

# Uttarakhand Logistics Policy 2022 (Draft Version)

## Table of Content

TABLE OF CONTENT.....	1
ABBREVIATIONS .....	2
1. PREAMBLE .....	3
2. DEFINITIONS .....	4
2. VISION AND OBJECTIVE .....	6
3. POLICY STRATEGIES .....	6
4. INVEST UTTARAKHAND (ADVANTAGE) .....	10
5. POLICY IMPLEMENTATION .....	12
6. LOGISTICS INSTITUTIONAL SETUP .....	12
7. INCENTIVES TO PRIVATE LOGISTICS PARK .....	14
8. RELEASE OF INCENTIVE (PROCESS).....	0

## Abbreviations

AKIC - Amritsar-Kolkata Industrial Corridor

CAGR - Compound Annual Growth Rate

DFC - Dedicated Freight Corridor

DMIC - Delhi-Mumbai Industrial Corridor

EPP - Enterprise Promotion Policy

FAR/FSI - Floor Area Ratio/Floor Space Index

FDI - Foreign Direct Investment

FMCG - Fast moving Consumer Goods

GDP - Gross Domestic Product

GST - Goods and Services Tax

ICD - Inland Container Depots

IMMLP - Integrated Multi Modal Logistics Park

MMLP - Multi Modal Logistics Park

MRO - Maintenance, Repair and Overhaul

NBC - National Building Code

PPP - Public Private Partnership

RFID - Radio-frequency identification

SDC - Skill Development Centre

## 1. Preamble

Located at the foothills of the Himalayan mountain ranges, Uttarakhand shares international borders with China (Tibet) in the north & Nepal in the east and inter-State boundaries with Himachal Pradesh in the west & northwest and Uttar Pradesh in the south. The State is in close proximity with the National Capital Region which gives access to important market as well as raw materials.

The State is rich in natural resources and has export potential in the sectors such as organic agricultural products, agro based & processed food, aromatic & medicinal plant-based products, pharmaceuticals, nutraceuticals and service sectors like tourism & wellness.

After its creation in 2000, Uttarakhand witnessed rapid growth in its Industry sector on the back of policy interventions by the State and Central Government. The State, through its agency SIIDCUL, developed world class industrial infrastructure. The State has also notified a policy for private industrial estates. The industry friendly policies and conducive environment for industrial development has helped Uttarakhand emerge as an attractive investment destination.

This has resulted in the Gross State Domestic Product (GSDP) of the State expanding at a compound annual growth rate (CAGR) of 11.16 per cent to INR 2.18 trillion (US\$ 33.76 billion) between 2011-12 and 2017-18. The cumulative FDI inflows in Uttarakhand stood at around US\$ 652 million between April 2000 to December 2017<sup>1</sup>. During 2013-14 to 2017-18, exports from Uttarakhand registered a positive CAGR of 6.79 per cent to reach USD 1.46 billion against a negative growth of -0.89 per cent in India's overall exports.

In the Ease of Doing Business ranking conducted by Department for Promotion of Industry and internal trade (DPIIT) in collaboration with World Bank under Business Reform Action Plan (BRAP) 2019-20, Uttarakhand stood amongst the top-ranking states of India.

In the Export Preparedness Index (EPI) 2020 report released by NITI Aayog, Government of India in August 2020, the State has been recognized as the top performing State in the Himalayan States category. This was made possible by the presence of basic export facilities & infrastructure, a conducive business & export environment as well as good export performance by the State.



<sup>1</sup> Source: Department for promotion of Industry and Internal Trade (DPIIT)

In the Logistics Ease Across Different States (LEADS) index released by the Ministry of Commerce & Industry, Government of India in March 2019, the State has been placed at 13<sup>th</sup> position. Being a land locked, exporters of the State have an inherent cost disadvantage over suppliers from other States as they have to incur higher logistics cost in bringing raw material to their premises as well as shipping out finished products. Despite these challenges, Uttarakhand exported goods worth of approx. INR 16,970.8 Cr (US\$ Mn 2,280) during 2019-20<sup>2</sup>

In this backdrop and aligning with the Central Government's vision for integrated development of Logistics sector, Government of Uttarakhand intends to extend its support to new and existing industries working in the domain of Logistics in the State. This policy aims at reducing the logistics costs, strengthen the existing logistics infrastructure, create employment opportunities & enhance the State's ranking in the Logistics Index (LEADS) and facilitate investments in the sector by providing fiscal and non-fiscal support.

## 2. Definitions

Incentives under this policy will be applicable to the Logistics units

**1.1 Logistics services** like cargo aggregation/segregation, distribution, intermodal transfer of material and container, open and closed storage, apt condition for storage in cargo transit period, material handling equipment, and business & commercial facilities and common facilities

**1.2 Supporting infrastructure** including internal roads, communication facilities, open and green spaces, water pipelines, sewage and drainage lines, disposal facilities, setting up power lines, feeder, solar panels and others as per the requirements of the park

**1.3 Container Freight Station (CFS) or Inland Container Depot (ICD)** with minimum investment of **INR 50 crore** and minimum area of **10 acres** for (Non-Hill Area) and with minimum investment of **INR 5 crore** and minimum area of **3 acres** for (Hill Area)

Inland Container Depot means an off seaport (port) facility having such fixed installations or otherwise, equipment, machinery etc. providing services for handling and/or clearance of laden import/ export containers, under customs control and with storage facility for customs bonded or non-bonded cargo. These facilities shall have road connectivity, rail connectivity, customs/non-customs bonded warehousing, truck terminals etc. and other common user facilities required to carry out efficient operations

**1.4 Air Cargo Complexes** means such facilities developed to enhance air cargo movement capacity of the state. These facilities may be located within airport/ off airport location and provide facilities such as handling, storage, clearance of cargo, among others

**1.5 Warehousing facility** with minimum investment of **INR 25 crore** and minimum area of **50,000 sq. ft.** for (Non-Hill Area) and with minimum investment of **INR 5 crore** and minimum area **of 5,000 sq. ft** for (Hill Area)

---

<sup>2</sup> [www.dgciskol.gov.in](http://www.dgciskol.gov.in)

Warehouse means open/closed area developed to provide storage facilities for any cargo. Warehouses shall provide facilities for handling and storage of cargo in bulk/ break bulk form

**1.6 Cold chain facility** with minimum investment of **INR 15 crore** and minimum area of **20,000 sq. ft** for (Non-Hill Area) and with minimum investment of **INR 3 crore** and minimum area **of 5,000 sq. ft** for (Hill Area)

Cold Chain Facility means a facility for storage and minimal processing of perishable/ temperature sensitive cargo such as agriculture, horticulture, dairy, fish & marine, poultry & meat products, pharma etc. with a linkage from source to the consumer.

The key components of Cold Chain Facility may include:

- Controlled Atmosphere (CA)/ Modified Atmosphere (MA) chambers, Variable Humidity Chambers, Ambient Storage, Individual Quick Freezing (IQF), blast freezing, etc.
- Minimal Processing Center may have facility for weighing, sorting, grading, cleaning, waxing, packing, pre-cooling, fog treatment, irradiation facility, etc.
- Mobile pre-cooling vans and reefer trucks may also be attached with cold chain facilities on dedicated basis to provide end to end services

**1.7 Truck Terminals** with minimum investment of **INR 10 crore** and minimum area of **15,000 sq. ft** for (Non-Hill Area) and with minimum investment of **INR 2 crore** and minimum area **of 5,000 sq. ft** for (Hill Area)

Truck Terminals means such facilities which are developed in order to ease traffic congestion on strategic locations such as the district logistics nodes, industrial areas, national/ state highways, expressways intersection points, etc. Truck terminals may provide facilities such as repair and maintenance of the trucks, stores for spare parts, ATMs, fuel stations, parking spaces, transport offices, sanitary facilities, weigh bridges etc. These facilities may also have lodging facility for drivers and helpers along with areas for loading/unloading (cross docking) of cargo among other facilities. Facility to check vehicle fitness automatically may also be provided at truck terminals

**1.8 Logistics Parks** to be developed on basis of Private/PPP/ JV mode on more than 10 acres of land area for Hilly Area and more than 20 acres of land for Non- Hilly Area.

**1.9 Hilly Area** – As per Uttarakhand MSME Operational Guideline 2015 (As amended 2020), Section, Section “Classification of areas identified for approval of financial incentives” Category A, B, B+ and C will be called as a Hilly Area in this policy

**1.10 Non-Hilly Area** – As per Uttarakhand MSME Operational Guideline 2015 (As amended 2020), Section “Classification of areas identified for approval of financial incentives” Category D will be called as a Non-Hilly Area in this policy

## Eligibility

1. Unit/ project registered as Proprietor, Partnership firm, Cooperative Society, Company, Trust, Non-Government Organization (NGO) can avail incentives under this policy
2. State Government/ Central Government departments shall not be eligible for any incentives under the policy.
3. A unit that has availed any incentive for the same assets under any other scheme of the state government, or any agency of the state government shall not be eligible for incentive under this scheme
4. As per Uttarakhand MSME Operational Guideline 2015 (As amended 2020), Section “Definition of Adequate Expansion of Existing Industrial Unit” Expansion of Existing Unit will be increasing in investment in fixed capital investment.

## 2. Vision and Objective

### 2.1 Vision

“To facilitate and develop an integrated logistics ecosystem in Uttarakhand, to enhance competitiveness, operational efficiency and sustainability through innovation, skilled manpower, quality and disruptive technologies; thereby reducing the cost of logistic and strengthen the trade and commerce in Uttarakhand.”

### 2.2 Objective

- 2.1.1 Provide a simplified, proactive and responsive institutional mechanism for rapid growth of logistics
- 2.1.2 Develop new and strengthen existing logistics infrastructure such as warehouses, inland container depots (ICDs), cold storages, rail-road connectivity from industrial estates / clusters etc.
- 2.1.3 Promote green and innovative practices to develop a competitive logistics infrastructure in the State
- 2.1.4 Promoting private investments in setting up logistics facilities in the state with forward and backward linkages.
- 2.1.5 Provide fiscal and non-fiscal incentives to logistic companies to boost the sector
- 2.1.6 Provide handholding support to existing and new logistics operators of the state
- 2.1.7 Coordinate with all national and global agencies connected with promotion of logistics
- 2.1.8 With inclusion of the above objectives in the sight, Uttarakhand is to develop and implement a comprehensive Logistic Plan for the State

## 3 Policy Strategies

### 3.1 Provide a simplified, proactive, and responsive institutional mechanism for rapid growth of logistics

- 3.1.1 Policy aims to map logistics facilities across the state to identify areas for intervention/ improvement and development.
- 3.1.2 To identify capacity & operational bottlenecks of existing logistics facilities, services and the proposed development of road and rail network at state and national levels.
- 3.1.3 To assess future need of logistics infrastructure such as rail network, airports, and logistics facilities.
- 3.1.4 To consider the focus areas of MSME Incentive Policy 2015 (As amended 2019), Mega Industrial Investment Policy 2015 (As amended 2020) and any such similar policies issued by the Government of Uttarakhand.

### **3.2 Develop new and strengthen existing logistics infrastructure such as warehouses, inland container depots (ICDs), cold storages, rail-road connectivity from industrial estates / clusters etc.**

This policy aims at improving utilization of existing logistics facilities in which are under the control of either private developers or various state government departments/ agencies. The existing facilities shall be evaluated on various performance parameters to improve their utilization through relevant stakeholder consultations.

### **3.3 Promote green and innovative practices to develop a competitive logistics infrastructure in the State**

- 3.3.1 Govt of Uttarakhand aims at building an eco-friendly and sustainable logistics and transportation system in the state. Green logistics are techniques that aims at minimizing ecological impact of logistics activities, including eco-friendly transportation, reducing carbon emissions, solid liquid waste management, scientific disposal techniques, use of bio-degradable items, adopting recycling techniques, using renewable energy, etc. Thereby, green logistics initiatives are promoted under this policy. Further, in this context use of electric and hybrid vehicles will be promoted at Multimodal Transport & Logistics Parks.
- 3.3.2 The State will implement smart systems for efficient movement of cargo through Checkpoints. “Green Channels” will be identified for vehicle carrying EXIM / Defence cargo

### **3.4 Promoting private investments in setting up logistics facilities in the state with forward and backward linkages.**

- 3.4.1 Government of Uttarakhand will encourage public private partnership in construction of modern logistics facilities in the state.
- 3.4.2 Development of storage and handling facilities - The policy focuses on development of storage and handling facilities at strategic nodes to improve logistics efficiency in focus sectors such as pharmaceuticals, e-commerce, agriculture products etc.
- 3.4.3 Development of Air Freight Stations and Air Cargo Complexes at strategic locations - Assessment of air cargo potential, current capacity constraints, air connectivity, etc.



shall be carried out. Accordingly, the development of air cargo terminals and air freight stations shall be incorporated while mapping the facilities to boost air cargo.

- 3.4.4 Support growth of e-commerce - This policy promotes development of e-commerce hubs in high movement zones, closer to demand locations and around the periphery of cities<sup>5</sup>. This would address the needs of e-commerce sector and prevent traffic congestion in cities.
- 3.4.5 Development of truck terminals, driver rest areas and parking spaces - The policy aims to promote development of truck terminals for their repair & maintenance, driver rest areas and parking spaces at strategic locations (national/ state highways, expressways intersection points, etc.), near industrial parks and around the periphery of high cargo density areas. This will ease out congestion and provide proper waiting areas to trucks during city timing restrictions.

### **3.5 Provide fiscal and non-fiscal incentives to logistic companies to boost the sector (use of technology & innovation in logistics)**

- 3.5.1 Govt of Uttarakhand will provide fiscal and non-fiscal incentives to logistic companies to boost the sector. Policy promotes and incentivizes use of new technologies to improve sector efficiency in Uttarakhand. Few examples of types of technology that can be adopted for this purpose include:
  - a. Robotics and automation in material handling, cargo transportation and de-congesting cargo traffic at logistics facilities.
  - b. Blockchain technology-based systems for transaction validations, exchange of documentation and information in a secured manner.
  - c. Digital twin technology for building simulations and measuring impact of new experiments in layouts and new machinery etc. in a risk-free manner. This technology identifies recurring trends and reflects potential weaknesses in the operating environment, thereby providing inputs for future improvements.
  - d. Artificial and augmented intelligence tools for improved demand planning, route planning, operations planning, etc. leading to reduction in time spent, human errors and cost. AI based technologies also provide best route options for low carbon emissions, thereby supporting the environmental sustainability initiatives.
- 3.5.2 Policy also aims to promote innovation in logistics by incentivizing technical patent registrations by technology providers, start-ups and other business units developing and/ or implementing specialized technology solutions during the policy period. Further, annual awards/ rewards for best technology & innovative solutions in the logistics sector shall also be introduced.

*Note: To provide customised incentives on case-to-case basis as deemed necessary for Projects of Special Importance (New Technology). The State Level Empowered-Power Committee (SLEC) as constituted under the Chairmanship of Chief Secretary as per the provisions of The Uttarakhand Enterprise Single Window Facilitation and Clearance Act 2012 shall recommend the customised package of incentives.*

### **3.6 Provide handholding support to existing and new logistics operators of the state (Ease of Doing Logistics)**

Uttarakhand has been consistently ranked amongst the top states in India by DPIIT in its assessment for Ease of Doing Business and was ranked at 11th position for the year 2019.

As a part of its ongoing business reforms and to streamline the current logistics procedures involved in getting the required approvals from the concerned Departments. The State Government intends to reduce the procedural formalities by re-engineering and digitizing the current processes involved in application submission and approval. An online system integrated with Single Window System is already in place and will be strengthened for online application submission, payment, tracking and approval etc., which shall remove the physical touch points across levels unless there is a need for physical verification. To make sure that the application is approved within time limit, fixed timelines as per The Uttarakhand Enterprise Single Window Facilitation and Clearance Act ,2012 would be followed

### **3.7 Coordinate with all national and global agencies connected with promotion of logistics**

The State Government will assist in identifying the potential export markets. It will establish linkages with export promotion desks by tying up with trade centres in embassy offices of foreign countries.

To enhance logistic competitiveness in the State, Government will leverage schemes like Trade Infrastructure for Export scheme (TIES), Micro & Small Enterprises Cluster Development Program (MSE-CDP) etc.

The State Government will also collaborate with relevant Logistic and other Export Promotion organizations like FIEO, IIFT, EEPC, SEPC, ECGC, Tea Board etc. for strengthening the existing logistic and export ecosystem and also setting up of camp offices of relevant export councils in the State.

### **3.8 With inclusion of the above objectives in the sight, Uttarakhand is to develop and implement a comprehensive Logistic Plan for the State**

The Government of Uttarakhand will be developing and implementing Comprehensive Logistic Plan with prime focus on four key area of Logistic:

- 3.8.1 **Driver Empowerment and Employment** – Earmark dedicated Parking spaces along highways and major roads for trucks and resting places for drivers
  - a) Schemes for Training and Skill Upgradation

- b) Development of Highway Amenities / centres along State highways providing basic facilities
  - c) State Specific schemes for Health and well-being of Drivers
  - d) State Skill mission to impart driver training programs
- 3.8.2 **Warehousing** – Ensure ease availability of land and facilitative environment for conversion of land use, FAR relaxation for warehousing, relation in height of warehouses etc.
- a) Development of a Single Window clearances for securing applicable licenses and approvals for establishing and operating warehouses
  - b) Creating an e-Directory of warehouses in the State
- 3.8.3 **Smart Enforcement** – Move towards an eco-system of minimal inspection and stoppages of trucks on road; Identify truck movement check points & address these bottlenecks; and effective implementation of Carriage of Goods by Road Act, 2007 and Indian Motor Vehicles Act.
- a) Simplification of Existing processes for Road enforcement
  - b) Initiatives to address protruding cargo
  - c) Prepare a roadmap for adoption of an alternative/innovative methodology of enforcement
  - d) Provision of Wifi / CCTVs / WIMs for remote enforcement
  - e) Integration of GSTN / FASTag / VAHAN and SARATHI databases and use in Smart Enforcement
- 3.8.4 **City Logistic** – Logistics Parks with truck parking/ warehousing in Peri-urban area near cities / Transport infrastructure and traffic for last mile delivery
- a) Development of transport infrastructure and traffic planning for last mile deliver within the city boundaries.
  - b) Identification of peri-urban locations for development of warehouses / fulfilment / aggregation centres to enable shift of in-city warehouses
  - c) Transportation of goods through sustainable modes etc.

## 4 Invest Uttarakhand (Advantage)

### 4.1 Industrial Corridors

The State's strategic location & proximity to the National Capital Region (NCR), and the upcoming 2 National Industrial Corridors, Amritsar Kolkata Industrial Corridor (AKIC) and DMIC (Delhi Mumbai Industrial Corridor) will help in meeting the infrastructural requirement for facilitating logistics activities in the state.

The State government will undertake the following measures to enhance the logistics & infrastructure of the State.

## 4.2 Enhancing Warehousing, Storage, Container Facilities and Air Cargo Facilities

- 4.2.1 The State will set up new ICD / Dry facilities at Haridwar and other emerging industrial hubs, to address challenges/ difficulties in cargo storage, customs clearance, and container availability.
- 4.2.2 A Land Custom Station (LCS) at Banbasa, Champawat will be set up as an Integrated check Post (ICP) in coordination with Land Port authority of India (LPAI)
- 4.2.3 Upgrade the existing ICDs at Kashipur and Pant Nagar & Existing cargo setup at Jolly Grant Airport
- 4.2.4 The State will set up a cargo terminal at Pantnagar airport along with integrated facilities for cold chain and warehousing to facilitate logistics
- 4.2.5 Increase the air connectivity by starting new flights to destinations including metro cities of India
- 4.2.6 Improvement & maintenance of the existing road infrastructure across the Industrial regions to increase the cargo inflow / outflow, thereby reducing the transactional cost incurred by the industries
- 4.2.7 Increase the rail connectivity across regions
- 4.2.8 Ongoing Projects like Rishikesh - Karanprayag Rail project, All Weather Chardham Road project and Bharatmala road project aims to enhance the connectivity to the remotest parts of the State

### Char Dham National Highway Development Programme



## 4.3 Industry Status to Logistics Sector:

Warehousing and Logistics units satisfying the 'Infrastructure Status' conditions laid out by the Government of India will be granted 'Industry' status in the state

## 4.4 Promotion of Dry Ports

The Government of Uttarakhand will focus on strengthening the Dry Ports & Inland Container Depot (ICDs) at appropriate locations (high business density)

## 4.5 Storage Facilities

To fulfil the requirements of MSME sector (especially Agro producers), the State aims to establish storage facilities in each district

## 4.6 Logistics Park

The State will facilitate in establishing Logistics Park in the State by providing necessary infrastructure support through State Infrastructure & Industrial Development Corporation of Uttarakhand Limited (SIIDCUL)

## 4.7 Multimodal Logistics Park (MMLP)

As part of the National Perspective Plan, prepared under the Sagarmala Programme of the Ministry of Shipping, 7 Multi-Modal Logistic Parks (MMLPs) were proposed in different states of India, out of these, one park has been setup under an area of approximately 38 acres, in Pant Nagar, Uttarakhand. The domestic operations have already been initiated at this facility and the State government will facilitate international operations. This park is supporting industries located at IIE Pantnagar, and adjoining areas like Rudrapur, Kashipur, Kiccha and Khatima where major industry players are located. The park will operate as a rail linked MMLP

## 4.8 Encouraging Public Private Partnership

The State will encourage public private partnership in construction of modern logistics facilities in the state

## 4.9 Skill Development:

In coordination with Uttarakhand Skill Development Mission, the State will include courses in Logistics to enable skilled manpower for the rising demand in the Sector

## 5 Policy Implementation

- 5.1 This policy will come into effect on the date of its notification and will remain in force for a period of 5 years
- 5.2 This policy may be modified with necessary amendments or supersession as may be required, and notified from time to time
- 5.3 In case of any amendment in this policy, if any package of incentives is already committed by the State government to any unit, it shall not be withdrawn, and the unit shall continue to remain entitled to the benefits

## 6 Logistics Institutional Setup

### 6.1 State Logistics Cell

In order to create a conducive & favourable logistics ecosystem, a state level logistics cell & state logistics co-ordination committee is constituted and Secretary, Industrial development is appointed as the nodal officer for the integrated development of the sector

This cell shall measure the performance metrics across the logistics value chain and enable data driven decision-making for future infrastructure and logistics projects, the availability of capacity and growth trends for logistics infrastructure and facilities in the State

### State Logistics Cell

i.	<i>Principal Secretary / Secretary, Industrial Development Govt. of Uttarakhand</i>	<i>Chairperson</i>
ii.	<i>Secretary / Additional Secretary, Planning, Finance, Transport, Civil Aviation, Revenue, Forest &amp; Environment, PWD</i>	<i>Member</i>
iii.	<i>Director General &amp; Commissioner - Industries</i>	<i>Member</i>
iv.	<i>Managing Director, SIIDCUL</i>	<i>Member</i>

### State Logistics Co-ordination Committee

i.	<i>Chief Secretary, Uttarakhand</i>	<i>Chairperson</i>
ii.	<i>Principal Secretary / Secretary, Industrial Development Govt. of Uttarakhand</i>	<i>Member Secretary</i>
iii.	<i>Principal Secretary / Secretary, Planning, Finance, Transport, Civil Aviation, Revenue, Forest &amp; Environment, PWD</i>	<i>Member</i>
iv.	<i>Director General &amp; Commissioner / Director - Industries</i>	<i>Member</i>
v.	<i>Managing Director, SIIDCUL</i>	<i>Member</i>
vi.	<i>Regional Officer / Chief Officer, National Highways Authority of India (NHAI)</i>	<i>Member</i>
vii.	<i>Director, Airports Authority of India (AAI)</i>	<i>Member</i>

It is also proposed that a city logistics co-ordination committee would be constituted for key cities (to begin with) like Dehradun, Haridwar, Udham Singh Nagar, Haldwani etc., involving municipal corporations, district authorities etc., with the prime objective to improve urban freight efficiency and ease cargo movement and reduce bottlenecks

## 7 Incentives to Private Logistics Park

Eligible in Logistic Policy	Criteria for Eligible in This Policy		Up to 20 Cr (Hill Area)	Up to 20 Cr (Non - Hill Area)	More than 20 Cr (Hill Area)	More than 20 Cr (Non - Hill Area)
	Hill Area (A, B, B+, C)	Non - Hill Area (D)				
Logistics Services Provider	like cargo aggregation/ segregation, distribution, intermodal transfer of material and container, open and closed storage, apt condition for storage in cargo transit period, material handling equipment, and business & commercial facilities and common facilities		25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost
Air Cargo Complexes	Such facilities developed to enhance air cargo movement capacity of the state.		25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost
Container Freight Station (CFS) or Inland Container Depot (ICD)	Minimum investment of INR 5 crore and minimum area of 3 acres	Minimum investment of INR 50 crore and minimum area of 10 acres	25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost
Warehousing facility	Minimum investment of INR 5 crore and minimum area of 10,000 sq. ft.	Minimum investment of INR 25 crore and minimum area of 50,000 sq. ft.	25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost
Cold Chain Facility	Minimum investment of INR 3 crore and minimum area of 5,000 sq. ft	Minimum investment of INR 15 crore and minimum area of 20,000 sq. ft	25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost
Truck Terminals	Minimum investment of INR 2 crore and minimum area of 5,000 sq. ft	Minimum investment of INR 10 crore and minimum area of 15,000 sq. ft	25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost
Logistic Park	Logistics Parks developed on basis of Private/PPP/ JV mode on more than 10 acres of land area.	Logistics Parks developed on basis of Private/PPP/ JV mode on more than 20 acres of land area.	25 % of Project Cost	10 % of Project Cost	20 % of Project Cost	7 % of Project Cost

**Note:** These incentives will be applicable to existing industries / logistic units and those units who undergo expansion, Government of Uttarakhand will regularly review the progress of this policy and take necessary steps to make it more effective and result oriented

## 8 Release of Incentive (Process)

Phase of Incentive Release	Stages	Submitted By Investor Checklist
1st Instalment:	The 1st installment of 20% at the time of Land Purchase.	<ol style="list-style-type: none"> <li>1. Company Incorporation Certificate</li> <li>2. Land Deed/ Lease Deed</li> <li>3. Approved DPR from Chartered Accountant</li> <li>4. Means of Finance</li> </ol>
2nd Instalment:	The 2nd instalment of 30% of the total Incentive under the Logistic Policy will be released after ensuring that 90% of project cost has been utilized on the project.	<ol style="list-style-type: none"> <li>1. Chartered Accountant Certificate - Actual expenditure incurred on the project showing the means of finances and 90% of project cost utilized</li> <li>2. Expenditure incurred on the project (Bank Statement, Bill and Transaction Proof)</li> <li>3. GST paid on project cost</li> <li>4. Certificate of the Chartered Engineer (Civil) for Technical Civil Works</li> <li>5. Construction Permit / Factory Map Approval</li> <li>6. Site Inspection Report by the District Industries Centre / Directorate of Industries to ascertain the physical progress of the project</li> </ol>
3rd Instalment:	The 3rd instalment of 30% of the total Incentive under the Logistic Policy will be released only after confirming the commencement of commercial production through physical verification by the District Industries Centre / Directorate of Industries and issue of Consolidated consent & authorization (CCA) from the Pollution Control Board	<ol style="list-style-type: none"> <li>1. Chartered Accountant Certificate - Actual expenditure incurred on the project showing the means of finances and 100% utilization of Project Cost</li> <li>2. GST Number</li> <li>3. Commercial Operation Certificate issued by DIC</li> </ol>
4th Instalment:	The 4th instalment of 20% of the total Incentive under the Logistic Policy will be released only after 2 years from commercial operation	<ol style="list-style-type: none"> <li>1. After 2 years from Commercial Operation</li> <li>2. Before release of 4th &amp; final instalment of Incentive a project cost will be re-calculated based on the proposed / appraised / actual cost, whichever is less, for the already approved items and released accordingly</li> </ol>