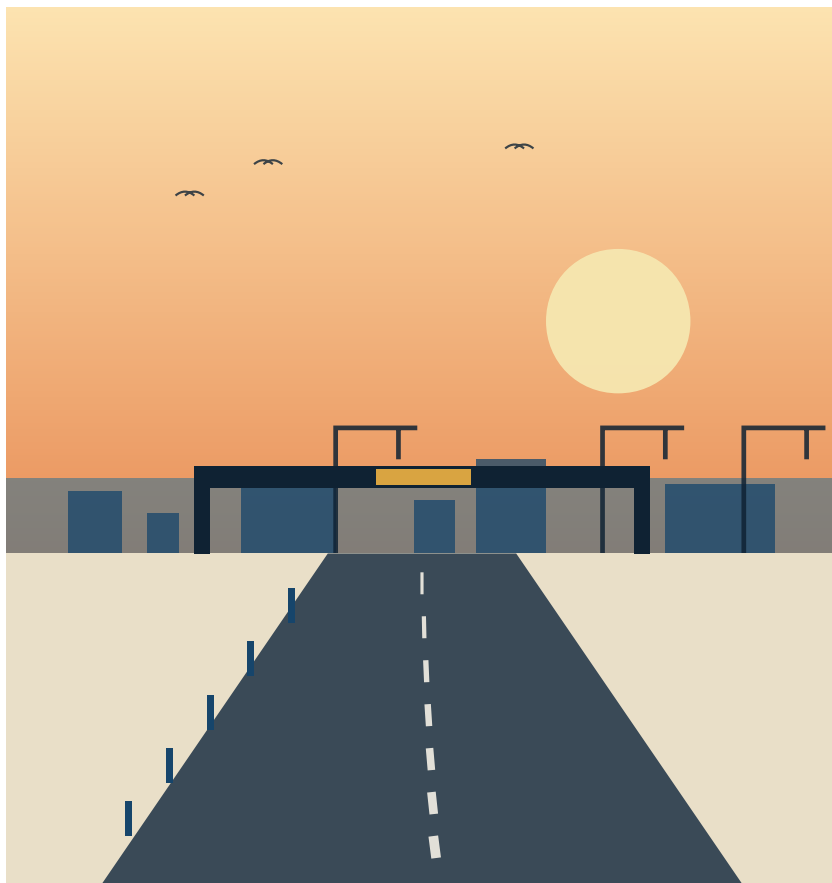
Three rules travel with us. Every number is sourced and dated. Every future is labelled a plan, a target, or an ambition, never a fact. And nothing in these pages asks you to buy anything. The time machine runs on diesel and public records, not on hope.

Buckle in. The toll gate is lifting.



Part I. Arrival: The City That Already Exists

The front door: NH-751 at dawn, toll gantry to the rising city



Original artistic rendering for this book, not a photograph.

Chapter 1. Forty Minutes from Ahmedabad

The drive begins before sunrise, because that is when the Bhal shows you what it is.

You leave Ahmedabad on the Sardar Patel Ring Road with the city still yawning, join the new expressway, and the road simply straightens out and commits. Four lanes, access controlled, designed for 120 kilometres per hour, built on land that was reserved for exactly this purpose years before the first roller flattened it [durable]. NH-751 does not wind, because there is nothing to wind around. The Bhal, the flat coastal plain between Ahmedabad and the Gulf of Khambhat, is one of the flattest inhabited landscapes in India, old sea floor turned to farmland and salt flat. For most of history that flatness made the region an afterthought. For a planned city it is the whole point. Flat land takes a grid the way paper takes ink.

Forty minutes to an hour after leaving Ahmedabad, depending on your starting point and your discipline at the speed limit, you are in the Special Investment Region [reported travel time]. The old journey took above two hours on state roads through Dhandhuka. The expressway did not just shorten the trip. It

changed what kind of place Dholera can be. A city two hours from an airport metropolis is a satellite. A city forty minutes away is a suburb of opportunity, close enough for an engineer to commute while the first residential phases fill in.

The inauguration happened on 31 March 2026, with the Prime Minister cutting the ribbon on the reported cost of roughly Rs 3,196 crore for construction, a figure that rises to about Rs 4,373 crore when land is counted, two numbers that circulate for one road depending on scope [reported]. Tolling runs on FASTag on the connected sections; exact rates vary by source and are best checked at the plaza, because published figures have not settled [reported].

What should you feel, crossing that toll gate? Not the thrill a broker would sell you, and not the scepticism a cynic would. The correct feeling is the one an engineer gets looking at a foundation poured level and square: nothing here is finished, and everything here is ready.

The first book in this series asked why this region deserved attention at all. The second asked whether the moment had arrived. Both questions are settled enough that this book can ask the better one: what exactly is being built at the end of this road, and on what schedule does it intend to arrive?

The answer starts at a building shaped like a promise.

Future is Dholera



The brain: the ABCD building and its command-centre floor



Original artistic rendering for this book, not a photograph.

Chapter 2. The Brain in the Empty City

In every science fiction film about a planned city, there is a control room. Dholera built the control room first.

The Administrative cum Business Centre for Dholera, which everyone calls the ABCD building, stands on a roughly nine-hectare plot in Town Planning Scheme 2, inside the Knowledge and IT zone [durable function]. It is a low, wide, deliberate building, designed to LEED Gold standards, and it houses three things: the offices of the authority that plans the region, a single-window clearance centre for investors, and the Integrated Command and Control Centre, the ICCC, which is the part worth the drive [reported status].

Walk in and the ICCC looks like mission control for a city that has not fully arrived: a wall of screens showing water pressure, power distribution, street lighting, surveillance feeds, environmental sensors and traffic across the Activation Area [reported, DICDL]. In an established metropolis, a command centre like this is retrofitted over decades of legacy pipes and guesswork. Here the sensors went in with the pipes. The city was born instrumented, the way a newborn in a good hospital leaves with vaccinations already done.

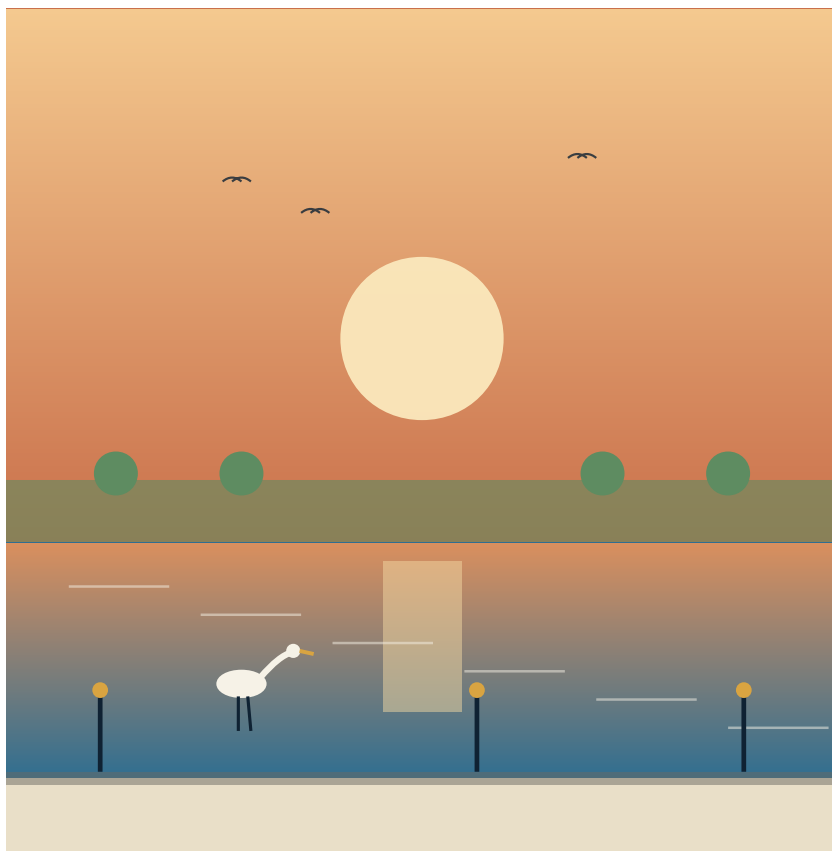
The scale of what the ICCC oversees today is honest and modest. The Activation Area, the plug-and-play demonstration zone where trunk infrastructure went in first, covers about 22.5 square kilometres, which is a little over four percent of the developable region [durable area]. Beneath it: underground power, ICT and fibre ducts, piped natural gas, potable water with smart meters and leak detection, a recycled-water network, wastewater lines, and stormwater channels feeding a 6.5 kilometre engineered canal. Above it: roughly 72 kilometres of internal roads between 18 and 70 metres wide, with pedestrian and cycle lanes and a corridor reserved for future rapid transit [reported, DICDL 2024]. A water treatment plant of about 50 million litres per day capacity feeds the network.

Two details about the ABCD building deserve labels. Its reported built-up area appears as roughly 14,000 square metres in one government document and about 36,000 square metres in developer material, a discrepancy we flag rather than resolve [reported, conflicting]. And its exact inauguration date is not cleanly on record, though its functions are reported operational. A reference book tells you when the record is fuzzy. This one is fuzzy at the edges and solid at the centre: the building exists, the ICCC runs, and the single window is the door through which every serious industrial applicant now walks.

Stand in that control room and the whole Dholera wager becomes visible on the screens. The wager is sequence. Build the nervous system before the body. Every city ever built the other way pays for retrofits forever. This one bet its money on never needing them.



The first landmark: the 6.5 km canal at evening



Original artistic rendering for this book, not a photograph.

Chapter 3. The Canal, the Bird, the Salt

The most photographed thing in Dholera today is not a factory. It is a canal that was built to manage rain.

The engineered stormwater canal runs 6.5 kilometres through the Activation Area, wide, stone-lined, and unexpectedly beautiful in the late light, when egrets stand in the shallows and the water holds the sky [reported infrastructure]. Locals and visiting YouTubers treat it as the city's first landmark, and they are not wrong to. In a region whose oldest enemy is water with nowhere to go, the canal is the difference between a plan and a place.

Understand the land and you understand why the canal came first. The Bhal is low, flat, and coastal. About one third of the region's developable land sits inside the Coastal Regulation Zone, and drainage is a genuine, documented planning constraint, not a footnote [reported, govt]. The master plan answers with graded levels, stormwater engineering, and green buffers. The canal is the visible tip of that answer. When the monsoon lands on the Activation Area, the water has somewhere to be.

The land also carries older stories, and this book gives them one page, because the first book told the region's history properly and we do not repeat it. Dholera village itself is old, a settlement of 2,779 people at the 2011 Census, with a Swaminarayan temple counted among the nine built in the tradition of Swaminarayan himself [durable]. In April 1930, after Gandhi broke the salt law at Dandi, satyagrahis marched here too, to Dholera's coast, and made illegal salt as civil disobedience [durable event]. And roughly 36 kilometres away sits Lothal, the Harappan port city with what the Archaeological Survey of India describes as the world's earliest known dock, five thousand years old [durable nearby]. We will return to Lothal in Part VI, because its future, a national maritime heritage complex, is part of Dholera's future.

Salt, in other words, is the region's oldest export, defiance its most famous one, and seaborne trade its most ancient. A semiconductor city on this ground is not a break with history. It is a very long callback.

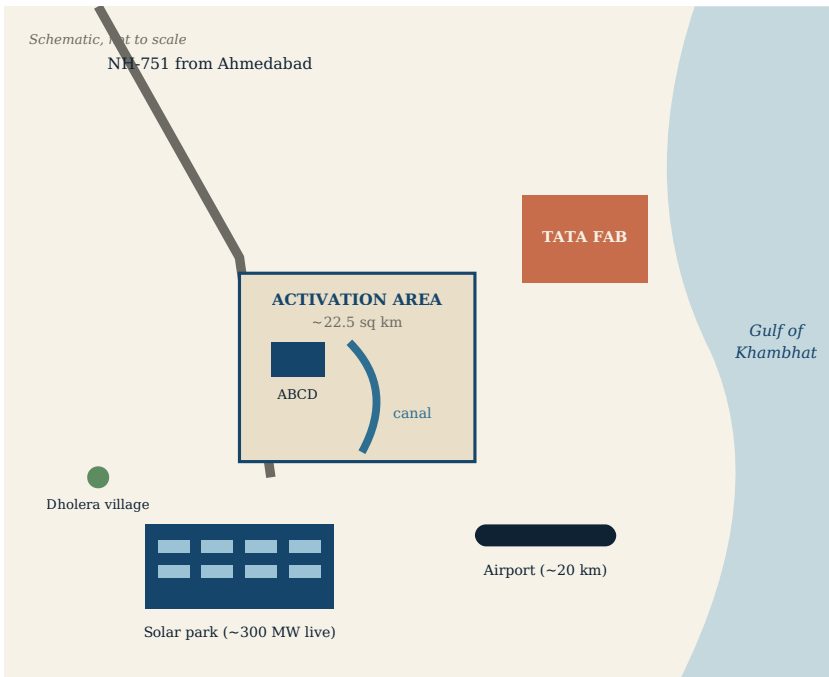
For now, walk the canal at evening. Between the water and the wide empty boulevards you will feel the thing this chapter is really about: the city's strange, patient confidence. Nothing is crowded. Everything is waiting.



Chapter 4. A Day on the Ground, July 2026

Every claim in this book can be checked against public records. But a city is not a records file, so before we travel forward in time, here is what your own eyes verify on the ground this monsoon, item by item.

Figure: what stands where, July 2026 (schematic)



Locations per DICDL, NICDC and press records cited in the text. Not to scale.

The fab site. The Tata Electronics campus is the largest construction site in the region and among the largest in India. Civil work is reported past the halfway mark, with the structure reported complete on the main fab building, cleanroom fit-out underway, and equipment calibration beginning [reported, 2026]. You cannot enter, but you can see the scale from the perimeter road, and scale is the honest word.

The runway. Twenty kilometres from the SIR, the airport's 3,200 metre Code 4E runway is complete, along with taxiways and the ATC tower; the passenger terminal is reported around three quarters done [reported, Jul 2026]. On 4 June 2026 an Airports Authority of India calibration aircraft, registration VT-CNS, became the first plane ever to land there, greeted with a water cannon salute [reported]. One landing does not make an airport. It does make a fact.

The solar rows. South of the city, Tata Power's 300 megawatt plant stretches across roughly 1,320 acres, 873,012 monocrystalline modules on what the company calls India's largest single-axis tracker installation, commissioned and exporting power [durable/company]. This is the operational first phase of a park sanctioned at 1,000 megawatts with a long-range target of 5,000 [durable Phase-I, target beyond].

The contractors' city. Before a city has residents it has builders, and the roll call visible on site boards is its own evidence: multiple L&T Construction site offices, a 20 MLD common effluent treatment plant under L&T, a Keller ground-engineering site office, ready-mix concrete plants running at capacity [data, Maps scrape Jul 2026]. Machines outnumber people. Trucks outnumber cars.

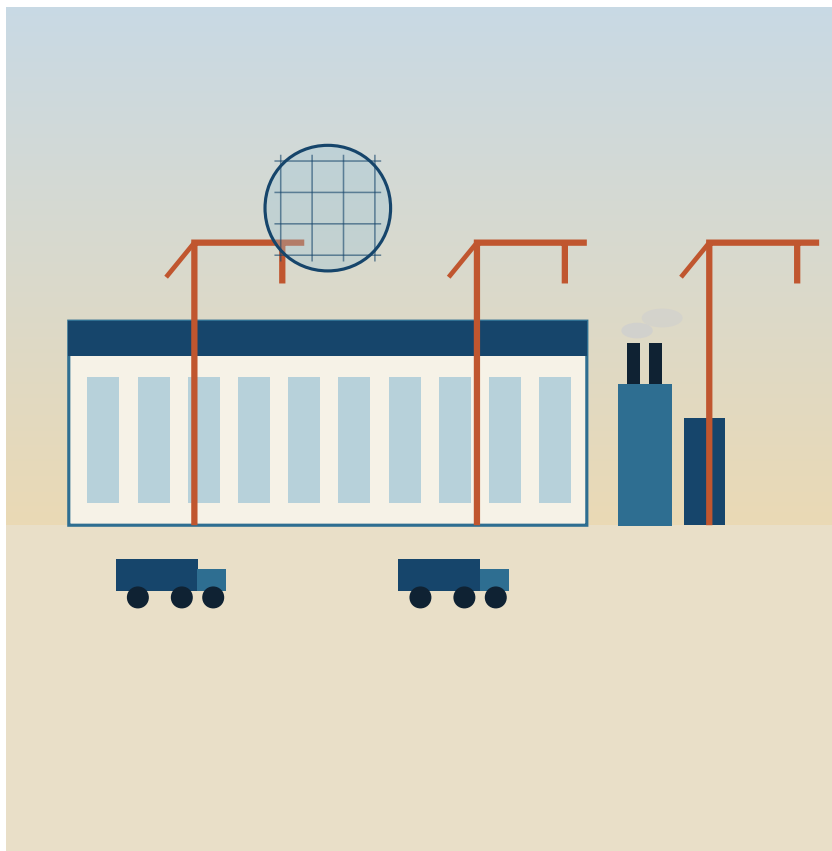
The government's ledger. Behind the visible work sits the confirmed money. The central government's own monitoring report as of 30 June 2026 records Rs 2,784.83 crore of approved activation-area infrastructure packages with matching equity released, 48.31 square kilometres of land transferred to the development company, and 545 acres already allotted to industrial users, with Tata Chemicals named as an industrial anchor [green, NICDC DMU]. Another 1,043 acres of industrial land stood ready for allotment.

That is the city that already exists: one brain, one canal, one runway, one half-built fab, one working solar field, and a very large amount of prepared silence. Hold this picture. Every chapter that follows is about what the public record says happens to it next.



Part II. The Chip City

The anchor: the Rs 91,000 crore fab site, cranes over cleanrooms



Original artistic rendering for this book, not a photograph.

Chapter 5. The Cleanest Room in India

Somewhere inside the largest building site in Gujarat, workers are finishing rooms that will soon be thousands of times cleaner than a hospital operating theatre. When they are done, the air in those rooms will be filtered until a cubic metre holds fewer dust particles than a teaspoon of ordinary air, because the products made there are measured in billionths of a metre and a single mote of dust lands on them like a boulder.

This is the Tata Electronics semiconductor fabrication plant, built with Taiwan's Powerchip Semiconductor Manufacturing Corporation as technology partner, and it is the single most important fact about Dholera. Not the biggest claim. The biggest fact.

The numbers are public and confirmed. The Union Cabinet approved the project on 29 February 2024 under the India Semiconductor Mission. The investment is Rs 91,000 crore, roughly eleven billion US dollars, with the government's fiscal support agreement citing Rs 91,526 crore of eligible cost, half of it supported under the Mission [durable, PIB]. The plant is a 300 millimetre wafer fab, the modern

industry standard, designed for a capacity of up to 50,000 wafer starts per month [durable]. Its technology licence spans the mature and specialty nodes, 28, 40, 55, 90 and 110 nanometres, aimed at power management chips, display drivers, microcontrollers and high-performance computing logic [durable].

A word on what mature nodes mean, because the internet routinely gets this wrong. These are not the frontier three-nanometre processes that make flagship phone processors. They are the workhorse geometries that make the chips inside cars, appliances, power systems, displays and industrial machines, which is most of the chips the world actually buys by volume. India imports nearly all of them. A country that assembles phones, builds cars and dreams in electronics has been running its entire economy on other people's workhorses. Dholera is where that dependency starts to end.

In mid-2026 the company clarified its sequence: production begins on 90 and 55 nanometre processes, with 28 nanometre to follow [reported, Jul 2026]. First silicon, the trial wafers that prove the line works, remains targeted for around December 2026, a target stated repeatedly by the Union IT Minister and by Tata Electronics' leadership [target]. Commercial-scale output is reported for mid-2028 [reported]. No source

confirms a chip has been produced as this book goes to press, and any page that tells you otherwise is selling something.

Stand at the perimeter and consider what the building means. India has attempted fabs before; the attempts died in committee or collapsed in partnership, including a famous one at this very site, which the first book chronicled. This one has poured its concrete, signed its cheques, and booked its machines. The cleanest room in India is being built on the Bhal's old salt dust. The irony is free.



Chapter 6. The Machines Are Coming

A semiconductor fab is a building wrapped around a supply chain. The building is the easy half.

The hard half arrived by press release on 17 May 2026, when Tata Electronics announced a strategic partnership with ASML, the Dutch company that is the world's only supplier of the most advanced lithography machines and the dominant supplier of the class of equipment the Dholera fab needs [green, tataelectronics.com]. Lithography is the step where circuit patterns are projected onto silicon, the heart of the whole process, and ASML machines are the scarcest industrial objects on Earth, with lead times commonly quoted at 18 to 24 months. That lead time, more than any local factor, is the metronome for every Dholera fab date.

Figure: the fab's gates, 2024 to 2028



Filled dots: happened, dated. Dashed dots: target or reported, labelled.

Sources: PIB, tataelectronics.com, press reports cited in Chapters 5 and 6.

Read the fab's public timeline the way an engineer would, as a sequence of gates. Cabinet approval, February 2024. Groundbreaking, March 2024. Fiscal support agreement signed, 5 March 2025 [durable]. Civil construction past the halfway mark with cleanroom installation underway, reported through April and May 2026 [reported]. ASML partnership, May 2026 [green]. Structural completion with machinery move-in, reported by July 2026 [reported]. First silicon targeted around December 2026 [target]. Commercial production reported for mid-2028 [reported].

Two gates on that list deserve your scepticism, and the record itself tells you which. The December 2026 first-silicon date is a target that has been restated rather

than revised, and targets restated under a moving machine schedule deserve the word targeted every single time. The mid-2028 commercial date entered the record through trade press quoting company sources, not through a government release, so it keeps the reported label. Everything else on the list has already happened and is dated.

What does a first wafer actually mean when it comes? Not products on shelves. Trial silicon proves the line: that the cleanrooms hold spec, the tools talk to each other, and yields can begin their long climb. The industry treats first silicon the way aviation treats a first flight. Nobody boards that aircraft, and everybody remembers the date.

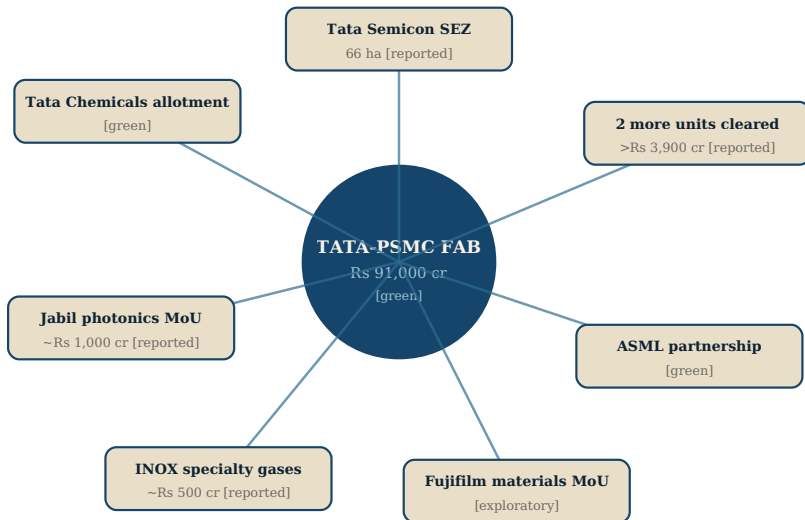
There is a quieter story inside the machine story: people. Running lithography, deposition and etch tools takes process engineers by the thousand, and the fab's stated direct and indirect employment exceeds 20,000, with the wider multi-fab ambition at this site talked about in terms of a hundred thousand jobs, a figure that is explicitly a vision, not a commitment [target]. The engineers arrive before the chips do. Housing them is Part VI's problem, and the plan knows it.



Chapter 7. Semicon City

The government's industrial corridor agency markets Dholera with a phrase that would sound like bravado anywhere else: India's First Semicon City. The record beneath the slogan is worth itemising, because a single fab does not make a semicon city. A cluster does, and a cluster is what the paperwork now describes.

Figure: Semicon City, the cluster forming around the anchor



Each spoke labelled by evidence tier; details and sources in Chapter 7.

Start with the anchor and widen the circle. Around the Rs 91,000 crore Tata-PSMC fab, the central government notified a dedicated Tata Semiconductor special economic zone in April 2026, about 66 hectares, with reported employment of around 21,000 [reported, Apr 2026]. In May 2026 the Union Cabinet cleared two additional semiconductor units, one at Dholera and one at Surat, with combined investment above Rs 3,900 crore and more than 2,200 jobs, separate from and additional to the Tata project [reported, May 2026].

Then the materials layer began to arrive. On 30 June 2026, Fujifilm India signed a memorandum with the Gujarat State Electronics Mission to explore a semiconductor-materials production base at Dholera [green company release, exploratory MoU]. INOX Air Products has a reported plan of roughly Rs 500 crore for an electronic specialty gas hub with a 200 tonne-per-day air separation unit, supplying ultra-high-purity gases to the fabs, with early structures reported on site [reported]. Jabil holds a reported MoU of about Rs 1,000 crore for silicon photonics and high-tech manufacturing in the state [reported]. Each of these is labelled exactly as strong as its paper: signed exploration is not construction, and announcement is not investment. But notice the pattern, because it is the pattern that matters. Fabs are magnets for their own supply chains. Gases, chemicals, materials,

packaging and test tend to settle within trucking distance of the wafers, for the same reason bakeries settle near flour mills.

For national context, and only as context: India's sanctioned semiconductor programme now spans roughly a dozen projects across the country with cumulative approvals of about Rs 1.64 lakh crore. That is an India-wide figure and must never be attributed to Dholera alone [context]. Dholera's share of it is the largest single commitment, and, more important, the only full-scale commercial fab among the early wave.

One correction this book must repeat, because the error is everywhere: Micron's assembly and test plant is at Sanand, near Ahmedabad, not at Dholera. Crediting it to Dholera is the most common factual mistake in casual coverage, and a reference that borrows a neighbour's trophies stops being a reference.

The honest summary of Semicon City in 2026: one fab rising in concrete and steel, one SEZ notified around it, two more units cleared on paper, one world-critical equipment partner signed, and a materials ecosystem circling in MoUs. That is not a finished cluster. It is exactly what the second year of a real one looks like.

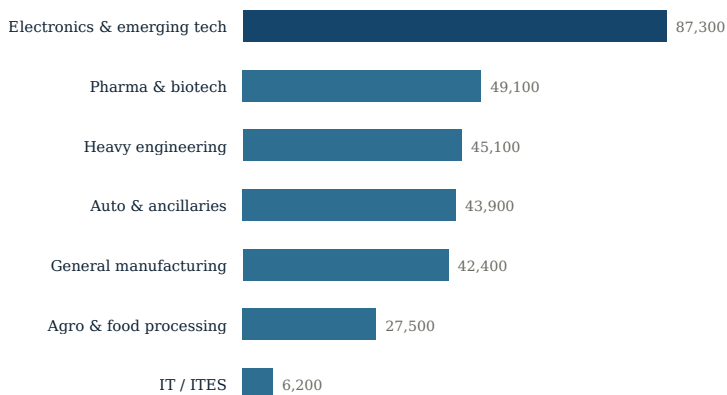


Chapter 8. Twenty-One Thousand Jobs and Counting

Cities are not made of buildings. They are made of payrolls.

Every credible number about Dholera's future population runs through one question: who will be paid to be there? The official answer exists, and unusually for a promotional subject, it comes with arithmetic attached.

Figure: what 800,000 jobs is made of



Direct industrial employment potential by sector [target, DSIRDA plan]. Total direct ~312,900; indirect ~483,630.

Source: DSIRDA Sanctioned Development Plan employment arithmetic, Chapter 8.

The development authority's sanctioned plan documents put full-build employment at more than 800,000 jobs, a target the development company states on its own official page [target, green-sourced]. The plan's internal breakdown is what makes the number worth printing: roughly 312,900 direct industrial jobs and about 483,630 indirect ones. The sector split of that direct employment potential reads like a manifest for the city's intended personality: about 87,300 jobs in electronics and emerging technology, 49,100 in pharmaceuticals and biotech, 45,100 in heavy engineering, 43,900 in automotive and ancillaries, 42,400 in general manufacturing, 27,500 in agro and food processing, and 6,200 in IT services [green, DSIRDA plan].

Set against that target, the confirmed pipeline of 2026 is early but real. The Tata fab's stated direct and indirect employment exceeds 20,000 [durable]. The notified SEZ around it carries a reported figure near 21,000 [reported]. The two additional cleared semiconductor units add a reported 2,200 plus [reported]. NX Logistics is reported at about 400 jobs [reported]. Beyond these sit the construction payrolls, thousands strong and visible at shift change, which build the city but will not inhabit it.

It is worth being honest about the gap, because the gap is the story. Confirmed and reported commitments in 2026 amount to some tens of thousands of eventual jobs against a full-build target of eight lakh. Anyone selling you the target as a schedule is skipping the middle. But anyone dismissing the target should explain the trajectory: the plan allocates 11,000 hectares to industry, the first 545 acres are already allotted with Tata Chemicals named among the anchors, and over a thousand further industrial acres stood ready for allotment as of mid-2026 [green, NICDC DMU]. Payrolls follow allotments the way harvests follow sowing, with a lag and with losses, but not by accident.

One lapsed number deserves its burial here so it stops haunting search results: the old goal of about 80,000 jobs and 1.2 lakh residents by 2020 was not met and has been overtaken by the current phasing. This book prints it once, as history, so you recognise it when an old brochure tries to sell it to you as news.

The chip city, then, is not a skyline. It is a hiring plan with a skyline attached. The next question is how all those future employees, and everything they make, will get in and out. That is a story about one road, one runway, and one railway, and it is the best-documented part of Dholera's entire future.



Postcard: Monsoon, 2026

An imagined postcard, grounded in the record. The people are invented; every place and fact they mention is sourced in the chapters around them.

The bus drops the second shift at the fab gate just as the rain lets up, and for a minute nobody moves, because the light after a Bhal shower is worth being late for. Steam comes off the new concrete. The crane line stands against a sky the colour of wet steel, and somewhere behind the hoarding a thousand people are finishing a day the country will never hear about: another slab cured, another duct pulled, another metre of a cleanroom that has to be finished before the machines with two-year waiting lists arrive.

A fitter from Botad eats his tiffin on the canal steps because it is the only place in a hundred square kilometres that already feels like a city instead of a site. Egrets work the shallows. A YouTuber's drone goes over, the fourth today; he waves at it, out of habit now. His cousin asked him on the phone what Dholera is like, and he gave the only honest answer a man on the inside of a beginning can give: bhai, it is mostly sky. But the pipes are already under the roads, the lights

come on by themselves at dusk, and the runway twenty kilometres out has already been kissed once by an aeroplane.

He does not own land here. He owns something stranger: the knowledge that when the city finally shows up to its own address, he will be able to point at the third floor of a building full of machines and say, that part is mine, I poured it, monsoon of twenty-six.

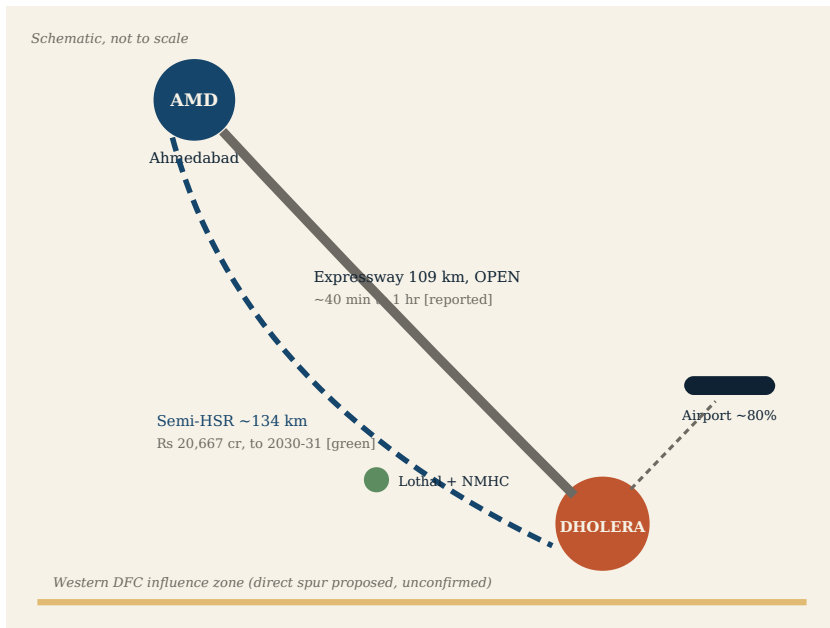


Part III. The Ways In

Chapter 9. The Road That Opened

Infrastructure has a habit of being boring right up until the day it changes everything. The Ahmedabad-Dholera Expressway spent a decade as a line on maps and a ledger of contracts. Then, on 31 March 2026, it became the thing that makes every other Dholera promise plausible.

Figure: three ways in, one lattice



Statuses as of July 2026, per Chapters 9 to 11. Not to scale.

Treat the road as the first stroke of a larger drawing, because that is what the plans show. The expressway runs about 109 kilometres from the Sardar Patel Ring Road at Ahmedabad down the spine of the Bhal to the SIR, four lanes built on a footprint that allows expansion to eight, with a design speed of 120 kilometres per hour, built by the National Highways Authority of India [durable]. Some official material describes the operating configuration as six-lane; the as-built lane count is one of those small facts this book flags for verification rather than smooths over [flag].

What the road already does is measurable in minutes: the trip that took above two hours now takes roughly forty minutes to an hour [reported]. What it will do is structural. Every plan in this book, the fab's supply trucks, the airport's passengers, the future commuter, leans on this corridor. The high-access corridor zoning in the master plan strings development along it deliberately, the way older cities grew along rivers.

Around the expressway, the rest of the road lattice fills in on the record. Inside the region, the roughly 72 kilometres of internal roads in the Activation Area are built to final cross-sections, 18 to 70 metres wide, with utility corridors beneath and a reserved rapid-transit right of way down the central spine [reported, DICDL]. The state budget for 2026-27 put Rs 610 crore specifically toward Dholera trunk and logistics

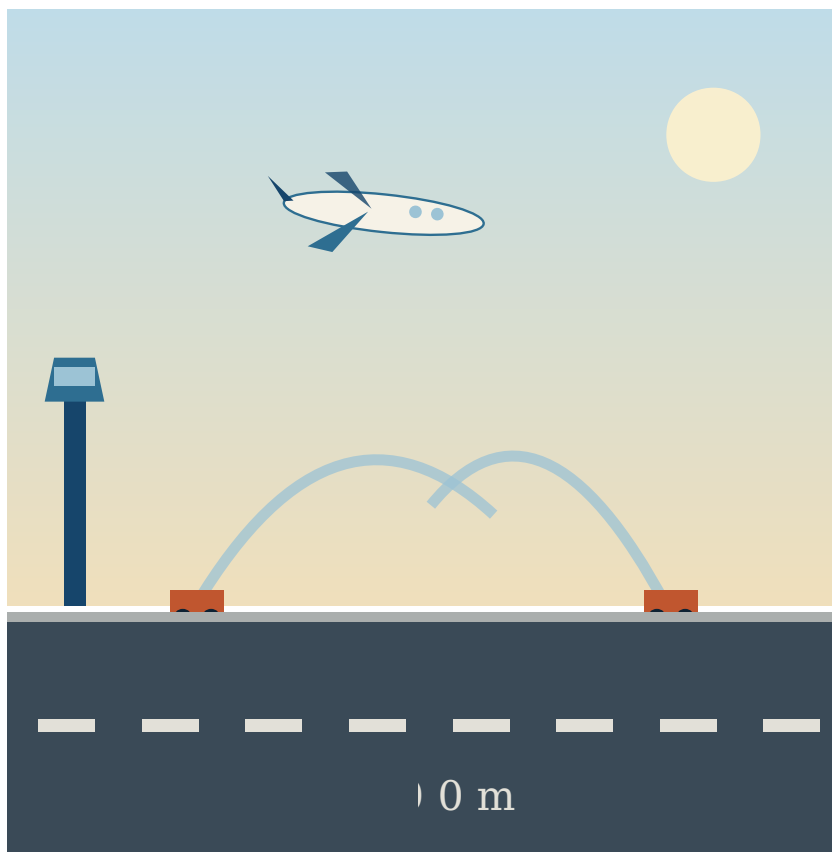
infrastructure, partly through the Developed Gujarat Fund [reported, Feb 2026]. Farther out, the region sits inside the influence zone of the Western Dedicated Freight Corridor, the country's heavy-freight railway backbone, though a direct Dholera spur to it remains proposed rather than confirmed, a distinction Chapter 11 keeps precise.

A traveller's note that doubles as a data point: the drive itself has become the region's best advertisement. The YouTube genre of expressway drive-throughs, dashcam runs from ring road to canal front, is now one of the more reliable public records of construction progress, updated weekly by strangers. A city being watched into existence by amateur cameras is a very 2026 way to be born.

The road is open. The runway is next, and it is twenty kilometres and one final monsoon away.



4 June 2026: the first landing, water cannons ready



Original artistic rendering for this book, not a photograph.

Chapter 10. The Runway Waits for October

On the morning of 4 June 2026, near a village called Pipli, a small aircraft with the registration VT-CNS did something no aircraft had ever done: it landed at Dholera.

It was an Airports Authority of India calibration flight, the kind that tests navigation aids and runway systems before an airport can think about passengers. The fire tenders gave it a water cannon salute anyway, because everyone on the apron understood the moment. A runway that has accepted one aircraft is categorically different from a runway that has accepted none [reported, Jun 2026].

Here is the airport as the record states it. Dholera International Airport is being built about 20 kilometres from the SIR and about 80 kilometres from Ahmedabad, by a special purpose vehicle owned 51 percent by the Airports Authority of India, 33 percent by Gujarat, and 16 percent by the national industrial corridor corporation [durable]. Phase one is a single 3,200 metre runway, Code 4E, which is long enough for wide-body aircraft, with a passenger terminal of about 25,000 square metres and a cargo terminal of roughly

2,500 square metres [durable specs, cargo reported]. Phase-one cost is reported around Rs 1,305 crore, with the civil works contract at about Rs 636 crore and the terminal contract at about Rs 333 crore [reported]. Initial passenger capacity is cited variously as 2, 2.8 or 3.5 million a year across sources; this book prints approximately 2 million initially and flags the spread [flag].

Status, as of this book's press date: roughly 80 percent complete overall after a review led by the Union Civil Aviation Minister, with runway, taxiways and control tower reported finished and the terminal about three quarters done. Commercial operations are targeted for September or October 2026 [reported/target, Jul 2026].

Now the sentence this series is honour-bound to include: the airport's opening date has slipped repeatedly since planning began, and an earlier December 2025 target was missed. The correct way to hold the current date is exactly how the record holds it, as a target under active work, verified by an unusually senior review, and still a target. When it opens, this paragraph retires happily.

The more interesting future hides in a memorandum. In July 2026, Embraer, the Brazilian aircraft maker, and Adani signed an MoU exploring Dholera airport as the site of a final assembly line for a Made in India civil

aircraft, with a horizon around 2028 and the site not yet finalised [reported, MoU-stage]. Read that with both labels on: exploratory, unconfirmed, and, if it lands, transformative. Airports that assemble aircraft belong to a different economic species from airports that merely receive them. Defence and aviation are already named priority sectors in the plan; the master plan holds land for exactly this kind of tenant.

An airport, a fab, and a city, all targeting the same few quarters. The plan has one more way in to build, and it runs on rails.

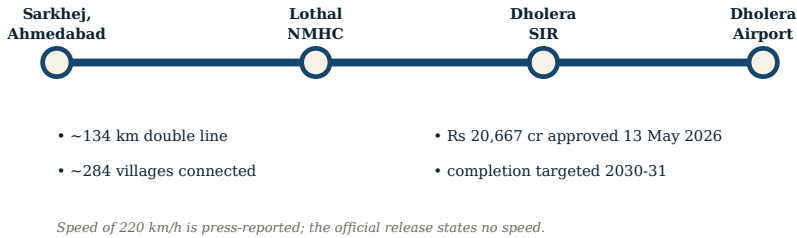


Chapter 11. Rails to the Future

The newest of Dholera's three arteries exists today as the strongest kind of paperwork: a Cabinet decision with a budget attached.

On 13 May 2026, the Cabinet Committee on Economic Affairs, chaired by the Prime Minister, approved the Ahmedabad (Sarkhej) to Dholera Semi High-Speed Rail: a double-line project of about 134 route kilometres at a cost of approximately Rs 20,667 crore, described as India's first semi high-speed rail built on indigenous technology, connecting Ahmedabad, the Dholera SIR, the upcoming Dholera airport, and the Lothal National Maritime Heritage Complex, with completion targeted up to 2030-31 [durable approval, green, PIB].

Figure: the approved railway, station by station



Source: PIB Release ID 2260624, 13 May 2026 [green]; Chapter 11.

Every phrase in that sentence earns its place. Double line means capacity for real frequency, not a token shuttle. The Lothal stop stitches a five-thousand-year-old port into the commuter shed of a semiconductor city, which may be the single best sentence Indian infrastructure has produced this decade. And the official release adds a detail the brochures skip: the alignment enhances connectivity for about 284 villages with a combined population of around five lakh [green]. A railway built for a new city will spend its first years serving very old ones, which is how the economics of corridors are supposed to work.

One number requires the asterisk this series exists to provide. The speed. Press coverage universally quotes 220 kilometres per hour and journey times of 45 to 48 minutes. The government's own release states the cost, the length, the stations and the timeline, and does not

state a speed [reported speed, green everything else]. So this book says: a semi high-speed line whose widely reported design speed is 220 kilometres per hour, and whose official speed is, strictly, unpublished.

Two older rail stories complete the picture, both labelled. The Bhimnath-Dholera freight line, proposed under the industrial corridor programme as far back as 2013 and approved at board level in 2021, remains without a current construction timeline; it is the plan's designated heavy-freight answer, waiting its turn [reported, long-pending]. And an Ahmedabad-Dholera mass rapid transit proposal reported as approved around 2021 has an unknown current status, very likely superseded by the 2026 semi high-speed project [flag]. The reserved transit corridor down the city's central spine, meanwhile, sits ready for whatever finally runs on it.

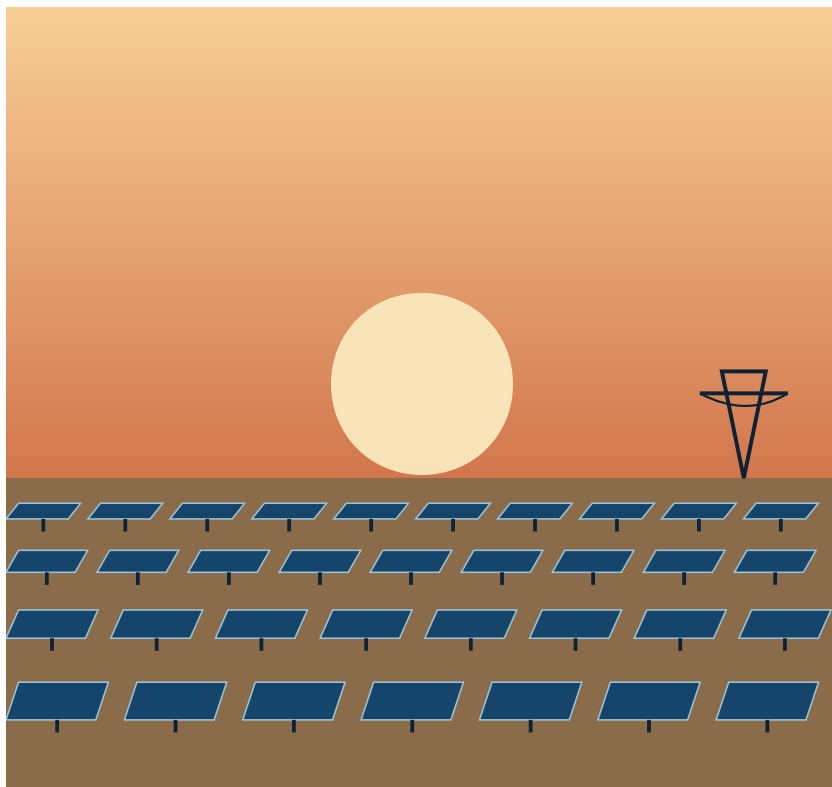
Add the three arteries together and notice what kind of city they describe. A road for trucks and cars, open. A runway for people and cargo, months from opening on the current target. A railway for everyone else, funded and dated. In 2026 Dholera is a city you drive to. By the early 2030s, on the record as it stands, it intends to be a city you fly to, ride to, and, if you are a wafer or a solar module, ship from. The remaining question is what powers, waters, and thinks for all of it. That is Part IV.

Future is Dholera



Part IV. Power, Water, Intelligence

A field of mirrors: 873,012 modules tracking the sun



Original artistic rendering for this book, not a photograph.

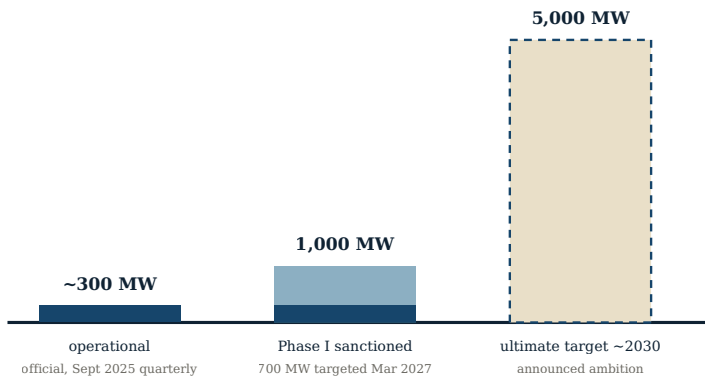
Chapter 12. A Field of Mirrors

From the perimeter road the solar park looks like the sea came back to the Bhal. Row after row of dark panels tilt in unison through the day, 873,012 of them across roughly 1,320 acres, tracking the sun on what Tata Power describes as India's largest single-axis tracker installation [company]. This is the region's quietest anchor: no cranes, no countdown, just 300 megawatts flowing since commissioning.

The official ladder above those panels is worth stating precisely, because the difference between its rungs is the difference between electricity and marketing. The Central Electricity Authority's quarterly record shows Phase I of the Dholera Ultra-Mega Solar Park sanctioned at 1,000 megawatts under Gujarat Power Corporation, with about 300 megawatts commissioned and 700 megawatts under development, awarded to Tata Power, ReNew, SJVN, Vena and TEQ Green, targeted for March 2027 after delays rooted in tariff disputes [durable, official Sept 2025]. The park's ultimate announced ambition is 5,000 megawatts by around 2030 [target]. Some 2026 coverage claims more than 1,200 megawatts already commissioned;

that figure is unreconciled with the official record, and this book prints roughly 300 as the operational number until a newer official quarterly says otherwise [flag].

Figure: the solar ladder, operational to ambition



Sources: CEA quarterly Sept 2025; targets as announced. Chapter 12.

Why does a land story need a power story this badly? Because every tenant Dholera courts is power-hungry in a specific, modern way. A semiconductor fab runs day and night and cannot tolerate a flicker. Data centres are rated in megawatts the way trucks are rated in tonnes. The state's new data centre policy mandates that at least 51 percent of a centre's electricity come from green sources [reported], which turns adjacency to a giant solar park from a nicety into a site-selection criterion. The plan understood this

early: clean generation inside the region, a strategic infrastructure zone for it in the land-use table, and the transmission bones laid with the trunk work.

The honest caveat scales with the ambition. Three hundred operational megawatts is a strong start and a small fraction of what a 7.5 gigawatt data-centre dream would demand. The gap gets filled, if it gets filled, by the 700 megawatts under award, the park's later phases, and the wider grid. Print the rungs, not the ladder's shadow.

At sunset the tracker rows tilt to their night position almost together, a field-wide mechanical exhale. It is the most futuristic thing you can watch in Dholera today, and it is already yesterday's news there. That is what an anchor looks like.



Chapter 13. The Thirst of the Machines

Every planned city has one question it must answer before all others. For Dholera the question is water, and this book will not pretend otherwise, because the plan itself does not.

Begin with what exists. The Activation Area's water system is built and operating: a treatment plant of about 50 million litres per day, service reservoirs, a potable network with smart meters and leak detection, and, unusually for India, a separate recycled-water network so that treated wastewater does industrial duty instead of vanishing [reported, DICDL]. The stormwater system feeds the 6.5 kilometre canal. For the current scale of the city, water is a solved problem.

Figure: the water ladder, built to unknown



Water is the plan's most honestly stated open question. Chapter 13.

Sources: DICDL 2024 interview; tender reporting, Jul 2026.

The future is a taller order, and the record states it with unusual candour. Current desalination capacity at Dholera is about 20 million litres per day, adequate for the Activation Area and little more [reported]. On 9 July 2026 the development company issued a tender to appoint consultants for a 200 MLD seawater desalination plant, a ten-fold step [reported, concrete action]. And officials concede on the record that the final region-wide water requirement, especially if the data-centre ambitions land, is still unknown [reported]. A senior admission of unknown is worth more to a careful reader than a confident brochure number, and this series treats it as a point in the plan's favour.

Geography deals the hand here. The region is coastal, so seawater is limitless and desalination is the designated long-term source; the same coast puts roughly a third of developable land inside the Coastal Regulation Zone, constraining what can be built where [reported]. The Bhal's flatness that blesses the grid also complicates drainage, which is why the canal and graded stormwater engineering came first. None of this is a flaw discovered late. It is the terrain the plan was written on.

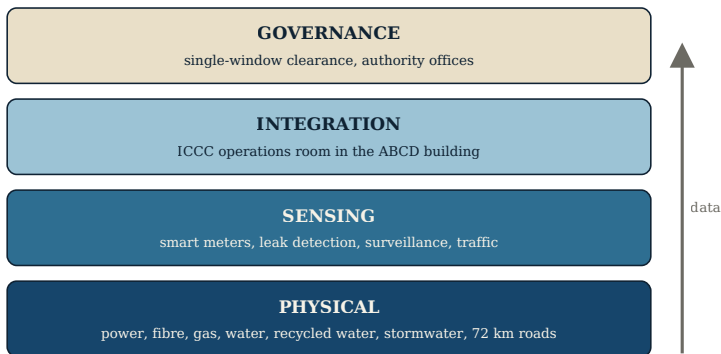
So the honest water ledger of 2026 reads: built for today, tendered for tomorrow, unquantified for the day after. Machines are thirstier than people, and the machines are arriving first. Watch the 200 MLD procurement the way you watch the fab's first silicon. They are the same kind of milestone: quiet, technical, and decisive.



Chapter 14. The City That Watches Itself

There is a moment in every tour of the ICCC when a visitor realises the city is already talking to itself. A pressure anomaly in a water main surfaces on a screen before any resident could have noticed it, mostly because there is no resident there to notice. The city has been running in rehearsal, full instrumentation, minimal audience, for years.

Figure: the plug-and-play stack, bottom up



Per DICDL official descriptions of the Activation Area [reported]; Chapter 14.

This chapter is about the stack that makes that possible, told once and plainly. At the bottom, the physical layer laid before anything visible: power distribution, ICT and fibre ducts, piped gas, potable and recycled water, sewerage, stormwater, all underground along the road reserves [reported, DICDL]. Above it, the sensing layer: smart meters, leak detection, environmental monitors, traffic and surveillance systems. Above that, the ICCC in the ABCD building, the integration layer where utilities, safety and traffic meet in one operations room [reported]. And at the top, the governance layer, because the same building houses the single-window that processes an investor from application to allotment.

The claim behind the stack is called plug-and-play, and it is Dholera's genuine differentiator among Indian cities [reported, authority]. An industrial plot here is sold with its utilities already at the boundary: power, water, gas, fibre, drainage, road. For a factory, months of coordination compress into a connection appointment. India has excellent industrial parks, but a full city designed this way, at this scale, is the thing Dholera can claim that almost nowhere else in the country can. The careful version of the claim, and the one this book endorses, is scoped: the plug-and-play

promise is demonstrated in the Activation Area's 22.5 square kilometres and is the template for the phases beyond [durable area, reported capability].

Two footnotes keep the chapter honest. The walkable common utility tunnel that appears in promotional renders is not officially confirmed as built; label it promotional until the record improves [flag]. District cooling, a staple of such renders, has unknown status [flag]. The stack that is confirmed is impressive enough without borrowing from the renders.

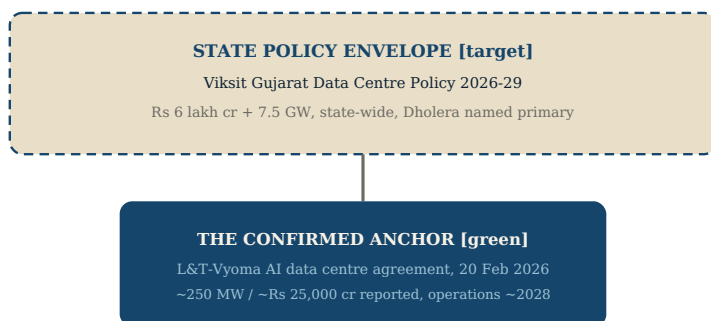
What does a self-watching city become when the people arrive? The optimistic answer: a place where the meter reading, the pothole complaint and the streetlight fault are already known to the operators before the phone call. The measured answer: an infrastructure whose maintenance culture will be tested only when it has millions of daily users. The rehearsal has been long. The performance is scheduled across Part VI.



Chapter 15. The Data Centre Bet

In July 2026, Gujarat made a wager large enough to reframe what Dholera is for. The Viksit Gujarat Data Centre Policy 2026-29, the state's first dedicated data-centre policy, launched on 9 July 2026 with targets of over Rs 6 lakh crore in investment and 7.5 gigawatts of capacity, and it names Dholera as the state's primary location [reported, Jul 2026]. Reported investor demand was already near twice the capacity on offer [reported]. A senior minister's stated ambition that Dholera become the world's largest data centre city is exactly that, a stated ambition, and wears the label [aspiration].

Figure: the data-centre bet, sorted by evidence



Announced elsewhere and flagged: Tsingshan ~Rs 21,000 cr [reported]; Tillman ~Rs 83,000 cr [downgraded, likely conflated].

Constraint carried from Chapter 13: cooling water. The 51% green-power mandate ties racks to the solar park.

Sources: newsonair.gov.in; policy press coverage, Jul 2026. Chapter 15.

Before the numbers run away with the chapter, sort them into the tiers this series lives by. The Rs 6 lakh crore and 7.5 gigawatts are state-wide policy targets, not Dholera-committed capital, and no honest page attributes them to one location. The confirmed Dholera anchor is specific: an agreement between the state and L&T's Vyoma venture for an AI data centre at Dholera, confirmed by the central government's own news service on 20 February 2026, with reported scale of about 250 megawatts and around Rs 25,000 crore, operations targeted around 2028 [green agreement; reported size]. Beyond it, announcements circle: a Tsingshan steel and battery plant reported near Rs 21,000 crore, and a widely repeated Tillman hyperscale figure of Rs 83,000 crore that this series

has downgraded because the traceable Tillman project of record is in Andhra Pradesh at a fraction of that size [reported; flagged]. Announced is not built. The ledger stays clean.

Why would the cloud choose the Bhal? The reasons are unglamorous and real. Land in contiguous, serviced parcels. A solar park next door in a policy regime that mandates 51 percent green power. Fibre in the ground from day one. An essential-service classification for data centres under the new policy, with a nodal department attached [reported]. And the same expressway-airport-rail lattice that serves wafers serves server racks.

The bet's weak point is the previous chapter's subject. A gigawatt-class data centre campus drinks cooling water at industrial scale, and the policy's own answer, captive desalination, is at the consultant-tender stage. The 7.5 gigawatt dream and the 200 MLD plant are the same bet at two scales, and both are honestly labelled works in progress.

So the chip city acquired a second identity before finishing its first: a place where India proposes to make chips and then think with them. Fabs, panels, racks. Silicon three ways. Whether the second identity matures on schedule is a question for the reader's

watchlist in Part VIII, but the policy's date, its targets and its first green-lit anchor are now matters of record, and the record is what this book walks on.



Postcard: A First Week, 2031

An imagined postcard from the near future, grounded in the record. If the targets of Part III and Part IV held, this is an ordinary Tuesday; if they slipped, it is a Tuesday postponed, not cancelled.

She took the morning train from Sarkhej because her father refused to believe it existed. Forty-something minutes, a stop where the guidebook said a Harappan dock was older than the pyramids, and then the flat gold country opening up exactly the way the drone videos promised in her college years. Process engineer, batch of 2030, first posting. Her offer letter says Dholera the way her father's once said Pune.

The induction talk is half safety briefing, half civics lesson. The fab runs day and night; the city watches itself from a building shaped like a promise; the tap water is smart-metered and the second pipe is recycled, do not mix them up. Her hostel window faces the canal, and in the evening the promenade fills with a crowd you could not have assembled five years ago: Taiwanese process veterans, Gujarati site engineers, a

data-centre shift crew arguing about cricket, somebody's grandmother visiting from Bhavnagar to see what all the fuss is.

On Sunday she does what everyone's first Sunday here is: the ruins at Lothal, one stop up the line. She stands where somebody stood five thousand years ago watching ships come in, and thinks about the wafer lots she will watch tomorrow, and decides the place is not new at all. It is a very old idea, back at work.

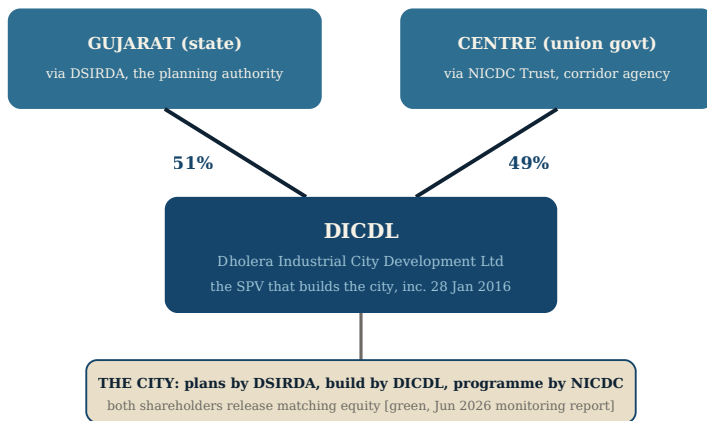


Part V. The Government Machine

Chapter 16. Who Actually Builds a City

Ask who is building Dholera and most answers name a company or a politician. The accurate answer is a structure, and the structure is the most under-appreciated design decision in the whole project.

Figure: who actually builds the city



Structure per official records; Chapter 16.

Three bodies share the work, each with a distinct job. The Dholera Special Investment Region Development Authority, DSIRDA, is the statutory planning and land authority, created under the Gujarat Special

Investment Region Act of 2009; it sanctions the plans, runs the town planning schemes, and administers the land [durable]. Dholera Industrial City Development Limited, DICDL, is the special purpose vehicle that actually builds the city, incorporated on 28 January 2016 and owned 51 percent by Gujarat through DSIRDA and 49 percent by the Centre through the NICDC Trust [durable]. And the National Industrial Corridor Development Corporation, NICDC, formerly DMICDC, is the central nodal agency for the entire industrial corridor programme, of which Dholera is the flagship node [durable].

The 51-49 split is the sentence to underline. Most Indian urban projects belong to one government and suffer for it: state projects starve when the Centre changes priorities, central projects stall when the state stops cooperating. Dholera's build vehicle is co-owned in nearly equal measure, which means both governments have skin, both release equity, and neither can quietly abandon it without writing off its own balance sheet. The central monitoring report of June 2026 shows the mechanism working as designed: Rs 2,784.83 crore of approved activation packages matched by an equal equity release, and 48.31 square kilometres of land formally transferred to the company [green, NICDC DMU].

Names rotate through these structures, and this book records the mid-2026 configuration with that caveat: DICDL's managing director is Vijay Nehra, IAS, who is also chief executive of DSIRDA, with NICDC's chief executive and managing director Sumita Dawra on the board, alongside infrastructure veteran S. S. Rathore [reported, officers change]. The design survives every transfer order, which is the point of having a design.

Around the core sit the enablers Chapter 17 will walk through, and above it sits the programme context: in August 2024 the Cabinet approved twelve new industrial cities under the national programme, which sounds like dilution until you notice what it confirms, that the Dholera model, plan first, SPV-build, dual ownership, is now the national template, with Dholera as the eldest sibling and proof of concept [reported, PIB].

Cities are usually built by accretion and argument. This one is being built by a company with two shareholders who both happen to be governments. Whatever else that is, it is a genuinely new way to make an Indian city, and eighteen years from now, urban planners will study whether it worked. This book's job is to show you the machine while it runs.



Chapter 17. The Single Window

There is a room in the ABCD building where the whole Gujarat pitch condenses into furniture: a counter where an industrial applicant is supposed to need to go, and no second counter.

Figure: the industrial investor's path



Result on the ledger, Jun 2026: 545 acres allotted (476 industrial), 1,043 industrial acres ready [green].

Bodies and ledger per Chapter 17 sources.

The single window is a philosophy made of institutions, and the institutions are worth knowing by name because they are the ones an investor actually meets. iNDEXTb, the Industrial Extension Bureau, is the state's investment promotion and facilitation agency, the official first door for any investor, domestic or foreign [green]. The Gujarat Industrial Development Corporation, GIDC, runs about 239 industrial estates and builds the state's industrial backbone [green]. The

Gujarat Infrastructure Development Board, GIDB, is the apex authority for infrastructure approvals and public-private partnerships, now integrated with the national PM Gati Shakti logistics-planning stack [green]. The Industries Commissionerate holds the industrial policy. At Dholera specifically, DSIRDA's own single-window clearance operates from the ABCD building, so that regional approvals live where the region's records live [reported].

The path an industrial anchor walks, assembled from these pieces, looks like this. Inquiry and facilitation through iNDEXTb. Sector fit and incentives against the live industrial policy. Land identification with DSIRDA and DICDL, drawing on parcels from half a hectare to 150 hectares in the plan's industrial zones [green plan]. Allotment, with utilities already at the plot line. Clearances through the single window. The central monitoring file then records the result in its dry ledger: 14 plots, 545 acres allotted, 476 of them industrial, Tata Chemicals among the anchors, 1,043 industrial acres ready for the next applicant [green, Jun 2026].

Policy is the wind behind the counter, and it shifted in 2026. The Gujarat Industrial Policy 2020, with its roughly Rs 8,000 crore annual outlay, ran its five-year term to August 2025 [green]; a successor policy under the Viksit Gujarat 2047 vision was announced around June 2026, with final details best confirmed from the

gazette rather than headlines [reported, verify]. The state's semiconductor policy and the new data-centre policy layer sector-specific incentives on top, and the state's cumulative FDI record, large by any national measure, is the background evidence that the machinery converts interest into factories at scale [external, verify current figure].

No single window is frictionless in practice, and this book has no way to audit waiting times. What it can verify is architecture: Dholera is the only Indian greenfield city where the planner, the builder, the clearance counter and the city's own operations room share one address. Bureaucracy compressed into one building is still bureaucracy. But it is bureaucracy with nowhere to hide, and that is not nothing.



Chapter 18. The Schemes and the Cheques

Every ambitious project in India eventually faces the same audit: strip away the announcements and count the cheques. This chapter is that audit, run with the tier labels this series uses everywhere. Green means a government-primary source. Reported means credible press. Target means a stated goal. The tiers are the chapter.

Figure: the cheque audit, tier by tier

GREEN: approved, agreement-backed, government-primary

Tata-PSMC fab	Rs 91,000 cr
Semi high-speed rail	Rs 20,667 cr
Activation infrastructure + equity	Rs 2,784.83 cr x2
L&T-Vyoma agreement	signed

Retired:
the circulating
“Rs 2.5 lakh cr
committed” figure,
untraceable to any
green ledger.

REPORTED: credible press, unconfirmed at source

Two more semicon units	>Rs 3,900 cr
State budget Dholera line	Rs 610 cr
Tsingshan / Jabil / INOX plans	announced
Corridor-level private pipeline	>Rs 1.5 lakh cr

TARGET: direction without cheques

Data-centre policy envelope (state-wide)	Rs 6 lakh cr
Solar ultimate	5,000 MW
Jobs at full build	800,000+

Every line dated and sourced in Chapter 18.

The green tier, money with paper trails. The India Semiconductor Mission covers half the eligible cost of the Tata fab, whose Rs 91,000 crore commitment was Cabinet-approved in February 2024 and locked by a fiscal support agreement on 5 March 2025 [green]. The activation-area infrastructure carries Rs 2,784.83 crore of centrally approved packages with matching equity released, per the June 2026 monitoring report [green]. The semi high-speed rail carries a Cabinet-approved Rs 20,667 crore [green]. The L&T-Vyoma data centre

agreement is confirmed by the government's own news service [green agreement]. The environmental clearance dates to 19 September 2014, an unglamorous document that everything else stands on [green].

The reported tier, credible but unconfirmed at source. The Gujarat Budget 2026-27 line of Rs 610 crore for Dholera trunk and logistics infrastructure [reported, Feb 2026]. The two additional cleared semiconductor units above Rs 3,900 crore [reported, May 2026]. The Fujifilm materials MoU [green release, exploratory]. The Tsingshan, Jabil and INOX plans [reported]. A cumulative headline this series accepts with its exact wording: over Rs 1.5 lakh crore of confirmed private investment across the Dholera and NICDC pipeline, a corridor-level figure, never to be quoted as Dholera alone [reported]. A retired headline this series no longer uses at all: the circulating Rs 2.5 lakh crore committed to Dholera, untraceable to any green ledger [retired].

The target tier, direction without cheques. The Rs 6 lakh crore data-centre policy envelope, state-wide [target]. The 5,000 megawatt solar ambition [target]. The 800,000-job full build [target]. State semiconductor-ecosystem allocations near Rs 40,000 crore that span Dholera and Sanand and must not be booked to either alone [reported, state-wide].

Notice what the sorted ledger reveals. The green tier alone, fab plus rail plus activation infrastructure, exceeds Rs 1.14 lakh crore of approved, agreement-backed commitment touching Dholera directly. That is the number a sceptic cannot dismiss, because every rupee of it has a release ID, a Cabinet minute, or a signed agreement behind it. The taller numbers above it are real policy and real ambition, but they are weather, not ground. This series builds only on ground.

One scheme deserves a closing word because readers ask: there is no scheme that guarantees a land buyer anything. Incentives in every policy above flow to industrial investors, not plot purchasers. The first two books covered the buyer's side of the ledger in detail; this book simply notes that the government's cheques build the city, and the city is the only thing a careful reader should be counting.



Chapter 19. The Endorsement Economy

Some infrastructure is made of concrete. Some is made of attention. Dholera has spent two decades accumulating the second kind, and it converts to the first more directly than cynics assume.

Start at the top of the attention ledger. Dholera is publicly identified with the Prime Minister, who announced the project's modern form as Gujarat's chief minister in 2013, inaugurated its expressway in March 2026, and whose government's corridor agency brands it India's First Semicon City [reported positioning]. At the Vibrant Gujarat Global Summit of January 2024, Dholera featured as a flagship manufacturing destination [reported]. This is not trivia. In India's political economy, a project fused to the national flagship narrative gets its files moved, its ministers' review visits, and its Cabinet slots, and Dholera's 2026 calendar, an expressway inauguration, a rail approval, two semiconductor clearances and an aviation-minister site review inside five months, is what that looks like in practice.

The attention is going international, with labels. The official portal's own gallery records delegation visits including the Ambassador of Japan, and reported Japanese collaboration threads through the corridor programme's history, which was itself born of an India-Japan initiative [reported, verify specifics]. ASML's engagement with the fab put a Dutch flag on the map. Fujifilm's exploratory MoU adds a second Japanese corporate marker [green release]. Embraer's airport MoU adds a Brazilian one [reported]. None of these are cheques, and Chapter 18 already banked what is bankable. But site selectors read flags: each foreign marquee that engages lowers the perceived risk for the next one. Momentum in industrial development is substantially a coordination game, and endorsements are its currency.

Then there is the strangest layer of the endorsement economy: the amateur one. Dholera may be the most YouTubed construction site in India, its progress documented weekly by drone hobbyists, drive-through channels and property vloggers, its name algorithmically welded to phrases like India's Shanghai. This book has quoted none of them as sources, and the comparison to Shanghai is marketing, not analysis. But the phenomenon itself is data. Public, continuous, crowd-sourced surveillance of a government project is a form of accountability no press

office can manufacture or fully control, and it has made Dholera's progress unusually hard to either hide or exaggerate.

The chapter's caution costs one paragraph. Attention reverses. Flagship status survives governments imperfectly, summit headlines age badly, and a project that borrowed the national spotlight in its rise would feel any national reprioritisation in its ribs. The first two books priced that risk explicitly. Here it stands as a single honest sentence between the reader and the momentum, which, as of this press date, is dated, sourced, and running in one direction.



Part VI. The City of 2030, 2035, 2042

2030, as the approvals describe it: the working city



Original artistic rendering for this book, not a photograph.

Chapter 20. 2030: The Working City

Set the time machine four years ahead and be strict about the fuel: only approvals, phasing documents and dated targets already on record, each keeping its label. What follows is not prophecy. It is the year 2030 as the paperwork describes it, with this book's flags where the paperwork has slipped before.

Morning, 2030. A commuter train leaves Sarkhej in Ahmedabad on the semi high-speed line, funded at Rs 20,667 crore with completion targeted up to 2030-31, which means that on the record's own window this train is either newly running or in final trials as the decade turns [green approval, target window]. It stops near Lothal, where the National Maritime Heritage Complex is drawing tourists, then reaches a city that now works for a living.

The fab is the alarm clock. On reported schedules, commercial production began around mid-2028 after first silicon in trial around late 2026 into 2027; by 2030 the plant is in the unglamorous phase that actually matters, yield-climbing at scale toward its 50,000 wafer-per-month design capacity, with its stated 20,000-plus direct and indirect jobs materialising

through the ramp [reported/target; ramp pace unknown]. Around it, the notified SEZ and the two additional cleared units are somewhere between construction and early output [reported approvals; status projected]. The airport, which targeted operations for late 2026 after repeated earlier slips, has by 2030 either matured into its initial roughly two-million-passenger capacity or become this book's most conspicuous missed date; the record permits either sentence, and a 2030 reader will know which one survived [target, flagged].

On the ground, Phase II is the visible change. The sanctioned plan's second phase, town planning schemes three and four totalling about 126 square kilometres, carries an official window of 2023 to 2032, so by 2030 its trunk works are the region's active construction front while the Activation Area fills in behind it [green plan, phasing window]. The 700 megawatts of awarded solar were targeted for March 2027; by 2030 the park's Phase I gigawatt is, on the record, complete or explaining itself [durable award, target date]. The L&T-Vyoma data centre targeted operations around 2028 [reported], and the 200 MLD desalination plant has moved from consultants toward construction if the water schedule held [projected from tender].

Population is the number this chapter refuses to invent. No credible current source states a 2030 population figure, and the old lapsed 2020 targets teach exactly this lesson. What the record supports is a description: by 2030 Dholera is a working city rather than a living one, tens of thousands present by day for the fab, the sites, the logistics and the services, with residential life concentrated in early pockets. Cities begin as payrolls. The payroll era is 2030.



**2035, as the vision describes it: the living city,
labelled a vision**



Original artistic rendering for this book, not a photograph.

Chapter 21. 2035: The Living City

Every planned city crosses an invisible line when it stops being a project and becomes an address: the first morning when more people wake up inside it than commute into it. On the sanctioned phasing, Dholera approaches that line in the 2030s, and this chapter walks the city on the far side, keeping the vision labelled as vision throughout.

Evening, 2035, on the canal front. This is the hour the master plan was drawn for. The plan's residential, commercial and recreational zones sit deliberately close, engineered to shrink commutes to minutes; its streets carry the pedestrian and cycle lanes built into every cross-section from day one; its buildings answer to green codes; its utilities bill through the smart meters that were in the ground a decade before most of the buildings [green plan; reported infrastructure]. The vision language of the plan describes an IoT-managed grid city with recycled water in every second pipe and a command centre balancing the load, and by 2035 that description has residents to test it against, in the low lakhs if the phasing holds, a formulation this

book chooses precisely because no official mid-2030s population number exists [vision, labelled; no official figure].

What fills the evenings? The plan reserves land for the life between shifts: schools and health facilities in the public facilities zone, a sports and recreation zone, the City Centre zone for commerce, the Knowledge and IT zone already anchored by the ABCD building [green plan, zone types]. The weekend geography writes itself from Part VI's map: Lothal and its maritime complex twenty rail minutes away, Nalsarovar's winter birds, Velavadar's blackbuck, Ahmedabad's old city an hour by road or less by rail [durable attractions]. The Bhal's improbable gift to urban life, an engineered canal that is the region's first landmark, is by 2035 simply where the city walks after dinner.

Who lives here, in this labelled projection? The people the jobs chapters counted: process engineers on fab rotations, data-centre operations staff, logistics managers, construction professionals rolling from Phase II to Phase III, teachers and doctors and shopkeepers arriving at the density that makes their work viable. The plan's arithmetic says roughly 312,900 direct industrial jobs at full build with half a million more around them [target]; 2035 sits partway up that curve at a point no document specifies, and this book will not specify it either.

The honest tension of 2035 is the one every greenfield city has faced: infrastructure can be scheduled, but community can only be grown. Songdo in Korea built brilliance and waited years for warmth; new capitals everywhere have learned that streets fill slower than spreadsheets. Dholera's answer, visible in the plan if you read it as this chapter has, is patience by design: phase the land, anchor the jobs, let the address earn itself. Whether 2035's canal front is lively or merely lit is the single most interesting open question in this book, and no one, including this book, knows the answer. That is what makes it worth the visit.



**2042, as the plan phases it: the finished canvas,
all targets labelled**



Original artistic rendering for this book, not a photograph.

Chapter 22. 2042: The Finished Canvas

Every plan has a last page. Dholera's sanctioned phasing runs three phases over roughly thirty years, with the third phase, town planning schemes five and six totalling about 142 square kilometres, carrying an official window of 2033 to 2042 [green plan]. So 2042 is not a date this book chose for drama. It is the year the paperwork itself calls the end of the beginning, with some documents saying 2040 and this book flagging the spread [flag].

Stand, then, at the ABCD building in 2042, sixteen years after our July 2026 walk, and survey the full canvas as the targets describe it. Around you, roughly 422 square kilometres of urban development across six completed town planning schemes, inside the 920 square kilometre planning envelope whose remainder holds the solar park, green belts, coastal zone and agricultural buffers [durable areas]. Through it, the high-access corridor strung with industry from the expressway, the airport at whatever scale two decades of operations built, the rail line a teenager, the port-adjacent freight spur either finally built or finally buried [statuses projected from record]. The

employment target the development company itself states, more than 800,000 jobs, and the promotional population figure of about a million residents, stand at whatever fraction reality negotiated [targets, explicitly].

This book has spent twenty-one chapters earning the right to say the next sentence plainly. Nobody knows whether 2042's Dholera hits those numbers, and the record's own history, lapsed 2020 targets, a slipping airport, phases that started late, says the honest prior is later and smaller than the brochure, while the record's other half, a fab past halfway, a road open, a railway funded, two governments contractually entangled, says the direction has stopped being reversible. Between those two truths is where a careful reader lives.

What can be said with confidence about the finished canvas is its character, because character is set early and Dholera's is already visible. It will be an industrial city before it is anything else; the plan allocates 11,000 hectares to industry and the anchors are factories, not offices [green plan]. It will be an engineered landscape, flat, gridded, instrumented, canal-cooled, its skyline modest by design and its footprint enormous. It will be a corridor city, its fortunes braided into the freight backbone and the national industrial programme of which it is the eldest child. And it will be, for better

and worse, the reference answer to a question India will ask many times this century: what happens when we plan the city first?

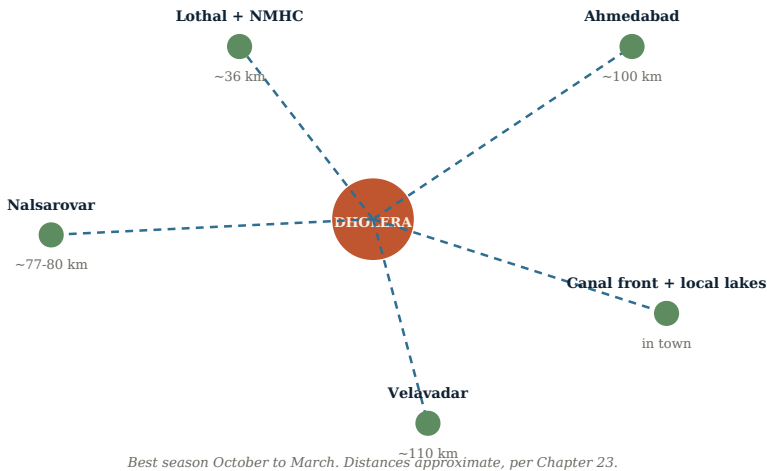
The time machine goes no further, because the record goes no further. The remaining chapters return to 2026 and to the reader: the neighbours worth visiting now, the comparisons worth making, the register of who is building, and the compass for watching all of it honestly.



Chapter 23. The Neighbours of the Future

A city's future includes its weekends. Dholera's map hides a remarkable one: within a two-hour radius of the canal front sits a five-thousand-year-old port, Gujarat's greatest wetland, a grassland out of Africa, and a UNESCO World Heritage city. This chapter is the book's one pure travel chapter, and every distance in it is real.

Figure: the weekend circuit around the future city



Distances per official tourism and reference sources; schematic.

Lothal, about 36 kilometres. The Harappan city excavated in the 1950s, with brick basins the Archaeological Survey of India identifies as the world's earliest known dock, plus a bead factory and street grid five millennia old [durable]. Rising beside the ruins: the National Maritime Heritage Complex, a project reported around Rs 4,500 crore, planned as India's flagship maritime museum, and significant enough that the 2026 rail approval names it as a station on the Dholera line [reported project; green rail link]. The oldest planned port town in the subcontinent and its newest planned city will share a railway. No novelist would dare.

Nalsarovar, about 77 to 80 kilometres. Gujarat's largest wetland bird sanctuary, at its best from November to February when migratory flocks arrive in the tens of thousands; go at dawn, hire a boat, and let the flat-bottomed hull drift you through flamingo country [durable].

Velavadar, about 110 kilometres. The blackbuck national park, a rare surviving slice of the Bhal's native grassland where India's most elegant antelope herds against a horizon with no trees in it, alongside wolves and winter harrier roosts [durable]. It is also, usefully for this book, a preserved sample of what the whole region looked like before the cranes: the counterfactual, protected.

Ahmedabad, about 100 kilometres and shrinking.

A UNESCO World Heritage city, Sabarmati Ashram, the stepwell at Adalaj, and the best thali within an expressway's reach, now forty minutes to an hour away [durable city; reported time].

Nearer in, the emerging local circuit is modest and real: the canal front and Maritime Park, the lakes at Pipli and Fedara, the old Swaminarayan temple in Dholera village [reported local]. Best season for all of it: October to March.

Why does a book about the future spend a chapter here? Because livability is infrastructure. The engineers of Part II and the operators of Part IV will choose, or refuse, this address partly on Sundays. A city ringed by Harappan docks, flamingos and blackbuck starts that negotiation with assets no master plan can zone into existence. The plan, to its credit, noticed: heritage tourism sits in the official sector list, and the railway stops at the ruins.



Chapter 24. What the World Will Compare It To

Every ambitious city gets measured against others before it gets measured against itself. Dholera's comparisons arrive daily, most of them lazy. This chapter runs the honest ones.

Figure: the honest comparison set

	Dholera SIR	GIFT City	Amaravati / Naya Raipur	Songdo (Korea)
Purpose	Industrial greenfield smart city	Finance / IFSC hub	Administrative capitals	Tech-city district
Scale	~920 sq km planned, ~422 urban	359 ha (886 acres)	~217 sq km core (Amaravati)	~600 ha
Anchors	Private industry: fab, solar	Exchanges, banks, IFSCA	Government tenancy	Corporate campuses
Status 2026	Anchors building	Operational	Rebuilding / low activity	Built, community still maturing
Lesson for Dholera	Its own schedule is the test	Gujarat has done greenfield before	Politics-anchored cities wobble	Streets fill slower than spreadsheets

Verified profiles per Chapter 24; comparisons are structural, not predictive.

The domestic mirror: GIFT City. Gujarat's other planned city is operational, 886 acres of finance and fintech near Gandhinagar, home to India's international financial services centre and its first operational greenfield smart city title [durable]. The comparison flatters neither party because they are different species: GIFT is compact and service-led, a vertical

district; Dholera is vast and industrial, a horizontal region a thousand times the conceptual scale, phased over decades. What GIFT genuinely proves for Dholera is precedent: Gujarat has already taken one greenfield idea from render to occupancy.

The cautionary domestic mirrors. Amaravati and Naya Raipur, the administrative greenfields, teach the harder lesson: cities anchored on government tenancy inherit government volatility. Dholera's structural difference is that its anchors are private industrial capital, a Rs 91,000 crore fab and an operating solar park, which do not relocate when politics turns [durable anchors]. The difference is real; whether it is sufficient is a 2035 question.

The global aspiration: Shenzhen. The comparison every headline reaches for is the one this book handles with tongs. Shenzhen grew from fishing villages to megacity inside four decades on the back of special-zone policy, port geography and a manufacturing supercycle. The honest overlap with Dholera is the recipe's first two lines, special-zone law and state-backed infrastructure ahead of demand. The honest gap is everything else: Shenzhen sat beside Hong Kong's capital and container throughput, and rode a labour migration of historic scale. Dholera's version of

that tailwind, if it comes, is India's electronics decade. Possible is not comparable. Print the recipe, not the destiny.

The engineered kin: Songdo. Korea's Songdo is the world's most instructive smart-city precedent for Dholera because it succeeded technically before it succeeded socially: superb infrastructure, instrumented everything, and a decade of waiting for street life to arrive. Dholera, which has built its own nervous system first, should study Songdo the way a younger sibling studies a report card.

And the defensible superlatives of Dholera's own? This series permits exactly these: home of India's first major commercial semiconductor fab [durable]; the flagship and among the largest nodes of the DMIC [durable node, reported superlative]; India's largest greenfield build organised on the plan-first, plug-and-play model [reported model]. The claim India's first smart city stays banned from these pages, because GIFT holds the operational title and the phrase is marketing in any mouth. A platinum-rated-city claim circulating on portals remains unverified against any primary source and stays labelled so [flag].

The fairest comparison, in the end, is the one no other city can enter: Dholera against its own sanctioned schedule. That scoreboard is Part VIII's business.

Future is Dholera



Postcard: A School Essay, 2038

An imagined postcard from farther out, grounded in the phasing documents. By 2038 the plan's third phase is underway; how much of this essay is true will have been decided by then, one graded date at a time.

My City, by a student of Class 6, Dholera.

My city is new but my teacher says it is also very old. Before it was a city it was salt land, and before that it was the sea, and near my city there is a real Harappan port where children like me made beads five thousand years ago. My father works where they make chips, not the eating kind. He says the first ones were made when I was small, and that the whole country uses them now, in cars and fans and machines that think.

My favourite place is the canal because in the evening everyone comes there, and in winter the birds come from other countries without any visa. My city has a building called ABCD which is funny because that is how you start school, and inside it there are screens

that know when a pipe is leaking anywhere. When I grow up I want to work there and watch the whole city on the wall.

Some things are still coming. The big park is half built and my school is getting a new wing because more families arrive every term. My grandfather says when he first drove here the road was the only finished thing and he thought everyone was mad. He says it quietly now.



Part VII. The Builders' Register

Chapter 25. How to Read a Register

A future is built by named parties, so a book about Dholera’s future owes you the names. This part is that ledger: the fullest register of Dholera’s private ecosystem this series has published, compiled in July 2026. Before you read a single card, read how it was made and what it can and cannot tell you, because a register you cannot interrogate is just a brochure with a spine.

Figure: the register at a glance



137 real entities, four-sweep method, fabrications quarantined. July 2026.

Compilation method and the one open gap: Chapter 25.

What the register contains. One hundred and thirty-seven real entities, each typed: 83 developer companies, 9 brokers and consultants, and 45 information and reseller portals. Of these, 89 carry a live website, 35 a verified phone number, 25 a Google rating with review count, and 24 are members of the Dholera SIR Developers Association with a named contact person on the association's own roster [data, Jul 2026].

How it was compiled. Four independent sweeps, cross-merged and deduplicated. A search sweep across more than sixty buyer-intent keyword queries, because Dholera's market is so fragmented that no single query surfaces even half the field. A crawl of fourteen roundup and listicle pages, mined for company names that never rank on their own. The DSDA member roster, parsed from the association's site. And a Google Maps deep scrape of physical offices in and around the region, which confirmed addresses, phones and ratings [method, auditable].

What was thrown away. More than was kept. AI-generated listicle filler with placeholder addresses and suspiciously round review counts was quarantined, not counted. Project names masquerading as companies were reassigned to their actual developers. Spelling variants of the same firm were merged. A temple that a maps query returned was, with respect, excluded.

The gap, stated honestly. One source could not be harvested this pass: the state RERA portal's project search is a script-driven form that indexes poorly, and Gujarat in any case exempts plot-only schemes below thresholds from registration, so RERA alone would undercount the plotting firms that dominate this market. The register therefore records companies' public footprints, not their regulatory files, and the GUJRERA field on each card waits for a future edition. Where verification matters to you, and if money is involved it should, the portal search at gujrera.gujarat.gov.in, checked against the DSIRDA sanction for the specific layout, remains your work to do, exactly as the first two books taught.

The neutrality law. Dholerapedia takes no payment for inclusion, exclusion, position or description. No card is an endorsement; no absence is an accusation. Ratings are printed because they are public observations, with their date, and a rating is a crowd's opinion, not an audit. The cards are alphabetical because any other order would be an opinion.

Read the register, then, the way you would read a town's trade directory in the year the railway arrived: as a census of ambition. Some of these names will build the skyline of Part VI. Some will not survive to 2030. The register does not know which is which, and neither does anyone selling you certainty.

Future is Dholera



Chapter 26. The Developer Register

Eighty-three companies below identify themselves as developers of Dholera projects. Listing is not endorsement. Every field is a recorded observation with its date, not a judgment. Ratings are point-in-time Google snapshots from July 2026 and change daily. Where a card shows only a name, that is the whole verified record, and the honest register prints the gap rather than papering over it. Before dealing with any company here, verify its GUJRERA registration, DSIRDA layout approval, and title documents for the specific project, as the first two books in this series explain in full.

7 Oak Developers

Web 7oakdholera.com

Phone +91 95865 77111 / +91 70707 01006

Office 12.13.Riddhi Siddhi Complex Port Road, Dholera,
Gujarat 382455, India

Google rating 4.2 (135 reviews, Jul 2026 snapshot)

DSDA member Diamond, contact Mr. Dharamdeepsinh
Chudasama

77 Pillar

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Aaji Group

Web aajideveloper.com

Phone +91 92659 63551

Google rating 5.0 (2 reviews, Jul 2026 snapshot)

Aamani Group

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Alabhya Infra

Office Alabhya Infra Flat No. 79, H wing, Manish Park Phase 2, Kausar Baugh Road (Opp Mayfair), Off N.I.B.M Road, Pune 48.

DSDA member Diamond, contact Mr. Narendra G. Joshi

Angel Nova Group

Web angdholera.com

Phone +91 92663 37671

Arti Global

Phone +918160652443

Office Shop No.5,F.F., Riddhi Siddhi Complex, Dholera,
Rahtalav, Road, Dholera, Gujarat 382455, India

Avirahi (Avirahi City Dholera)

Web avirahi.com

Office Avirahi Realty.

DSDA member \, contact Mr. Rajesh Shah

Brijraj Infrastructure

Web brijraj.group

Phone +91 78787 10710

Office 2nd Floor "BRIJRAJ HOUSE Near ST Bus Stand, Main
Bazar, Dholera, Gujarat 382455, India

Google rating 4.9 (29 reviews, Jul 2026 snapshot)

DSDA member Diamond, contact Mr.Shaktirajsinh
Chudasama

Chandani Enterprise

Web chandanigroup.co.in

Office Chandani group office, Beside Chandani hotel,
Ahmedabad-Dholera Highway, Dholera, 382455

DSDA member Diamond, contact Dhruvrajsinh Chudasma

Chhabildas Developers (CT Developers)

Web <https://www.ctdevelopers.in/>

Phone +91 99092 74763 / +91 97272 74763

Office Arihant Complex, Bus Stand Road, Main Bazar,
Dholera, Gujarat 382455, India

Google rating 5 (13 reviews, Jul 2026 snapshot)

DSDA member Diamond, contact Mr. Bhavesh C Hakani

Cube Infra

Web cubeinfra.com

Phone +91 86867 79933

Office TP2, Serve no 29, Dholera, Gujarat 382455, India

Google rating 4.8 (5 reviews, Jul 2026 snapshot)

DCC Buildtech

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Deep Buildwell

Web deepbuildwell.com

Phone +91 92120 20020

Google rating 5 (2 reviews, Jul 2026 snapshot)

Delteck Iconic Group

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Destination Dholera

Phone +919714772250

Office Office No. 4, Dharmavir Complex, New, Dholera Rd, Chokdi, Dholera, Gujarat 382455, India

Google rating 5 (2 reviews, Jul 2026 snapshot)

Dholera Capital City

Web dholeracapitalcity.com

Dholera Green Estate

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Dholera Icon City Developer

Office Shop No :- 5 2nd Floor Ridhi Sidhi Complex Rahtalav Road opp. G.E.B Substation Dholera Ta :- Dholera Dist :- Ahmedabad

DSDA member Gold, contact Chandrajeetsinh Ashwinsinh Chudasama

Dholera Sir Infra

Office Dholera Sir Infra Development Plot No-337, Sector-8, Gandhinagar - 382008

DSDA member Diamond, contact Mr. Chandubhai Jasrajbhai Patel

Dholera Worldmark LLP

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

DIDPL (Dholera Infra Development)

Web didpl.com

Phone +91 88669 09600

Drashti Infra Dholera

Web drishtiinfradholera.com

Phone +91 70690 37351

Ekaksh Ventures

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Emara Developers

Web emaradevelopers.com

Epsilon Infraprojects

Office 201 chunilal chambers, Opp samrat complex, choice restaurant lane, C G Road. Navrangpura, Ahmedabad.

DSDA member Diamond, contact Pranavkumar Patel

Ercha Developers

Office Activation Area, Dholera, Gujarat 382455, India

Google rating 5.0 (4 reviews, Jul 2026 snapshot)

Eternal Group India

Web eternalgroupindia.com

Phone +91 93000 22229

Ethereum Infracon Group

Web ethereuminfracon.com

Phone +91 79841 84088

FMCG Lakeview

Web idholera.com

Phone +91 98443 63289

Google rating 5 (3 reviews, Jul 2026 snapshot)

FMCG LAKEVIEW INFRASTRUCTURES -Dholera Property Flats and Retail Shops for Rent

Web <http://www.idholera.com/>

Phone +919844363289

Office V.P No. 2213, Dholera, Gujarat 382455, India

Google rating 5 (3 reviews, Jul 2026 snapshot)

G9 Properties

Web g9properties.in

Office 18, Near Riddhi Siddhi Complex, Dholera, Gujarat 382455, India

Google rating 5.0 (1 reviews, Jul 2026 snapshot)

GAP Group

Web gapgroup.in

Phone +91 94088 08800 / +91 261 2474888

Office 755P+528, Dholera, Gujarat 382455, India

Google rating 5 (1 reviews, Jul 2026 snapshot)

DSDA member Diamond, contact Mr. Ambrish Parajiya

Garg Realty Group

Web gargrealtygroup.com

Phone +91 88737 01313 / +91 92667 35115

Gohil Developers

Web gohildevelopers.com

Govinda Estate India

Web <https://yt.openinapp.co/Govinda-Real-Estate>

Phone +917354369517

Office Hotel Modi Vision, Dholera, Gujarat 382455, India

Google rating 4.8 (26 reviews, Jul 2026 snapshot)

Greentech Lifespace Dholera

Web greentechdholera.com

Office Greentech LifeSpace PVT LTD. Sangeetam House. 5th Floor, Panchdhara Complex, Above Isuzu Showroom, SG Highway, Nr. Hotel The Grand Bhagwati, Bodakdev, Ahmedabad â€” 380 054

Iconic Buildcon

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Indra Developers

Web indradeveloper.com

Phone +919099380009

Office Dholera, Gujarat 382455, India

Infinity Infra

Office Infinity Infra 900-901-902, Parshwanth Business Park, Nr. Prahladnagar Garden, S.G. Highway, Ahmedabad, Gujarat - 380015

DSDA member Diamond, contact Mr. Ruturaj Chudasama

Infinium Rera Management

Office 316, Pramukh Tangent, Gandhinagar Bypass Road, Sargasan, Gandhinagar, Gujarat 382421

DSDA member Gold, contact Mr. Priyank Patel

ISHIYANA REAL ESTATE

Office Dholera, Gujarat 382455, India

Ishree Builders & Developers

Phone +918141193262

Office Ishree bhavan, gram panchayat road At & Taluka, Dholera, Gujarat 382455, India

Google rating 4.5 (2 reviews, Jul 2026 snapshot)

J Joshi Infra Projects

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

K&T Group

Office Dholera, Gujarat 382455, India

Google rating 5.0 (1 reviews, Jul 2026 snapshot)

Kavvan Infra

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Landbitt

Web landbitt.com

Office 65CW+864 Bhimtalav Dholera, Gujarat 382455, India

Magnanimous Infrastructure

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Manav Infra

Phone +91 99042 00000

Office 1108, Binori B-Square-2, Opp. Hathising ni Vadi, Ambli-Iscon road, Ahmedabad-380054

Google rating 5 (4 reviews, Jul 2026 snapshot)

DSDA member Diamond, contact Yadurajsinh Chudasama

Mirrikh Group

Web mirrikh.com

Phone +91 261 4813809 (Surat) / +91 97831 11311 (Ahmedabad)

Monteco Developers

Web montecodevelopers.com

Phone +91 97378 73555

Office TP-2A, behind Tata Semiconductor, near HP Petrol Pump, Activation Area, Dholera, Gujarat 382455, India

Navkar (Navkar Dholera SIR)

Web navkardholerasir.com

Nestoria Group

Web nestoriagroup.com

Phone +91 92130 05611

Office Ahmedabad, Gujarat

DSDA member Diamond, contact Nitin Singh Tomar

Nirman Group

Web dholeranirmangroup.com

Only Dholera

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Pacificus Infradeveloper

Office Pacificus Infradeveloper Pvt. Ltd. A-710, Infinity Tower, Near Ramada Hotel, Corporate Road, Prahladnagar, Ahmedabad, Gujarat - 380015

DSDA member Diamond, contact Mr. Bhavik Joshi

Palacio Estate

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Portland Infracon

Office Portland Infracon Pvt. Ltd. B-212, Super Plaza,
Sandesh Press Raod, Vastrapur, Ahmedabad, Gujarat -380054
DSDA member Diamond, contact Mr. Abhishek Pradumansinh
Chudasama

Pyramid Infra

Office Pyramid Infra A-1009, Titanium Heights Opp.
Vodafone House Corporate Road Makarba, Ahmedabad,
Gujarat - 380015
DSDA member Diamond, contact Mr. Prithvi Goswami

Raksha Dholera Green City

Name recorded from search and listing sources; no verified
website, phone, or office on file. Ask the company directly for
its GUJRERA number and documentation.

RB Falcon Developers

Web rbfalcon.com

Realty Rise Group

Web realtyrisegroup.com
Phone +91 76203 76203 / +91 84273 10086

Riddhi Siddhi Real Estate

Phone +919737744115
Office Dholera, Gujarat 382455, India
Google rating 5.0 (3 reviews, Jul 2026 snapshot)

RK Group Dholera

Web rkgroupdholera.com

Phone +91 97274 91055

Royal Bharti Infraventures

Office 66VF+WQ8, Unnamed Road, Hebatpur, Gujarat 382455, India

Google rating 1 (1 reviews, Jul 2026 snapshot)

RSC Group Dholera

Web rscgroupdholera.in

Phone +919081959959

Office Cross Road, Dholera, Gujarat 382455, India

Google rating 4.6 (43 reviews, Jul 2026 snapshot)

Samyak Buildcon

Web samyakbuildcon.com

Phone +91 96877 27777 / +91 96877 47777 / +91 97254 61122

Office Samyak Buildcon A 220 Siddhi Vinayak Tower, Behind DSC Office, S G Highway, Makaraba Ahmedabad

DSDA member Diamond, contact Mr. Apurv Sanghvi

Satyaja Infratech

Web satyajainfratech.com

Phone +91 98980 09493 / +91 95102 13647

Office Satyaja Infratech 812 - iSquare Corporate Park, Nr. CIMS Hospital, Science City Road, Sola, Ahmedabad - 380 060

DSDA member Diamond, contact Mr. Kuldeep Patel

SCRJ Developers

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Seksaria Group

Web seksariagroup.com

Phone +91 70433 99900

Office Agnipath Road, nr. Shantiban Dreams, Activation Area, Dholera, Gujarat 382455, India

Google rating 5 (12 reviews, Jul 2026 snapshot)

Shagun Builders

Web dholerashaguncity.com

Shivgan Infratech

Web dholeraprime.com

Shyam Infrazone

Office Shyam Infrazone Pvt. Ltd. 107,108 I square corporate park science city road Ahmedabad 380060 9067350092

DSDA member Gold, contact Mr. Sudhir Patel

SIR Projects

Phone +917208295000

Office Office No. 6, 2nd Floor, Ridhi Sidhi Complex, Port Road, Gujrat,, Dholera, Gujarat 382455, India

Google rating 4.0 (311 reviews, Jul 2026 snapshot)

Smart Dholera

Web smartdholera.com

Phone +91 7096961250

SmartHomes Infrastructure

Web smarthomesinfra.com

Office SmartHomes Infrastructure Pvt. Ltd. 1205 Ganesh Glory, Near BSNL Office, Jagatpur Chenpur Road, SG Highway Jagatpur, Ahmedabad - 382481 Gujarat, India

DSDA member Diamond, contact Mr. Rupinder Singh

Sohit Dua Group

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Tatvam Realty

Office 1302 & 1303 Z2, Near Baghbaan party plot, Zydus Hospital Rd, Thaltej, Ahmedabad - 380059

DSDA member Diamond, contact JIGNESH N THAKAR

The Dholera SIR

Web thedholerasir.com

Vasani Infracon

Office Vasani Infracon C 14, 001, Sector 4, Shanti Nagar, Miraroad E, Dist Thane 401107 Mumbai (Western)

DSDA member Gold, contact Mr. Manoj Vasani

Vedansh Group

Name recorded from search and listing sources; no verified website, phone, or office on file. Ask the company directly for its GUJRERA number and documentation.

Vittaarch Group

Web vittaarchgroup.com

Office Activation Area, Dholera, Gujarat 382455, India

Google rating 5 (1 reviews, Jul 2026 snapshot)

We9 Properties

Web we9properties.com

Phone +91 90161 50911



Chapter 27. Brokers, Portals, and the Information Bazaar

A register that mixed builders with middlemen would mislead by layout alone, so the remaining fifty-four entities live here, under their own labels.

Brokers, agents and consultants. Nine intermediary listings appear in the register: parties that market and resell projects rather than develop them. Read these cards with one honest caveat the data itself demands. Several are informal Google Maps listings, a person's name, a farm, or a plot-side signboard, rather than an incorporated firm, and the register prints them exactly as recorded instead of dressing them up. A good broker adds access; every price and promise still requires the same document verification as buying direct.

7 Hills Dholera

Office 7, HILLS, Dholera, Gujarat 382455, India

Google rating 5 (2 reviews, Jul 2026 snapshot)

CHAUHAN PARIVAR

Office 66VH+WGP, Khun, Gujarat 382455, India

Dholera bhoomi 2

Office 65XV+X94, Dholera, Gujarat 382455, India

Google rating 3 (1 reviews, Jul 2026 snapshot)

Haresh Dholera Khun

Office 768C+FV, Khun, Gujarat 382455, India

Harshveer farm

Phone +919726716593

Office Dholera, Gujarat 382455, India

Google rating 4.9 (8 reviews, Jul 2026 snapshot)

Hemant Patel

Office 75C4+MF4, Dholera, Gujarat 382463, India

Masipura

Office 65XV+X94, Dholera, Gujarat 382455, India

New purchase land

Office 65XV+X94, Dholera, Gujarat 382455, India

Park view

Office 75HW+3X, Kadipur, Gujarat 382463, India

Information and reseller portals. Forty-five web properties in the register are portals: sites that publish Dholera news, guides, and listings, usually while reselling plots or generating leads. They are where most readers first meet Dholera, which is exactly why they are labelled here. Treat their news as a starting point and their prices as advertisements. The recorded portals:

2Bigha	(https://2bigha.ai);
Anirudhsinghdholera	(https://anirudhsinghdholera.com);
Askdholeraa	(https://askdholeraa.com);
Bookmyassets	(https://bookmyassets.com);
Dccbuidtech	(https://dccbuildtech.co.in);
Dholera Project	(https://dholera-project.ravgroup.org);
Dholeraacres	(https://dholeraacres.com);
Dholeracitysmart	(https://dholeracitysmart.com);
Dholeragreenestate	(https://dholeragreenestate.com);
Dholerahindustan	(https://dholerahindustan.com);
Dholerahub	(https://dholerahub.com);
Dholerainsights	(https://dholerainsights.com);
Dholerainvestments	(https://dholerainvestments.com);
Dholeralanddeals	(https://dholeralanddeals.com);
Dholeralandinvestment	(https://dholeralandinvestment.co.in);
Dholeralandmark	(https://dholeralandmark.com);
Dholerametrocity	(https://dholerametrocity.com);
Dholerapro	(https://dholerapro.com);
Dholeraprojects	(https://dholeraprojects.co.in);
Dholeraprop	(https://dholeraprop.com);
Dholerapropertypoint	(https://dholerapropertypoint.com);

dholerapropertypoint.in); Dholerarealty (<https://dholerarealty.in>); Dholeraresidentialplot (<https://dholerareidentialplot.com>); Dholerasmartcityahmedabad (<https://dholerasmartcityahmedabad.com>); Dholerasmartcityprojects (<https://dholerasmartcityprojects.in>); Dholerasmartproperty (<https://dholerasmartproperty.com>); Dholeratimes (<https://dholeratimes.com>); Dholeraworld (<https://dholeraworld.com>); Dsda (<https://dsda.in>); Ghardhudho (<https://ghardhudho.com>); Gujarat (<https://gujarat.plotsdholera.in>); Gujaratestates (<https://gujaratestates.com>); Hellodholera (<https://hellodholera.com>); Investindholerasir (<https://investindholerasir.in>); Nicdc (<https://nicdc.in>); Onedholera (<https://onedholera.com>); Onlydholera (<https://onlydholera.com>); Palacioestate (<https://palacioestate.com>); Propertyindholera (<https://propertyindholera.com>); Rakshadholeragreencity (<https://rakshadholeragreencity.com>); Ravgroup (<https://ravgroup.org>); Sambhrantcity (<https://sambhrantcity.org>); Semiconrealty (<https://semiconrealty.com>); Supremelands (<https://supremelands.in>); Topdealsdholera (<https://topdealsdholera.com>).

How do you tell the three kinds apart in the wild? A developer holds the land or the layout approval and its name appears on the GUJRERA registration or the

DSIRDA sanction. A broker sells someone else's inventory and its name appears on the brochure but not the registration. A portal publishes content and collects your phone number. All three can be honest businesses. Only one of them signs the sale deed as promoter, and that is the name to verify.

One structural note completes the register. The Dholera SIR Developers Association, DSDA, is the industry body; twenty-four register entities carry its membership with named contact persons, recorded on the cards above from the association's own roster [green, dsda.in]. Membership signals engagement with the organised industry, not government approval, and the register records it on exactly those terms.



Part VIII. The Watcher's Compass

Chapter 28. Five Personas, One City

The same city means five different futures depending on who is watching it. This chapter hands each watcher a personal instrument panel: not advice, but the specific dials on Dholera's dashboard that matter most to their situation. What to do about the readings stays your business, and the first two books cover the doing.

The NRI. Watching from Dubai, Singapore or New Jersey, your constraint is distance and your asset is patience. Your dials: the rail and airport milestones, because they set how easily you can inspect what you own or might own; the registry's DSDA and rating fields, because remote buyers depend most on organised counterparties; and the rule, stated here once, that non-resident Indians and overseas citizens can hold residential and commercial property but not agricultural land, which makes the plotted, approved, non-agricultural segment your entire relevant universe [durable rule].

The first-time domestic investor. Your constraint is trust. Your dials: the green-tier ledger of Chapter 18, because approved money is the antidote to hype; the fab's first-silicon and commercial dates as they harden

from target to fact; and the honest gap in Chapter 8 between today's payrolls and the 800,000 target, which is the single best calibration of how early you are. Early is opportunity and risk in the same bottle, which is why it was two whole books.

The HNI land buyer. Your constraint is scale; parcels, not plots. Your dials: Phase II's trunk-work tenders, because the 126 square kilometres of TP3 and TP4 are where the next decade of value geography gets drawn [green plan]; the industrial allotment ledger, 1,043 acres ready as of mid-2026, because anchor factories move whole quadrants [green]; and the high-access corridor zoning along the expressway, the plan's own bet on where gravity concentrates.

The future resident. Your constraint is time; you move when life, not money, says so. Your dials: the ones nobody markets. School and hospital land actually breaking ground in the public facilities zone. The first organised residential occupancy numbers. Whether the canal front acquires shops. Chapter 21's honest question, lively or merely lit, is answered by exactly these small facts, years before any brochure admits it.

The industrialist. Your constraint is throughput. Your dials: power beyond the first gigawatt, the 200 MLD desalination procurement, the freight answer, whether the Bhimnath line finally moves, and the single

window's real-world clearance times, which you should ask iNDEXTb to evidence, not assert [instruments, all sourced earlier].

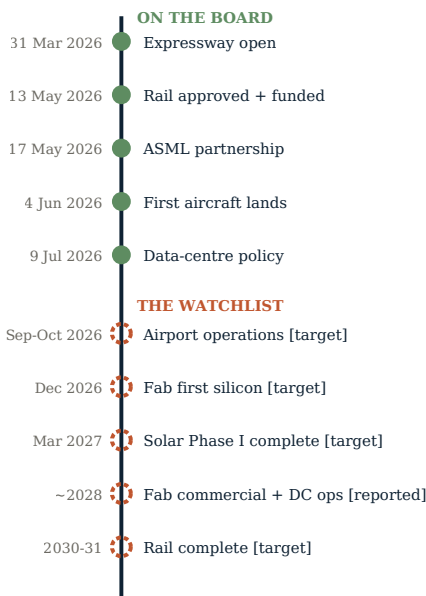
Five watchers, one register of facts. The city does not care which you are. The compass works the same.



Chapter 29. The Milestone Tracker

Prediction is cheap. Tracking is honest. This chapter is the book’s instrument panel in a single sitting: what has verifiably happened, and precisely what to watch next, each with the date on which the record will grade it.

Figure: the milestone tracker



Full dated ledger and grading rules in Chapter 29.

Every date sourced in the chapters above; targets labelled.

The wins on the board. The SIR Act, 2009. The build company incorporated with dual-government ownership, 28 January 2016. Environmental clearance, 19 September 2014. The Tata fab approved, 29 February 2024; ground broken weeks later; fiscal support signed 5 March 2025. The expressway open, 31 March 2026. The rail approved with money attached, 13 May 2026. Two further semiconductor units cleared, 5 May 2026. The ASML partnership, 17 May 2026. The first aircraft on the runway, 4 June 2026. The Fujifilm materials MoU, 30 June 2026. The data-centre policy with Dholera named primary, 9 July 2026. Roughly 300 megawatts of solar exporting through all of it [each dated and tiered in the chapters above].

The near watchlist, with grading dates. Airport commercial operations: targeted September-October 2026; a date that has slipped before, graded the morning the first scheduled flight boards. Fab first silicon: targeted around December 2026; graded by an announcement you should require to include the word wafer, not the word milestone. Solar Phase I completion, 700 further megawatts: targeted March 2027. Data-centre anchor operations, L&T-Vyoma: reported around 2028. Fab commercial production: reported mid-2028. The 200 MLD desalination plant: no completion date yet, watch for the construction

award as the real signal. Rail completion: targeted up to 2030-31, with land, tender and track-laying milestones in between as the honest intermediate dials.

The structural watchlist, undated but decisive.

Phase II trunk tenders across TP3 and TP4. The first large residential occupancies. The Embraer-Adani exploration hardening into a site decision or dissolving. The two cleared semiconductor units breaking ground. The freight connection. Each of these converts a chapter of this book from projection to record when it moves.

And the flags that keep you honest, carried forward from every chapter that raised them: opening dates are targets until an aircraft boards passengers; the rail's famous 220 is press, not release; solar claims above 300 megawatts await the official quarterly; MoU rupee figures are announcements; state-wide policy envelopes are not Dholera capital; and no one, anywhere, has a verified market price per square yard, which was Book Two's territory and remains true.

Clip these two pages. This book will age; the tracker is designed to age gracefully, one graded date at a time.



Chapter 30. Future, Rightly Understood

This series began with a question a stranger asks at a wedding buffet: should I look at Dholera? The honest answer then was the honest answer now: look, carefully, with labels. But something has changed across the three books, and it is worth naming plainly in the last chapter, because it is the difference between 2019's Dholera and 2026's.

The question has changed tense. Why invest asked whether the story was real. Right time asked whether the window was open. Future is Dholera has been able to ask what the city will be, and spend two hundred pages on the answer, only because the record now contains enough signed, dated, funded commitments to build a future out of documents instead of dreams. A fab past its structural halfway. A road you can drive this afternoon. A railway with a Cabinet minute and a completion window. An airport one trial landing old. A register of one hundred and thirty-seven private parties betting their letterheads on the same map. None of that existed when the first hype cycle sold this region on renders alone, and all of it exists now, in public, checkable, and checked.

And yet the future described in Part VI is not a promise, and the reader who skipped to this page should hear what every chapter said in its own way. The 2030 of the working city rests on targets with a documented habit of slipping. The 2035 of the living city rests on the least schedulable force in urbanism, other people. The 2042 of the finished canvas rests on phasing windows that end in a year the documents themselves cannot agree on. This book labelled roughly three hundred claims to keep those three sentences honest, and would rather you remember the labels than the renders.

So what does a reader do with a future, rightly understood? Watch it with the compass of Chapter 29. Visit it with the map of Chapter 23; the canal at sunset costs one tank of fuel and settles more arguments than any forum thread. If you are moved to act, act through the discipline of the first two books: inside the SIR, registered, titled, verified, in writing, and sized to survive being early, because early is the one thing everyone in this story certainly is. And if you do nothing but watch, you will have front-row seats to the most consequential urban experiment India has attempted: the wager that a country famous for improvising its cities can, once, write one down first and then build what it wrote.

The salt flats have carried empires' ports, a Mahatma's defiance, and eighty years of quiet. On the record as it stands, dated, sourced, and labelled to the last page, they are about to carry a city.

Future is Dholera. The tense, at last, is earned.



Appendix A. A Visitor's Field Guide

The best chapter of this book is the one you drive yourself. Dholera is unusual among India's mega-projects in being almost entirely visible from public roads, and a day trip from Ahmedabad now fits between breakfast and dinner with time to spare. This appendix is the practical route, compiled from the same July 2026 ground truth as Chapter 4. Conditions change; treat timings as typical and access notes as the situation on this book's press date.

Getting there. Take the Sardar Patel Ring Road to the NH-751 entry and drive the expressway south. Budget roughly forty minutes to an hour of driving from the ring road, plus toll [reported]. Fuel up before you leave the city; services along the new corridor are still sparse, which is itself a data point about how young the road is. If you are timing for light, aim to cross the toll gate about an hour after sunrise, when the Bhal is gold and the construction sites are starting their day shift.

Stop one, the canal front. Enter the Activation Area and head for the engineered canal, the region's first landmark. You can walk the banks freely. Look for the things this book described: the stone-lined section, the stormwater inlets, the width of the boulevards around it, and the reserved corridor down the central spine, empty now, drawn for the transit line of Part III. Early morning and the last hour before sunset are the kind hours; a Bhal afternoon in summer is a furnace and looks it.

Stop two, the ABCD building. The exterior, the plaza, and the scale are open to any visitor. Entry beyond the public areas depends on purpose; industrial applicants have business inside, tourists generally do not, and the single-window counter is not a museum. The building reads best from across its approach road, where the LEED-Gold mass and the command-centre floor described in Chapter 2 are all in one frame.

Stop three, the fab perimeter. You cannot enter the Tata Electronics site, and you should not try; a working semiconductor construction site is a controlled zone. What the public road gives you is the scale: the structural mass, the crane line, the worker buses at shift change. It is the most persuasive fifteen minutes available to a Dholera sceptic anywhere in the region.

Stop four, the solar field. The panel rows of Chapter 12 run along public sightlines south of the city. Do not expect a visitor centre; expect a horizon made of glass and steel quietly at work, which is better.

Stop five, your choice of neighbour. With the remaining afternoon, pick from Chapter 23's circuit by season: Lothal for the ruins and the rising maritime complex, Nalsarovar in winter for the birds, Velavadar for blackbuck and the pre-city grassland. Lothal is the natural pairing on a first trip; the oldest dock and the newest city bracket the whole story in one day.

What you cannot see. The airport site is an operational construction zone about twenty kilometres out; view it from public roads only, and expect that to tighten further as opening approaches. Underground, of course, is the whole point of Chapter 14, and invisible by definition; the manholes and marker posts along every boulevard are the only surface evidence of the city's buried nervous system.

The visitor's discipline. Take photographs from public land, respect site barriers, and treat every sales office you pass as what Part VII says it is: a business with something to sell you, neither villain nor authority. If a visit turns into interest, the verification handbook lives in the first two books, not in a car park conversation.

Best season. October to March, like everything else on this coast. Carry water regardless. The Bhal has always been honest about its sun.



Appendix B. The Future Question Bank

Thirty questions this book's subject provokes, answered from its sourced record, each with the label discipline intact. Questions about buying, pricing and verification are deliberately absent; they belong to the first two books. These are the questions about what Dholera is and what it intends to become.

The city itself

Is Dholera a real city today or still a plan? Both, in sequence. Trunk infrastructure, a command centre, a canal, roads, and utilities exist and operate across the roughly 22.5 sq km Activation Area; the wider 422 sq km urban plan is phased to about 2042 [durable area; plan].

How big will Dholera eventually be? The planning envelope is about 920 sq km, of which roughly 580 sq km is developable and about 422 sq km is set for urban development over roughly thirty years [durable].

Who is actually building it? DICDL, a company owned 51 percent by Gujarat and 49 percent by the Centre, under plans sanctioned by DSIRDA, within the national corridor programme run by NICDC [durable].

When will it be finished? The sanctioned phasing runs to about 2042, with some documents saying 2040; both dates are printed in the plan's own materials and this book flags the spread rather than picking one [plan, flagged].

How many people will live there? The promotional target is about one million residents at full development. No official intermediate population figures exist, and the old 2020 targets lapsed unmet, so treat every population number as a target [target].

Why does everyone call it a smart city? Because its infrastructure was instrumented from birth: smart metering, leak detection, fibre everywhere, and an Integrated Command and Control Centre running utilities from the ABCD building [reported, DICDL]. The phrase India's first smart city, however, is disputed marketing; GIFT City holds the operational-first title.

The fab and the industry

What exactly is being built at the Tata site? India's first major commercial semiconductor fab: Rs 91,000 crore, 300 mm wafers, up to 50,000 wafer starts a month, on mature nodes from 28 to 110 nanometres, with Taiwan's PSMC as technology partner [durable].

When will the first Dholera chip exist? Trial production, called first silicon, is targeted around December 2026, with production beginning on 90 and 55 nanometre processes; commercial-scale output is reported for mid-2028. No chip is confirmed produced as of this book's press date [target; reported].

Will there be more than one fab? The record supports the direction without confirming the destination: a notified semiconductor SEZ around the Tata site, two further Cabinet-cleared units for Dholera and Surat, and materials-ecosystem MoUs from Fujifilm and others [reported; exploratory].

How many jobs will all this create? The development company's stated full-build target is more than 800,000, built from roughly 312,900 direct industrial jobs in the plan's arithmetic; confirmed project-level commitments in 2026 total in the tens of thousands [target; reported].

Is the Micron plant part of Dholera? No. Micron is at Sanand. This is the most common factual error in casual coverage.

Connectivity

Is the expressway actually open? Yes, since 31 March 2026: 109 km, four lanes expandable, roughly forty minutes to an hour from Ahmedabad [reported].

When does the airport open? Operations are targeted for September or October 2026, after a roughly 80 percent completion review in July 2026 and a first trial landing on 4 June 2026. The date has slipped before; it stays a target until scheduled flights exist [reported/target].

Will Dholera have a railway? One is approved and funded: the Ahmedabad-Dholera semi high-speed line, about 134 km, Rs 20,667 crore, connecting the city, the airport and Lothal, with completion targeted up to 2030-31 [green approval].

Is the 220 km/h figure official? No. The government release gives cost, length, stations and timeline but no speed; 220 is press reporting [reported].

What about freight? The region sits in the Western Dedicated Freight Corridor's influence zone; a direct Bhimnath-Dholera freight line is approved at board level but has no current construction timeline [reported, long-pending].

Power, water, data

How much solar power is actually running? About 300 MW, per the official quarterly record, within a sanctioned 1,000 MW Phase I and a 5,000 MW long-range target. Claims above 300 MW await official confirmation [durable; target].

Does Dholera have enough water for its ambitions? Today's systems serve today's scale: a 50 MLD treatment plant and about 20 MLD of desalination. A 200 MLD desalination plant is at consultant-tender stage, and officials openly state the final requirement is unknown. This book treats that candour as a strength and the question as genuinely open [reported].

Is Dholera really becoming a data-centre hub? The state's first data-centre policy, launched 9 July 2026, names Dholera the primary location and targets Rs 6 lakh crore and 7.5 GW state-wide; the confirmed Dholera anchor is the L&T-Vyoma AI data centre

agreement. Policy targets are not committed capital, and the book's Chapter 15 keeps the two rigorously apart [reported; green anchor].

What is the ICCC actually controlling today?

Utilities, streetlighting, surveillance, environment and traffic across the Activation Area, in a city still light on residents; it has been running in rehearsal for years [reported].

Money and schemes

How much confirmed money is behind Dholera?

On the green tier alone: the Rs 91,000 crore fab, the Rs 20,667 crore rail, Rs 2,784.83 crore of activation infrastructure with matching equity, and a signed data-centre agreement, together exceeding Rs 1.14 lakh crore of approved, agreement-backed commitment [green].

What is the biggest number that is NOT confirmed?

The circulating claim of Rs 2.5 lakh crore committed to Dholera, which traces to no government ledger and which this series has retired. The defensible corridor-level figure is over Rs 1.5 lakh crore across the Dholera and NICDC pipeline, worded exactly that way [reported].

What schemes support industry there? The India Semiconductor Mission covers half the fab's eligible cost; the state's industrial, semiconductor and data-

centre policies layer incentives; the 2026-27 state budget added Rs 610 crore for trunk and logistics infrastructure [green; reported].

Does any scheme guarantee land buyers anything? No. Every incentive in the record flows to industrial investors, not plot purchasers. Appreciation is an expectation, never a guarantee, and no government source says otherwise.

The future, honestly

What could make the 2042 vision late or smaller?

The record's own history answers: targets here have slipped before (the airport repeatedly, the 2020 goals entirely), water at scale is unsolved, and most announced rupee figures are announcements. The direction is well evidenced; the schedule is the risk [record].

What would prove the future is arriving on time?

The tracker's near dates: scheduled flights by late 2026, first silicon around December 2026, solar Phase I by March 2027, data-centre operations around 2028, rail by 2030-31. Grade them as they fall [targets, dated].

Will Dholera be a good place to actually live? The plan's answer is a walkable, IoT-managed, solar-powered grid city with recreation zones and a canal

front; the honest answer is that livability is proven by residents, not plans, and the first large occupancies in the 2030s will settle it [vision; open question].

What is genuinely unique about Dholera, stripped of marketing? Three things survive this series' scepticism: India's first major commercial fab, the plan-first plug-and-play build model at city scale, and dual-government ownership of the build vehicle [durable].

What happened to the older hype cycles? They are documented history: the Vedanta-Foxconn collapse of 2023, the lapsed 2020 population targets, the acquisition litigation of the 2010s. The first two books tell those stories in full; this one inherits their lesson, which is the labelling you have seen on every page.

Is Lothal really connected to Dholera's story? Directly: the approved railway names the Lothal National Maritime Heritage Complex as a stop, placing a five-thousand-year-old Harappan port on the new city's commuter line [green].

What happened to the Vedanta-Foxconn fab? It collapsed when Foxconn withdrew on 10 July 2023; its famous \$19.5 billion was a joint-venture project value that never built anything. The fab that exists in steel is Tata-PSMC's [durable history].

Who are the biggest names engaged at Dholera right now? Confirmed and building: Tata Electronics with PSMC, Tata Power, and the state's own agencies. Signed and partnered: ASML. Agreement-stage: L&T-Vyoma. Exploratory or announced: Fujifilm, INOX, Jabil, Embraer with Adani, Tsingshan [tiered as shown].

Does Dholera have a port? No commercial port exists in the plan's current record; the coastal location serves desalination, the CRZ shapes zoning, and heavy freight logic runs through the corridor's rail and road. Claims of a Dholera port are not in this book's sourced record [absence stated].

Is there a university or hospital yet? The plan zones land for knowledge, health and public facilities, and the ABCD building anchors the knowledge zone; large operating institutions are part of the 2030s story, not the 2026 one [plan; open].

Where should a reader verify things themselves? The official portal dholera.gujarat.gov.in, the corridor agency at nicdc.in, RERA at gujrera.gujarat.gov.in, and the primary documents listed in Sources. A reference that points you to its sources is the only kind worth shelf space.



Appendix C. The Ten Sectors at Full Build

The official plan invites ten industries. This appendix profiles each as the record stands: its role in the city's future, its anchor if one exists, and an honest note where the sector is still an invitation rather than an arrival. Together they are the intended personality of the 2042 economy.

Semiconductors and electronics. The flagship, and the only sector with a national-first anchor already in steel: the Tata-PSMC fab, the notified SEZ, two further cleared units, and a forming materials ecosystem. Plan employment potential: about 87,300 direct jobs in electronics and emerging technology [green plan; durable anchor].

Solar and renewables. The proven second anchor: 300 MW operational, a gigawatt sanctioned, five times that targeted, plus the transmission spine. The sector doubles as the power supply for every other sector on this list, which is the plan's quiet elegance [durable; target].

Data centres and digital infrastructure. The newest first-class sector, created by the July 2026 state policy with Dholera named primary and one green-lit anchor in L&T-Vyoma. Fully labelled: policy targets are state-wide ambitions, and water at scale is the open constraint [reported; green anchor].

Defence and aviation. A named priority with land, an airport, and one live exploration: the Embraer-Adani final-assembly MoU. No committed anchor yet; the honest phrase is opportunity zone, and the airport's cargo and MRO logic makes it a credible one [reported, MoU-stage].

Heavy engineering. Invited on the strength of large serviced parcels, port-adjacent geography and the corridor's freight logic; plan potential about 45,100 direct jobs. Anchors not yet on record [plan; open].

Automotive and ancillaries. Gujarat's existing auto belt gives the sector a running start, and the plan holds about 43,900 direct jobs of potential; a Dholera-specific anchor is yet to be named [plan; open].

General manufacturing. The broadest invitation, about 42,400 jobs of plan potential, aimed at the mid-scale factories that fill an industrial city between its giants. The first allotments ledger, 545 acres with Tata Chemicals among the anchors, is the early evidence [green ledger].

Pharmaceuticals and biotech. A natural extension of Gujarat's pharma strength, with about 49,100 direct jobs of plan potential and clean-zoned land waiting; anchors emerging rather than arrived [plan; open].

Agro and food processing. The Bhal's farm hinterland meets processing-scale infrastructure; about 27,500 jobs of plan potential, and the sector most directly tied to the 284 villages the new railway threads together [plan].

Metals and logistics. Metals rounds out the official list, and logistics underwrites all of it: the expressway open, the airport near, the rail funded, the freight spur pending. The reported Tsingshan steel and battery plan, about Rs 21,000 crore, would be the sector's first marquee name if it hardens [reported].

Read the ten together and the design is visible: two anchors proven, one policy-born challenger, and seven invitations standing on shared infrastructure. Full build does not require all ten to succeed. It requires enough of them to keep the payrolls of Chapter 8 compounding, which is exactly what the phasing gives them sixteen years to do.



Appendix D. The Decade Log, 2016 to 2026

A year-by-year account of how the present arrived, compressed from the record. Where a year was quiet, the log says so; the quiet years are part of the truth. Five entries of prehistory first, because 2016 did not come from nowhere.

2007-2008. The Delhi Mumbai Industrial Corridor is conceived as an India-Japan initiative anchored on the Western Dedicated Freight Corridor, and Gujarat begins sketching special investment regions along its path.

2009. The Gujarat Special Investment Region Act passes, creating the legal species to which Dholera belongs. On paper, a city is now possible.

2011-2015. Land assembly through town planning schemes proceeds, meets farmer petitions, and in 2015 the High Court stays parts of the acquisition. The litigation era shapes everything after it: the plan slows, and the eventual build sequence, infrastructure first, people later, hardens.

2013. Gujarat's then chief minister announces Dholera's modern smart-city form, attaching the project to what becomes the national flagship narrative of Chapter 19.

2014. The environmental clearance of 19 September quietly becomes the load-bearing document every later approval stands on.

2016. DICDL incorporated on 28 January, giving the city its build vehicle and its 51-49 ownership. Trunk-infrastructure contracting for the Activation Area begins its long march.

2017. Heavy civil work advances quietly; nationally, the corridor programme absorbs criticism for its pace. Documented scepticism from this era, delays and land litigation, is inherited context, told fully in this series' first book.

2018. The solar park wins approval around April, planting the flag for the clean-power spine. Underground, the Activation Area's pipes and ducts continue going in unseen, the least photogenic and most consequential work of the decade.

2019. Trunk systems and the road grid take recognisable shape. The ABCD building rises toward its role as the region's brain.

2020. The pandemic year slows everything; the old target of a populated Activation Area by 2020 lapses formally into history, where Chapter 8 buried it.

2021. The Bhimnath-Dholera freight line clears the corridor board in September, then waits. An Ahmedabad-Dholera mass transit proposal is reported approved, then fades into the file that the 2026 rail decision would later supersede.

2022. September brings the Vedanta-Foxconn memorandum and a \$19.5 billion headline that made Dholera briefly famous for the wrong reason: capital that was never committed.

2023. Foxconn withdraws on 10 July, and the headline collapses. The lesson, that memoranda are not money, becomes this series' labelling discipline. The region's real infrastructure, meanwhile, keeps compounding.

2024. The pivot year. The Union Cabinet approves the Tata-PSMC fab on 29 February; ground breaks in March; in August the Cabinet blesses twelve new industrial cities on the Dholera template. The hype era ends and the anchor era begins.

2025. The fiscal support agreement is signed on 5 March, converting approval into contract. The official solar ledger records 300 MW operational within the sanctioned gigawatt. A May chief-ministerial review reports the expressway near completion.

2026, the half-year the record will remember.

February: the L&T-Vyoma data-centre agreement and the state budget's Rs 610 crore Dholera line. March: the expressway opens on the 31st. April: the Tata semiconductor SEZ is notified. May: two more semiconductor units cleared on the 5th, the rail approved with Rs 20,667 crore on the 13th, the ASML partnership on the 17th. June: the first aircraft touches the runway on the 4th, and Fujifilm signs its materials exploration on the 30th. July: the data-centre policy names Dholera primary on the 9th, the airport passes its 80 percent review, and the fab stands structurally complete with machinery moving in.

Ten years, one arc: from a company with a plan to a landscape with anchors. The next decade log belongs to the tracker in Chapter 29, and to whoever is keeping score in 2036.



Appendix E. The Official Bodies Directory

Part VII registered the private ecosystem. This appendix registers the public one: the government bodies that plan, build, fund, connect and promote Dholera, each with its role and its official address on the web. For a region this young, knowing which office does what is half of understanding it. All entries verified against the sources in this book's ledger; officer names rotate and are deliberately omitted here.

DSIRDA, Dholera Special Investment Region Development Authority. The statutory planning and land authority created under the SIR Act 2009: sanctions the development plan, administers the six town planning schemes, allots land. Portal: dholera.gujarat.gov.in.

DICDL, Dholera Industrial City Development Ltd. The special purpose vehicle that builds the city, incorporated 28 January 2016, owned 51 percent by Gujarat through DSIRDA and 49 percent by the Centre

through the NICDC Trust. Registered office in Gandhinagar; operations centred on the ABCD building.

NICDC, National Industrial Corridor Development Corporation. The central nodal agency for the national corridor programme, formerly DMICDC. Dholera is its flagship node, marketed as India's First Semicon City. Portal: nicdc.in.

DIACL, Dholera International Airport Company Ltd. The airport's special purpose vehicle: Airports Authority of India 51 percent, Gujarat 33 percent, NICDC 16 percent. Profiled at dholera.gujarat.gov.in/about_diacl.

GIDB, Gujarat Infrastructure Development Board. The state's apex infrastructure approval body under the GID Act 1999, facilitator of public-private partnerships, now integrated with the PM Gati Shakti planning stack. Portals: gidb.gujarat.gov.in and gidb.org.

iNDEXTb, Industrial Extension Bureau. Gujarat's investment promotion agency and the official single window for investor facilitation, domestic and foreign. Portal: indextb.com.

GIDC, Gujarat Industrial Development Corporation. Builder of the state's industrial backbone, operator of roughly 239 industrial estates,

and the model on which much of Gujarat's manufacturing geography stands. Portal: gidc.gujarat.gov.in.

Industries Commissionerate, Gujarat. Custodian of the state's industrial policy and its incentive schemes. Portal: ic.gujarat.gov.in.

GUJRERA, Gujarat Real Estate Regulatory Authority. The register where projects must appear before marketing, and the first stop of any verification. Portal: gujrera.gujarat.gov.in.

GPCL, Gujarat Power Corporation Ltd. The state agency developing the Dholera solar park's sanctioned Phase I.

NHAI, National Highways Authority of India. Builder and operator of the Ahmedabad-Dholera Expressway, NH-751.

DFCCIL, Dedicated Freight Corridor Corporation of India. Operator of the Western Dedicated Freight Corridor that anchors the DMIC's freight logic; the proposed Bhimnath-Dholera spur would connect to its world.

GSEM, Gujarat State Electronics Mission. The state's electronics and semiconductor mission, counterparty to the Fujifilm materials exploration of June 2026.

Vibrant Gujarat. The state's flagship investment summit machinery, where Dholera has been showcased since the project's early years. Portal: vibrantgujarat.com.

The wider state stack. gujaratindia.gov.in for the state portal, digitalgujarat.gov.in for citizen services, gujarat.pmgatishakti.gov.in for the logistics planning layer, and gujarattourism.com for the neighbours of Chapter 23.

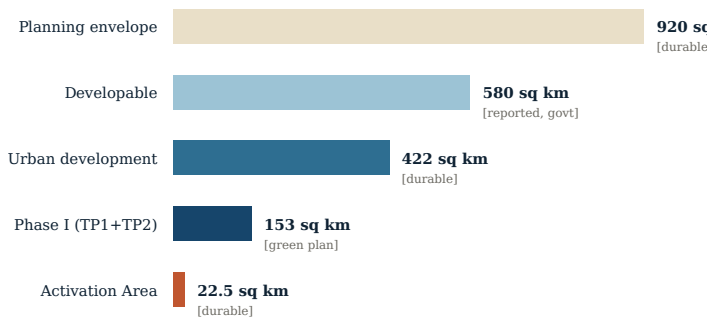
One reading note. These bodies cite each other's numbers with occasional lag, which is how a stale line survives on an official page (Chapter 16 flagged one). When two official sources disagree, the more recent, more specific document wins, and this book's Sources section names which one that was in each case.



Appendix F. An Atlas of Numbers

Every load-bearing figure in this book, gathered onto four pages for the reader who needs one number fast, with its label and its home chapter. If a number is not here, it is either in the register cards or it did not survive verification.

Figure: the nested geography, 920 down to 22.5

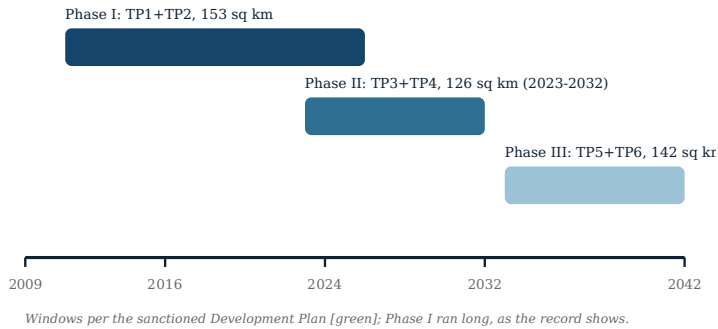


Areas per official records; Atlas of Numbers, Land.

Land. Planning envelope 920 sq km; developable about 580; urban about 422; roughly one third of developable land in the Coastal Regulation Zone. Phase I, TP1 plus

TP2, 153 sq km; Phase II, TP3 plus TP4, 126 sq km, window 2023 to 2032; Phase III, TP5 plus TP6, 142 sq km, window 2033 to 2042. Activation Area about 22.5 sq km. Industrial allocation 11,000 hectares; parcels from 0.5 to 150 hectares. [durable / green plan; Chapters 2, 20, 22]

Figure: three phases over thirty years



Source: DSIRDA Sanctioned Development Plan phasing; Chapter 22.

The fab. Investment Rs 91,000 crore, fiscal agreement citing Rs 91,526 crore eligible; capacity up to 50,000 wafer starts per month; 300 mm wafers; nodes 28 to 110 nanometres, production starting at 90 and 55; jobs stated above 20,000 direct and indirect; SEZ 66 hectares with about 21,000 reported jobs. First silicon targeted around December 2026; commercial reported mid-2028. [durable / reported / target; Chapters 5 to 7]

Connectivity. Expressway 109 km, four lanes expandable, design speed 120 km/h, opened 31 March 2026, cost reported Rs 3,196 crore construction or Rs 4,373 crore with land. Airport runway 3,200 m Code 4E, terminal about 25,000 sq m, phase-one cost about Rs 1,305 crore, initial capacity about 2 million passengers with sources varying to 3.5 million, operations targeted September-October 2026. Rail about 134 km double line, Rs 20,667 crore, about 284 villages connected, completion targeted up to 2030-31; the 220 km/h figure is press-only. [reported / green; Chapters 9 to 11]

Power and water. Solar about 300 MW operational; 1,000 MW Phase I sanctioned with 700 MW targeted March 2027; 5,000 MW ultimate target; the operating plant spans about 1,320 acres and 873,012 modules. Water: 50 MLD treatment plant; about 20 MLD desalination today; 200 MLD plant at consultant tender since 9 July 2026; final requirement openly unknown. [durable / target / reported; Chapters 12 to 13]

Money, green tier. Fab Rs 91,000 crore; rail Rs 20,667 crore; activation packages Rs 2,784.83 crore with matching equity released; 48.31 sq km transferred to the build company; 545 acres allotted of which 476 industrial; 1,043 industrial acres ready. [green, Jun 2026 monitoring report; Chapter 18]

Money, labelled tiers. Two further semiconductor units above Rs 3,900 crore [reported]; state budget Dholera line Rs 610 crore [reported]; L&T-Vyoma about Rs 25,000 crore and 250 MW [agreement green, size reported]; Tsingshan about Rs 21,000 crore [reported]; corridor-level private pipeline above Rs 1.5 lakh crore [reported, corridor-wide]; data-centre policy Rs 6 lakh crore and 7.5 GW [state-wide target]; the Rs 2.5 lakh crore Dholera headline, retired [untraceable]. [Chapter 18]

People. Jobs at full build: more than 800,000 target, from about 312,900 direct and 483,630 indirect in the plan's arithmetic; sector potentials led by electronics at about 87,300. Population ambition about 1 million [target]. Dholera village today: 2,779 people at the 2011 Census. Confirmed 2026 job commitments: fab above 20,000; SEZ about 21,000 reported; additional units above 2,200; NX Logistics about 400. [green plan / target / durable; Chapter 8]

The register. 137 entities: 83 developers, 9 brokers, 45 portals; 89 websites, 35 phones, 25 ratings, 24 DSDA members. [data, Jul 2026; Part VII]

Distances. Ahmedabad about 100 km; airport site about 20 km from the SIR; Lothal about 36 km; Nalsarovar 77 to 80 km; Velavadar about 110 km. [durable; Chapters 1, 10, 23]

Future is Dholera



Appendix G. The Observer's Toolkit

This book will be out of date the day it prints; that is what books about living cities are. The toolkit below is how to keep your own copy current: the small set of public sources that actually update, what each one refreshes, and on what rhythm. It is the same toolkit this series uses.

The official portal, continuously. dholera.gujarat.gov.in carries the authority's news page, the sanctioned plan documents, and the project pages for the airport SPV. Rhythm: irregular but authoritative. Habit: check the news page monthly, and treat undated status lines on static pages with the caution Chapter 16 demonstrated.

PIB, on event. The Press Information Bureau publishes the Cabinet approvals and mission milestones that form this book's green tier; a release ID, like the rail's 2260624, is the strongest citation a Dholera claim can carry. Rhythm: event-driven. Habit: search Dholera and semiconductor terms after any Cabinet meeting that touches infrastructure.

The corridor's monitoring reports, periodically. NICDC's delivery monitoring updates, like the June 2026 report this book leans on, carry the packages, equity, land transfer and allotment ledgers that no press story bothers with. Rhythm: periodic. Habit: when a new one surfaces, reconcile the allotment acreage first; it is the truest single dial of industrial momentum.

CEA quarterlies, for solar truth. The Central Electricity Authority's solar-park quarterly is the arbiter of how many megawatts actually run at Dholera, and the reason this book prints 300 while the internet prints more. Rhythm: quarterly. Habit: never accept a commissioned figure that outruns the latest quarterly.

The state budget, each February. The Dholera line item, Rs 610 crore in 2026-27, is an annual, comparable measure of the state's cash commitment. Rhythm: annual. Habit: track the line across years; direction matters more than any single figure.

Company newsrooms, on milestone. tataelectronics.com, tatapower.com and tata.com carry the fab and solar milestones at first hand, including the ASML partnership. Rhythm: event-driven. Habit: prefer the company page to the story about the company page.

GUJRERA, when the register matters. Project registrations, extensions and expiries move continuously, and Part VII's one open gap closes only there. Rhythm: continuous. Habit: search by taluka, not by project name as marketed.

The amateur layer, for texture. The drive-through and drone genre of Chapter 19 is unverified by definition and useful anyway: it shows concrete, cranes and traffic at a weekly cadence no official source matches. Rhythm: constant. Habit: use it to see, never to cite.

And the grading rule that binds them all. When a watched date arrives, grade it against Chapter 29's tracker in exactly the record's own terms: done with a date, slipped with a new target, or silent. A city under construction tells you the truth eventually. The toolkit just shortens the wait.



A Note on the Illustrations

Nine full-page scenes appear in this book, and honesty about images matters as much as honesty about numbers, so here is exactly what they are. Each is an original artistic rendering, drawn for this book in a flat, layered style, and none is a photograph, an official render, or an architectural drawing.

What is real in them is the record: the toll gantry and dawn light of the expressway that opened in March 2026; the low LEED-Gold mass of the ABCD building and its command floor; the engineered canal with its egrets and lamps; the crane line over the fab's cleanroom shell; the calibration aircraft and water-cannon arches of 4 June 2026; the tracker rows of the 300 megawatt solar field. Those six depict places you can verify with your own eyes today, stylised but not invented.

The remaining three, the street of 2030, the canal front of 2035, and the skyline of 2042, are the book's only speculative images, and they are labelled as such where they appear. They visualise the phasing

documents' intent, not any specific approved design; no building in them exists on any sanctioned drawing. They are best understood the way Part VI asked to be read: as the shape of a promise, drawn to scale with its labels on.

The charts and diagrams, twenty in all, are built exclusively from the sourced figures in the Atlas of Numbers, and every one carries its source line beneath it. No chart in this book contains an invented number.



Also by Dholerapedia

Why Invest in Dholera? A Sober, Sourced Guide to India's First Greenfield Smart City. The first book: where Dholera came from, how the region legally works, what is built versus planned, each engine of value on its merits, the full risk chapter, and the exact RERA, title and N.A. checks a buyer needs. Start here if your question is whether.

Right Time To Invest in Dholera is Right Now: The Sourced, No-Hype Case, and How to Enter Safely. The second book: the timing window, the three clocks of Dholera, why nobody can quote you an honest per-bigha number, the risk register, the cautionary case that rode the region's name, and the five checks before you pay. Start here if your question is when.

Future is Dholera completes the set. Its question is what: what the city already is, and what, on the public record, it intends to become.



Index of Figures

The nine scenes. The front door: NH-751 at dawn (Part I). The brain: the ABCD building (Part I). The first landmark: the canal at evening (Part I). The anchor: the fab site (Part II). 4 June 2026: the first landing (Part III). A field of mirrors (Part IV). 2030: the working city (Part VI). 2035: the living city (Part VI). 2042: the finished canvas (Part VI). All nine are original artistic renderings; see A Note on the Illustrations.

The charts and diagrams. What stands where, July 2026 (Chapter 4). The fab's gates, 2024 to 2028 (Chapter 6). Semicon City, the cluster around the anchor (Chapter 7). What 800,000 jobs is made of (Chapter 8). Three ways in, one lattice (Chapter 9). The approved railway, station by station (Chapter 11). The solar ladder (Chapter 12). The water ladder (Chapter 13). The plug-and-play stack (Chapter 14). The data-centre bet, sorted by evidence (Chapter 15). Who actually builds the city (Chapter 16). The industrial investor's path (Chapter 17). The cheque audit, tier by tier (Chapter 18). The weekend circuit (Chapter 23). The honest comparison set (Chapter 24). The register

at a glance (Chapter 25). The milestone tracker (Chapter 29). The nested geography (Appendix F). Three phases over thirty years (Appendix F).

Every chart draws only on the sourced figures of the Atlas of Numbers, and each carries its source line where it appears.

Glossary

ABCD Building. Administrative cum Business Centre for Dholera, the region's government and command building in TP2, housing the ICCC and single-window clearance.

Activation Area. The roughly 22.5 sq km phase-one demonstration zone inside TP2 where trunk infrastructure was built first.

ASML. Dutch company, the world's dominant supplier of semiconductor lithography equipment; partner to Tata Electronics for the Dholera fab.

Bhal. The flat, low-lying coastal plain of central Gujarat on which Dholera sits; old sea floor, famously level.

CCEA. Cabinet Committee on Economic Affairs, the central body whose approval funded the Dholera rail line.

Cleanroom. The ultra-filtered environment inside a semiconductor fab where wafers are processed.

Code 4E. An airfield reference code indicating a runway able to serve wide-body aircraft such as the Boeing 787.

CRZ. Coastal Regulation Zone, the shoreline belt where construction is restricted; about a third of Dholera's developable land falls within it.

DFC / WDFC. Dedicated Freight Corridor; the Western DFC is the heavy-freight railway backbone anchoring the DMIC.

DICDL. Dholera Industrial City Development Ltd, the special purpose vehicle building the city; Gujarat 51 percent, Centre 49 percent.

DMIC. Delhi Mumbai Industrial Corridor, the national industrial corridor programme of which Dholera is the flagship node.

DSDA. Dholera SIR Developers Association, the private industry body whose member roster informs Part VII.

DSIRDA. Dholera Special Investment Region Development Authority, the statutory planning and land authority.

Fab. A semiconductor fabrication plant.

First silicon. The first trial wafers processed by a new fab, proving the production line works; not commercial output.

FP (Final Plot). The reconstituted plot a landowner receives under a town planning scheme.

GIDB. Gujarat Infrastructure Development Board, the state's apex infrastructure approval body.

GIDC. Gujarat Industrial Development Corporation, builder of the state's industrial estates.

GIFT City. Gujarat International Finance Tec-City near Gandhinagar; India's operational greenfield finance city and a frequent comparison point.

Greenfield. Built on previously undeveloped land, from scratch.

GUJRERA. The Gujarat Real Estate Regulatory Authority, where projects register and buyers verify.

ICCC. Integrated Command and Control Centre, the city's operations room in the ABCD building.

iNDEXTb. Industrial Extension Bureau, Gujarat's investment promotion and single-window facilitation agency.

ISM. India Semiconductor Mission, the central programme part-funding the Tata fab.

Lithography. The fab process step that projects circuit patterns onto wafers.

Mature node. Older, larger-geometry chip processes (28 to 110 nanometres) used for power, display, automotive and industrial chips.

MLD. Million litres per day, the standard measure of water treatment capacity.

N.A. land. Land converted to Non-Agricultural status, a legal prerequisite for construction.

NICDC. National Industrial Corridor Development Corporation (formerly DMICDC), the central nodal agency.

NMHC. National Maritime Heritage Complex, the museum project rising at Lothal.

PSMC. Powerchip Semiconductor Manufacturing Corporation of Taiwan, technology partner for the Dholera fab.

SEZ. Special Economic Zone.

Single-axis tracker. A mounting system that tilts solar panels to follow the sun through the day; the Dholera plant uses what Tata Power calls India's largest such installation.

SIR. Special Investment Region, the legal designation created by Gujarat's SIR Act 2009.

TP Scheme. Town Planning Scheme, the Gujarat mechanism that pools land, plans it, and returns final plots; Dholera has six.

Trunk infrastructure. The primary networks of a city, roads, water, power, drainage, ICT, built at Dholera before the plots they serve.

VGGS. Vibrant Gujarat Global Summit, the state's flagship investment event, where Dholera has featured since the project's early years.

Viksit Gujarat 2047. The state's long-range development vision, under which the 2026 industrial and data-centre policies were framed.

Wafer. The thin silicon disc on which chips are fabricated; Dholera's fab uses the 300 mm standard.

Wafer starts. The industry's capacity measure: how many new wafers enter production per month; Dholera's fab is designed for up to 50,000.

Yield. The share of chips on a wafer that work; the number a new fab spends its first years raising, and the real meaning of the ramp described in Chapter 20.

The Master Timeline

A single dated spine for the whole story. Labels as everywhere: plain entries are on the record; targets are marked.

1930. Salt satyagraha at Dholera port, April. **2009.** Gujarat Special Investment Region Act enacted. **2013.** Dholera's modern smart-city form announced. **2014.** Environmental clearance, 19 September. **2016.** DICDL incorporated, 28 January; Gujarat 51 / Centre 49. **2018.** Solar park approved, around April. **2022.** Vedanta-Foxconn fab MoU, September. **2023.** Foxconn withdraws, 10 July. **2024.** Tata-PSMC fab approved by Cabinet, 29 February; groundbreaking March; twelve new industrial cities approved under the national programme, August. **2025.** Fiscal Support Agreement for the fab, 5 March; official solar record: 300 MW commissioned of 1,000 MW Phase I, September quarterly. **2026.** L&T-Vyoma data centre agreement, 20 February. State budget's Rs 610 crore Dholera line, 18 February. Expressway inaugurated, 31 March. Tata semiconductor SEZ notified, 14 April. Two further semiconductor units cleared, 5 May. Rail approved, Rs 20,667 crore, 13 May. ASML partnership, 17 May. First

aircraft lands, 4 June. Fujifilm MoU, 30 June. Data-centre policy launched, 9 July. Airport about 80 percent, fab structurally complete with cleanroom fit-out, July. **Late 2026.** Airport operations targeted September-October. Fab first silicon targeted around December. [targets] **2027.** Solar Phase I completion targeted March. [target] **2028.** Fab commercial production reported mid-year; L&T-Vyoma operations reported; Embraer-Adani horizon. [reported/targets] **2030-31.** Rail completion window. [target] **2032.** Phase II (TP3+TP4, 126 sq km) window closes. [plan] **2033-2042.** Phase III (TP5+TP6, 142 sq km) window; full urban build-out of ~422 sq km; 800,000-job and ~1 million population ambitions. [plan/targets]

Sources and Further Reading

Every factual claim in this book traces to the sources below, tiered exactly as in the text. Green sources are government or company-primary. Reported items come from the named press. Data items are dated scrapes described in Part VII.

The region, its law and its governance. Gujarat Special Investment Region Act 2009. dholera.gujarat.gov.in (DICDL official portal: about, board, news, final development plan). nicdc.in (NICDC, corridor programme, Dholera node). gidb.org (Activation Area). DSIRDA Sanctioned Development Plan documents (phasing, zones, employment arithmetic). NICDC Delivery Monitoring Unit report dated 30 June 2026 (activation packages, equity, land transfer and allotment ledger).

The fab and Semicon City. PIB releases on the India Semiconductor Mission and the Tata-PSMC approval (including PRID 2108602). tata.com and tataelectronics.com newsroom (fab, ASML partnership). Press: India Today (node sequence, 17

July 2026), Moneycontrol (SEZ notification, 14 April 2026), Business Standard and Times of India (SEZ, jobs), BusinessToday and YourStory (two additional units, 5 May 2026), fujifilm.com and The Hindu BusinessLine (materials MoU, 30 June 2026), Tom's Hardware (ASML coverage). Historical: Business Standard (Foxconn exit, July 2023).

Connectivity. PIB Release ID 2260624, 13 May 2026 (rail approval, cost, length, timeline). NHAI and press coverage of the expressway inauguration, 31 March 2026. Gujarat Samachar and TV9 (first trial landing, 4 June 2026). Press coverage of the July 2026 airport review (approximately 80 percent, September-October target). Embraer-Adani MoU coverage, July 2026. Wikipedia reference pages for the airport, expressway and region, used for durable specifications only.

Power, water, data. CEA Solar Parks quarterly report, September 2025 (300 MW / 1,000 MW position). tatapower.com (300 MW commissioning, tracker installation). newsonair.gov.in, 20 February 2026 (L&T-Vyoma agreement). nasscom and Outlook Business (data-centre policy, 9 July 2026). Vibes of India (desalination capacity, 200 MLD tender, water requirement statements). DICDL official interview material, 2024 (Activation Area utilities, ICCC).

Government machine and schemes.

dholera.gujarat.gov.in/about_us (board, jobs target, area figures, read 24 July 2026). ic.gujarat.gov.in (industrial policy). indextb.com (investment facilitation). gidc.gujarat.gov.in. cmogujarat.gov.in (CM review, 2 May 2025; Industrial Policy 2026 announcement). DeshGujarat (state budget Dholera line, February 2026). PIB PRID 2050136 (twelve industrial cities, August 2024).

Heritage, lifestyle, comparisons.

Archaeological Survey of India (Lothal). Gujarati Vishwakosh (Dholera Satyagraha). census2011.co.in (Dholera village). gujarattourism.com (Nalsarovar, Velavadar, Lothal). Wikipedia (GIFT City verified profile).

The register. dsda.in member roster. Google Maps place data, scraped 24 July 2026. Search and listicle sweeps as described in Chapter 25. All register observations dated July 2026.

The earlier books. Why Invest in Dholera? and Right Time To Invest in Dholera is Right Now, Dholerapedia, which carry the region's full history, the investment mechanics, the risk register, and the buyer's verification handbook that this volume deliberately does not repeat.

The One-Page Summary

For the reader who lends this book and needs its spine in a minute: Dholera is a planned industrial smart city of about 920 square kilometres on Gujarat's coast, built plan-first by a company owned 51-49 by the state and the Centre. As of July 2026 its expressway is open, its airport is about 80 percent built with one trial landing done, its Rs 91,000 crore Tata-PSMC semiconductor fab is structurally complete with machines moving in, its first 300 megawatts of solar are running, and a Rs 20,667 crore railway is approved to 2030-31. The confirmed green-tier money behind it exceeds Rs 1.14 lakh crore. Its future runs in sanctioned phases to about 2042, toward targets of 422 urban square kilometres and more than 800,000 jobs, every one of which remains a target, not a promise. One hundred and thirty-seven private entities currently work its market, registered in Part VII of this book. The dates that will grade the whole story next are late 2026 for the airport and first silicon, 2027 for solar Phase I, 2028 for commercial chips, and 2030-31 for the rail. Watch, label, verify. That is the entire method.

About Dholerapedia

Dholerapedia is an independent reference project with one job: to be the clearest, most honest source of information about the Dholera Special Investment Region. It does not sell plots, does not act as a broker, and takes no payment to promote or rank anyone. Every figure it publishes is drawn from a compiled, dated fact ledger and labelled by confidence, so readers always know a confirmed fact from a reported claim and a reported claim from a target. Its other Dholera titles include Why Invest in Dholera? and Right Time To Invest in Dholera is Right Now.

Methodology and Disclaimer

This book was compiled in July 2026 from the sources listed above. Facts were tiered at three levels: government or company-primary records, press reporting, and stated targets, and the tier travels with the number everywhere in the text. Register data was gathered by the four-sweep method described in Chapter 25, deduplicated, and quarantined where fabrication was suspected. Figures in charts are drawn only from the sourced ledger; no chart invents a number, and charts of targets say so on their face. All illustrations are original artistic renderings created for this book; they depict the spirit of documented places and plans and are not photographs, architectural drawings, or official renders.

Nothing in this book is investment, legal, or tax advice. Conditions change; targets slip; the tracker in Chapter 29 exists precisely because a printed book cannot update itself. Verify anything that matters with the primary sources named here before acting on it.

Colophon

Set in a 6 by 9 inch trim with a serif text face, composed and charted by the Dholerapedia Research Desk, with original scene illustrations drawn for this edition. The register was compiled by the four-sweep method of Chapter 25 in July 2026. It belongs to the Dholerapedia series on the Dholera Special Investment Region.