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DEPARTMENT OF INDUSTRIES

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17th October, 2022

Jharkhand Industrial Park and Logistic Policy 2022

Memo No. 06/U.Ni./Vividh/Logistics Park-3/2021.....1132.....

1. Preamble

The Government of Jharkhand introduced Jharkhand Industrial Park Policy in September 2015 for a period of five years with a view to create industrial infrastructure for rapid industrialization in the State. The state had provisioned to incentivize the private players to come forward and develop well-equipped, state-of-the-art industrial parks which is quintessential to the development of industries. The Government of Jharkhand believes that the government owned Industrial Area Development Authorities coupled with engagement of private players in the area of development of industrial parks can bring about a sea-change in tackling one of the most grievous issues of industrial development i.e. availability of land. Jharkhand, in its endeavor to give policy push to encourage private players to come forward and contribute with a vision for holistic development of the state as well as their own interests, has come forward with a policy which not only caters to the development of industrial parks but also delves into the area of incentivizing development of logistic parks and logistics units.

The present policy has been drafted in the backdrop of Covid-19 pandemic, when MSMEs are suffering from tremendous capital crunch, thus the new policy envisages and emphasizes on development of industrial infrastructure and provide a plethora of incentives that could boost the growth of industries including MSMEs units. This policy also realizes the importance of holistic development of logistic sector and connectivity to industrial parks and major clusters. The present policy has adopted all the amendments of the past policy, recommendations of High-Powered Committee constituted under Single Window Clearance Act 2015, valuable inputs received from the industry players during the Stakeholders meet. A special focus has been laid on to attract MSME and non-MSME players in the logistics sectors through this policy.

Under this background, the policy aims at setting up of private, joint venture and PPP mode industrial parks, Logistic Parks and Logistic Units with all necessary industrial infrastructure.

2. Objectives

- To develop a robust infrastructure for industries in the State for their sustainable development.
- To promote private investment in setting up industrial parks, logistic park and logistic units in the State.
- To upgrade and improve the existing warehousing and logistics infrastructure to boost economic activities and generate mass employment opportunities.
- To enhance the warehousing capacity to promote the interests of both primary and secondary sectors.

3. Policy Duration and Coverage

The Policy will be known as Jharkhand Industrial Park and Logistic Policy 2022 and will come into force from issuance of this resolution and remain in force for five years from the date of notification of the Gazette. This policy will have provisions for incentives for following:

- ✓ Private Industrial Parks, Joint Venture and PPP mode Industrial Park
- ✓ Multi Modal Logistic Park
- ✓ Logistic Park

4. Private Industrial Parks

Jharkhand resolves to ensure that land for purpose of setting up industries does not remain a constraint and will work towards creating enablers for establishing more sector specific, mix-use and logistic parks.

4.1. Private Industrial Park- Eligible Institutions

Any Private entity or Joint Venture (of private entities or between Public and private entities) will be eligible for setting up private industrial park including sector specific industrial park.

Eligible Activities for assistance in industrial parks including sector specific industrial parks.

Infrastructure facilities as may be required in an industrial park such as:

- Approach road and bridge to the industrial estate.**
- Up-gradation of existing roads/widening of roads to the industrial park.**
- Internal roads with the industrial estate.**
- Drainage facilities.**

- e) **Streetlights in Industrial Park.**
- f) **Water distribution network and related facilities.**
- g) **Electricity/Energy/Gas distribution network and related facilities.**
- h) **Communication Network and related facilities.**
- i) **Effluent treatment plant and related infrastructure.**
- j) **Warehousing and related facilities.**
- k) **Facilities Center, Primary Health Centre, Product Development Centre, Training Centre, Testing Centre, R&D Centre and or any common facilities center.**
- l) **Disaster Management Plan Fire-fighting equipment etc.**
- m) **Any other infrastructure facilities required in the industrial park specific to industry as approved by Implementation Committee, case to case basis on the basis of special requirement of the industrial park.**

4.2. Procedure for Setting-up Private Industrial Park

- 4.2.1. To establish Private Industrial Park, the proposal shall be submitted to the Single Window Clearance Committee. The Committee after thorough evaluation of proposal, will give its recommendation after due examination of proposal within 60 days from the date of receipt of application in complete details.
- 4.2.2. After the recommendation of the Committee, the Minister of Industries, Government of Jharkhand can approve/reject the project proposal.
- 4.2.3. After approval, the Eligible Private Institution may form a Special Purpose Vehicle (SPV) for the establishment, operation and maintenance of the proposed Industrial Park. This Special Purpose Vehicle shall have to be registered under The Company Act.
- 4.2.4. The Master Plan of private Industrial Park may be approved by Master Plan Committee. After the approval of Master Plan, the Private Institution shall transfer the ownership of land to SPV or acquire land for SPV. The Deputy Commissioner shall give permission for transfer of land for establishment of industrial park wherever necessary within two months from date of receipt of application under section 49 of the Chotanagpur Tenancy Act, 1908.
- 4.2.5. The Private institution can procure land directly from Raiyat. In other cases, JIADA land will be made available as per existing lease provision of JIADA for private industrial park, Joint Venture (JV) Industrial Park or PPP mode Industrial park. In case of allotment of government land for establishing industrial park, government land shall be first transferred to JIADA and then as per existing provision the said land shall be provided for establishing private industrial park, Joint Venture Industrial park or PPP mode industrial park.
- 4.2.6. The plots in the Private Industrial Park will be allotted to industrial units by SPV on long term lease basis. The lessee industrial Unit cannot transfer the allotted plot by way of sub-lease or any other mode of transfer to any person or entity other than inheritance without the permission of SPV. The industrial unit can mortgage the allotted plot with

commercial banks for securing loan of that concerned industrial unit and the commercial bank will be free to auction sale of plot in case of recovery of loan with due knowledge of SPV. The lessee industrial unit cannot change the nature of use of land other than the purpose provided by SPV.

4.2.7. The finance for the project shall be planned for at least 10 years and need to be upgraded every five years. The timeline is subject to the type of the Project. An up-gradation fund shall have to be created by the applicant.

4.2.8. If required, The High-Powered Committee will stipulate other conditions for the implementation of the project which shall be final and binding to the applicant.

4.3. Approval of Master Plan

4.3.1. The Master Plan for the proposed Private Industrial Park has to be approved by Master Plan Committee before Industries Minister's approval.

- a) **Minimum 60 percent of developed land will be allotted for industrial units as developed industrial plots.**
- b) **Minimum of 40 percent of developed land in the private industrial park will be earmarked for setting up of MSMEs by investors other than the developer of the private industrial park.**
- c) **Upto 33 percent of land shall be allotted for common use infrastructure or Green area/Open Space.**

4.3.2. No change or deviation in the Master Plan will be allowed once approved except with the permission of Master Plan Committee.

4.3.3. Responsibility of allotment of developed plot for industrial unit will be of SPV.

4.3.4. The land rate for allotment of developed plot and its other terms conditions for allotment will be decided by SPV subject to provision of this procedure and existing policies and laws.

4.4. Comprehensive Project Investment Subsidy (CPIS) for Private Industrial Parks, Joint Venture or PPP Mode Industrial Park

4.4.1. 50 % of the project cost, upto maximum limit which is given below and whichever of lower shall be included by the State Government:

Size of the Industrial Area	Minimum number of Industrial Units	Maximum eligible Incentive amount
10 Acres & above	5 units	Rs.7.00 Crores
15 Acres& above	6 Units	Rs. 9.55 Crores
20 Acres& above	7 Unit	Rs. 12.10 Crores
25 Acres& above	8 Unit	Rs. 14.65 Crores

30 Acres& above	9 Unit	Rs. 17.20 Crores
35 Acres& above	10 Unit	Rs. 19.75 Crores
40 Acres& above	11 Unit	Rs. 22.30 Crores
45 Acres& above	12 Unit	Rs. 24.85Crores
50 Acres& above	13 Unit	Rs. 27.40 Crores
55 Acres& above	14 Unit	Rs. 29.95Crores
60 Acres& above	15 Unit	Rs. 32.50Crores
65 Acres& above	16 Unit	Rs. 35.05 Crores
70 Acres& above	17 Unit	Rs. 37.60 Crores
75 Acres& above	18 Unit	Rs. 40.00 Crores

4.4.2. While calculating project cost, following items shall not be included in the project cost.

They are-

1. Cost of the land
2. Earth filling work for land levelling
3. Compound wall
4. Fuel Consumables Spares and Store
5. Computer and Allied Office Furniture
6. Transport Vehicles
7. Erection installation and Commissioning charges
8. Second Hand/Old Machines/Refurbished Machinery
9. All Types of service charges, Carriage and Freight Charges.
10. Expenditure on setting up of Machinery
11. Close Circuit TV Camera and related equipment
12. Consultancy Fee
13. Stationary Item

4.4.3. The incentives for development of infrastructure of private industrial park will be based on project cost. The project cost will be assessed on the basis of per acre project cost of JIADA for development of industrial area.

4.4.4. The developer of industrial park availing incentives under this policy would not be eligible to avail incentives under any other schemes of the state government unless specified otherwise while granting approval of the project, However, the industrial units set up in the private industrial park shall be entitled to the benefits and incentives as

provided under prevalent state Industrial Policy and any schemes of the Central and state Government for time being in force.

4.5. Procedure for Submission of Applications for Financial Assistance

Applicants/firms seeking financial assistance are required to submit their applications in the manner prescribed under this procedure.

The application which is complete in all respect for availing grant shall be processed within 60 days from the date of receipt.

4.5.1. Documents Required

The following documents will be required to be submitted. The list is only indicative and not exhaustive.

- i. **Application in the prescribed format with all the fields clearly filled.**
- ii. **Detailed Project Report, self-attested.**
- iii. **Sanction letter of term loan from bank / financial institution.**
- iv. **Appraisal report from Bank / Financial Institution along with sanctioned DPR from the Bank.**
- v. **Certificate of incorporation of SPV, Memorandum and Articles of Association**
- vi. **Annual Report of the Promoter Company / Companies.**
- vii. **Bio-data / background of the office bearers / promoters of the organization and Annual Reports of the Promoter Company / Companies.**
- viii. **Blue Print of the Master Plan.**
- ix. **Notarized English / Hindi version of land document.**
- x. **Item wise and cost wise details of Civil Works envisaged duly certified by Chartered Engineer (Civil).**
- xi. **Item wise and cost wise details of Plant & Machinery envisaged duly certified by Chartered Engineer (Mechanical).**
- xii. **Quotations from the suppliers of Plant & machinery and equipment's etc. required for the project.**
- xiii. **Estimate of Civil Construction with the complete breakdown of costs for each of the technical or non- technical civil works.**
- xiv. **NOC Certificate from Pollution Department.**
- xv. **Implementation schedule indicating (a) date of acquiring land (b) date of start of construction of infrastructure (c) date of completion of infrastructure (d) date for placing order for plant & machinery (e) date of installation/ erection (f) date of commercial Operation of Industrial Park.**
- xvi. **An affidavit duly executed on non-judicial stamp paper of Rs.100/- or more duly notarized by Notary Public affirming:**

- **Organization's sister concern (s)/ related company / group company as well as the applicant company itself availed any financial assistance for establishing industrial park in the past from Government or not. If yes, the details thereof.**
- **Organization has not obtained/applied for or will not obtain any grant/subsidy from any Ministry/Department of State Govt. /Govt. of Jharkhand organization/agencies for the same purpose/activity /same components.**

4.6. Release of Incentives

The incentive amount will be released in three installments after the Beneficiary has spent his share as per the following schedule:

Release of 1st Instalment: The first installment of 40 % of the total incentive under the scheme will be released after ensuring that 40 % of the promoters' contribution and 40 % of the term loan has been utilized on the project. The applicant will have to submit the following documents along with the request for the 1st Installment.

- a) **Duly notarized Surety Bond - To be executed by the beneficiary company on Non-Judicial stamp paper of not less than Rs. 100/-.**
- b) **Duly notarized Affidavit - To be executed by the beneficiary company on Non-Judicial stamp paper of not less than Rs. 100/-.**
- c) Bank Certificate certifying that they have released 40% of term loan and have no objection on release of 1st installment of grant being provided by State.
- d) Chartered Accountant Certificate - Actual expenditure incurred on the project showing the means of finances and 40% utilization of Promoters contribution & 40% of Term loan.
- e) **Itemized Summary Statement of expenses incurred on Plant and Machinery components with breakup of machine name, supplier, date of order, date of payment, date of arrival at factory, Gross Cost, Taxes thereon, Freight, Other Charges and Net Cost on the letterhead of CA (with a declaration that all the vouchers have been properly checked and verified) & enclosure of all the bills and vouchers.**
- f) **Itemized Summary Statement of expenses incurred on Technical Civil Works components with breakup of machine name, supplier, date of order, date of payment, date of arrival at factory, Gross Cost, taxes thereon, Freight, Other Charges and Net Cost on the letterhead of CA (with a declaration that all the vouchers have been properly checked and verified) & enclosure of all the bills and vouchers.**
- g) **Certificate of the Chartered Engineer (Civil) for Technical Civil Works indicating item wise progress, cost, quantity, manufacturer / supplier and comment on quality annexed with color photographs (with date stamps) of the project site.**
- h) **Certificate of the Chartered Engineer (Mechanical) for Plant & Machinery indicating item wise progress, cost, quantity, manufacturer / supplier and comment on quality annexed with color photographs (with date stamps) of the project site.**
- i) **Compliance of conditions imposed in the approval letter of the grant-in-aid, if any.**

- j) **Site Inspection Report by the Directorate of Industries to ascertain the physical progress of the project.**
- k) **Environmental Clearance from MoEF as per existing guidelines.**

Based on the above documents, the Director, Department of Industries would arrive at the eligible amount of grant and release 40 % of the eligible amount as 1st installment subject to the availability of all other requisite documents as per policy guidelines.

Release of 2nd Installment: The second installment of 40 % of the total incentive under the scheme will be released after ensuring that 80% of the promoters' contribution and 80% of the term loan has been utilized on the project. The applicant will have to submit the following documents along with the request for the 1st Installment.

- a) **Utilization Certificate - as per GFR 19A duly certified by the C.A. and countersigned by the Bank and promoter of the beneficiary company**
- b) **Bank Certificate - certifying that they have released 80% of term loan and 1st instalment of grant released by the State. They have no objection in releasing 2nd installment of grant being released by State.**
- c) **Chartered Accountant Certificate - Actual expenditure incurred on the project showing the means of finances and 80% utilization of Promoters contribution, 80% of Term loan and 1st installment of released grant.**
- d) **Itemized Summary Statement of expenses incurred on Plant and Machinery components with breakup of machine name, supplier, date of order, date of payment, date of arrival at factory, Gross Cost, taxes thereon, Freight, Other Charges and Net Cost on the letterhead of CA (with a declaration that all the vouchers have been properly checked and verified) & enclosure of all the bills and vouchers (for the components not submitted earlier).**
- e) **Itemized Summary Statement of expenses incurred on Technical Civil Works components with breakup of machine name, supplier, date of order, date of payment, date of arrival at factory, Gross Cost, taxes thereon, Freight, Other Charges and Net Cost on the letterhead of CA (with a declaration that all the vouchers have been properly checked and verified) & enclosure of all the bills and vouchers (for the components not submitted earlier).**
- f) **Certificate of the Chartered Engineer (Civil) for Technical Civil Works indicating item wise progress, cost, quantity, manufacturer/supplier and comment on quality with color photographs (with date stamps) of the project site.**
- g) **Certificate of the Chartered Engineer (Mech.) for Plant & Machinery indicating item wise progress, cost, quantity, manufacturer/supplier and comment on quality with color photographs (with date stamps) of the project site.**
- h) **Compliance of conditions imposed at the time of release of 1st Installment of grant.**
- i) **Site inspection to ascertain the physical progress of the project.**

Release of 3rd Installment: **The Third and final installment of the remaining incentive would be released only after physical verification by the Directorate of Industries and submission of documents specified below by the firm, utilization of first and second installment of the grant, 100% of Term Loan as well as 100% of Promoter's contribution.**

- a) **Utilization Certificate - as per GFR 19A duly certified by the C.A. and countersigned by the Bank and promoter of the beneficiary company.**
- b) **Bank Certificate - certifying that they have released 100% of term loan and 2nd installment of grant released by the State. They have no objection in releasing 3rd installment of grant being released by State.**
- c) **Chartered Accountant Certificate - Actual expenditure incurred on the project showing the means of finances and 100% utilization of Promoters contribution, 100% of Term loan and 1st and 2nd Installment of released grant.**
- d) **Itemized Summary Statement of expenses incurred on Plant and Machinery components with breakup of machine name, supplier, date of order, date of payment, date of arrival at factory, Gross Cost, taxes thereon, Freight, Other Charges and Net Cost on the letterhead of CA (with a declaration that all the vouchers have been properly checked and verified) & enclosure of all the bills and vouchers (for the components not submitted earlier).**
- e) **Itemized Summary Statement of expenses incurred on Technical Civil Works components with breakup of machine name, supplier, date of order, date of payment, date of arrival at factory, Gross Cost, taxes thereon, Freight, Other Charges and Net Cost on the letterhead of CA (with a declaration that all the vouchers have been properly checked and verified) & enclosure of all the bills and vouchers (for the components not submitted earlier).**
- f) **Certificate of the Chartered Engineer (Civil) for Technical Civil Works indicating item wise progress, cost, quantity, manufacturer/supplier and comment on quality with color photographs (with date stamps) of the project site.**
- g) **Certificate of the Chartered Engineer (Mech.) for Plant & Machinery indicating item wise progress, cost, quantity, manufacturer/supplier and comment on quality with color photographs (with date stamps) of the project site.**
- h) **Compliance of conditions imposed at the time of release of 2nd Installment of grant.**
- i) **Site Inspection Report by the Directorate of Industries to ascertain the completion of the project and setting up of the required number of industrial units in the Park.**
- j) **Third Part Quality Assurance (TQPA) Certificate.**
- k) **The issue of Consent-to-operate from the state Pollution Control Board.**
- l) **Before release of 3rd & final installment of grant-in-aid, eligible grant-in-aid for the project will be re-calculated based on the proposed/appraised /actual cost, whichever is less, for the already approved items and released accordingly.**

4.7. Timeline

The commissioning of private Industrial Park project shall be completed as per timeline given below from the date of approval by Minister of Industries. The SWCC may grant extra time in case of exception or the work delayed due to natural calamities and disaster.

Sl.No.	Size of industrial Park (in acres)	Time to complete
1.	Up to 25	3 years
2.	Up to 50	4 years
3.	Up to 75	5 years
4.	75 & above	6 years

5. Joint Venture or PPP Mode Industrial Park

5.1. Eligible Institutions

Any Public Institutions will be eligible for setting up private industrial park including sector specific industrial parks.

Eligible public institutions can propose to set up general purpose industrial purpose or sector specific industrial park with the approval of board or sanction of Government as the case may be.

5.2. Procedure for setting-up Joint Venture or PPP mode Industrial Park

5.2.1. To establish Joint Venture or PPP mode Industrial Park by Public Institutions, the proposal shall be submitted to the **Single Window Clearance Committee**. The High-Powered Committee shall, after due examination of proposal, give its recommendation to cabinet for final approval.

5.2.2. After approval of Cabinet, the eligible public Institution shall form a Special Purpose Vehicle for the establishment, operation and maintenance of the proposed Industrial Park. This Special Purpose Vehicle shall have to be registered under the Companies Act.

5.2.3. In case of Joint Venture and PPP model, the concerned public institution shall follow transparent process for selection of private or public sector industrial partners.

5.2.4. The SPV will be fully responsible for making available the land for the Joint Venture or PPP mode Industrial Park. State Government may allot Government land or help in acquiring/purchasing raiyati land for the Joint Venture or PPP mode Industrial Park. The State Government may also allot land from its land banks for development of Joint Venture or PPP mode industrial parks.

5.2.5. The SPV will follow the land allotment procedure of concerned industrial area development authority regulation in case of IADA projects and in case of Non-IADA public institutions projects, at the time of in-principal approval, the concerned public institution may adopt the regulation of command area IADA or will get its own procedure approved by Cabinet with the recommendation of High-Powered Committee.

5.3. Viability Gap Fund

Public institution will be eligible for Viability Gap Funding up to the amount as mentioned in **clause 4.4.1 and 4.4.2.**

Viability Gap Funding for public institution will be released in two equal installments. The procedure and documents, as applicable, required for release of installments will be same as point 4.5, 4.6 mentioned above. However, the milestone for the release of installments will be decided by High Powered committee at the time of making recommendations for the project.

5.3.1. The joint venture industrial park shall be implemented with an industrial partner.

5.3.2. Industrial partner can be an anchor entrepreneur or a group of entrepreneurs.

5.3.3. Industry partner shall hold the majority stake in the Industrial Park SPV.

5.3.4. For PPP mode, this Policy recommends a Build Operate Transfer (BOT) model with Viability Gap funding from state Government.

5.3.5. In case of PPP mode industrial park, the ownership of land shall remain with Government or with State Government Industrial Area Development Authority.

5.3.6. The commissioning of public institution Industrial Park project shall be completed within timeline as per table mentioned in **clause 4.7** from the date of approval by Minister of Industries:

6. Operations and Maintenance

6.1. The SPV will select Chief Operating Officer (CEO) as mentioned in the Article of Association. The Chief Executive Officer (CEO) may work for maximum of three parks and remunerated for his services. The Chief Executive Officer shall be experienced qualified and professional having managerial capacity with an engineering/management degree. Each project proposal will show cost/pay of CEO and its team as a part of the cost of the project.

6.2. The CEO shall be responsible for implementation, operation and maintenance of the project as well as for strong monitoring and reporting to the Government.

6.3. SPV will arrange for Development Reserve Fund (DRF) by the contribution of 5 percent of amount received by allotment of developed plot for industrial units and 10 percent of Annual Net Profit of SPV be used for undertaking major infrastructure development up-gradation works in the private, joint venture or PPP mode industrial park in the future. Amount of DRF will be kept in fixed deposit. At any time, 33 percent of amount of DRF may be spent on infrastructure development. For management of DRF, a committee of the representative of SPV as well as the representative of industrial units in the industrial park will be constituted and this provision should be part of Article of Association of the SPV.

6.4. SPV may charge maintenance fee from the Industrial Units. The fund collected through this fee shall be part of DRF.

7. Monitoring Mechanism

7.1. The Directorate of Industries may engage a Project Monitoring Consultants (PMCs) if necessary, for technical and financial evaluation of DPR submitted by SPV. PMCs from time to time will assist the Directorate of Industries in project monitoring, evaluation, allotment of fund and its utilization.

7.2. Directorate of Industries will exercise supervision and control over Joint Venture and PPP mode Industrial Park in the State under the direction of Single Window Clearance Committee.

- 7.3. Till the commencement of commercial operations, Directorate of Industries through State Government Industrial Area Development Authority will exercise supervision and control over private industrial park under their respective command area. Private Industrial parks outside the command area of State Government Industrial Area Development Authority will be supervised and controlled by respective DICs.
- 7.4. The Policy is valid for five year from the date of notification.
- 7.5. The industrial units established under these industrial parks will be eligible for financial incentives and concessions provided under prevalent Jharkhand Industrial Policy and any other schemes of Central and State Governments time being in force.
- 7.6. SWCC has right to prescribe/ modify/ add new forms, checklist and procedure and have authority to issue additional guidelines in this regard.
- 7.7. Notwithstanding anything contained in the foregoing paragraphs of the Jharkhand Industrial Park & Logistic Policy, the State Government by issuance of notification in the official gazette may amend or withdraw any of the provisions and or the schemes mentioned herein above.
- 7.8. Any disputes/interpretation or contention under the procedure will be referred to the Single Window Clearance Committee and decision of which shall be final and binding on the applicants.
- 7.9. The Annexure and appendix to this Policy will be treated as part of the Policy.
- 7.10. In case of any discrepancy between the English and Hindi Version of this policy, the English Version of the policy will be considered as final.

8. Multi Modal Logistic Park

Taking a cue from the Government of India's definition of logistics units considered as logistics infrastructure, this policy shall incentivize Multi Modal Logistics Park, Logistics Parks and Logistics Units.

8.1. Multi Modal Logistics Park- Eligibility condition

Multi Modal Logistics Park (MMLP) is defined as a multi-modal freight- handling facility with a minimum area of 50 acres with a minimum investment of INR 50 Crore and comprising mechanized warehouses, specialized storage solutions such as cold storage, facilities for mechanized material handling and inter-modal transfers container terminals, bulk / break-bulk cargo terminals.

- Integrated/ Multi Modal Logistics Park (MMLP) shall have the following provision:
- MMLP's should be accessible, at minimum, by a 2- lane paved road, with a minimum approach road of 60 ft.
- MMLP's should have access to a rail siding. The development of the rail siding should be completed within three years of initiating the MMLP development.

Below is the minimum list of the activities or facilities that can constitute a Multi Modal Logistics Park:

Logistic services like cargo aggregation/segregation, distribution/ consumer distribution, multi-modal transfer of material and container, open and closed storage, apt condition for storage in cargo transit period, material handling equipment, container freight station, sorting, grading, packaging/repackaging, tagging/ labelling, custom bonded warehouse.

Supporting infrastructure including internal roads, mobility facilities, water pipelines, sewage and drainage lines, effluent treatment and disposal facilities, setting up power, lines, feeder, parking, solar panels and others as per the requirements of the park.

Common facilities include Computer/IT center, Subcontract exchange, Container freight station, Skill development center, Production inspection center, Weigh Bridge.

8.2. Incentives for Multimodal Logistic Park

Sl. No	Incentives	Provision
1.	Comprehensive Project Investment Subsidy	50 % of the project cost or the maximum amount as indicated in CPIS for Industrial Parks, whichever is lower(Section 4.4.1)
2.	Interest Subsidy	Reimbursement to the extent of 5% per annum for 5 years on loan taken for procurement of material handling equipment, loading, and unloading plant & machinery and other plant and machineries in common facilities Centre, subject to maximum INR 2 crores per annum per unit, with an overall ceiling limit of INR 10 crores. Additional 5% per annum subsidy in form of reimbursement on loan taken for setting up automated supply chain technology in material handling, cargo transportation and de-congesting cargo traffic at Multimodal Transport Hubs or Logistics Parks or CFS/ICDs, subject to maximum ceiling of INR 1 crore per park.
3.	Stamp Duty / Registration Fees	100% reimbursement of stamp duty and Registration fees paid on purchase of land

4.	Skill Development Subsidy	Logistics Park Developer providing skill training in warehouse management & logistics management will be reimbursed up to Rs. 13,000 per employee upto 100 employees, for domiciled in Jharkhand. Employment period should be minimum 2 year.
5	Employment Cost Subsidy	50% of employer's contribution to the developer of the Park providing direct employment to 150 or more skilled and unskilled workers on account of contribution toward ESI and EPF scheme for a period of 5 years for new units for those employees who are domicile of Jharkhand. Maximum limit for reimbursement will be Rs. 1000 - per month for SC/ST and women employee and Rs. 500/- per month for general employee.

- A. Eligibility & Procedure for setting up private MMLP / logistic park and JVs/PPP mode will be applicable as per above **clause 4.0 and Clause 5.0**.
- B. Application for financial assistance, the timeline and release of grants for MMLP /logistic park will be applicable as per **clause 4.6, clause 4.7& clause 4.5** respectively.
- C. Operational, Maintenance and Monitoring of Private MMLP /logistic park will be as per **clause 6.0 and clause 7.0**

9. Logistic Park

A logistics park that includes Container Freight Station (CFS) and/or Inland Container Depot (ICD) and/or warehouses and/or cold chains and related infrastructure, developed on at least 10 acres of land with a minimum investment of INR 25 Crore shall be eligible for incentives under this policy.

9.1. Logistics Park- Eligibility condition

Logistic services like cargo aggregation/segregation, distribution/ consumer distribution, multimodal transfer of material and container, open and closed storage, apt condition for storage in cargo transit period, material handling equipment, Container freight station, sorting, grading, packaging/repackaging, tagging/labelling, custom bonded warehouses.

Supporting infrastructure including internal roads, mobility facilities, water pipelines, sewage and drainage lines, effluent treatment and disposal facilities, setting up power, lines, feeder, parking, solar panels, Weigh Bridge and others as per the requirements of the park.

9.2. Incentives for Logistic Park

Sl. No.	Incentives	Provision
1.	Comprehensive Project Investment Subsidy	50 % of the project cost or the maximum amount as indicated in CPIS for Industrial Parks, whichever is lower (Section 4.4.1)
2.	Interest Subsidy	<p>Reimbursement to the extent of 5% per annum for 5 years on loan taken for procurement of material handling equipment, loading, and unloading plant & machinery and other plant and machineries in common facilities Centre, subject to maximum INR 2 crores per annum per unit, with an overall ceiling limit of INR 10 crores.</p> <p>Additional 5% per annum subsidy in form of reimbursement on loan taken for setting up automated supply chain technology in material handling, cargo transportation and de-congesting cargo traffic at Multimodal Transport Hubs or Logistics Parks or CFS/ICDs, subject to maximum ceiling of INR 1 crore per park.</p>
3.	Stamp Duty / Registration Fees	100% reimbursement of stamp duty and Registration fees paid on purchase of land
4.	Skill Development Subsidy	Logistics Park Developer providing skill training in warehouse management & logistics management will be reimbursed up to Rs. 13,000 per employee upto 100 employees, for domiciled in Jharkhand. Employment period should be minimum 2 year.
5	Employment Cost Subsidy	50% of employer's contribution to the developer of the Park providing direct employment to 150 or more skilled and unskilled workers on account of contribution toward ESI and EPF scheme for a period of 5 years for new units for those employees who are domicile of Jharkhand. Maximum limit for reimbursement will be Rs. 1000 - per month for SC/ST and women employee and Rs. 500/- per month for general employee.

- A. Eligibility & Procedure for setting up private MMLP / logistic park and JVs/PPP mode will be applicable as per above **clause 4.0 and Clause 5.0**.
- B. Application for financial assistance, the timeline and release of grants for MMLP /logistic park will be applicable as per **clause 4.6, clause 4.7& clause 4.5** respectively.
- C. Operational, Maintenance and Monitoring of Private MMLP /logistic park will be as per **clause 6.0 and clause 7.0**

10. Logistics Units

Logistics Unit as mentioned in this Policy shall mean either Warehouse, Inland Container Depot (ICD), Container Freight Services (CFS), or Cold Chain Facility if not specifically mentioned.

10.1. Logistics Unit - Eligibility condition

10.1.1 Container Freight Station (CFS) and Inland Container Depot (ICD)

It shall have a minimum area of 5 acres and minimum investment of 10 crores for CFS and 17 acres and minimum investment of 20 crores for ICD. Detail information regarding the guidelines, infrastructure requirements, regulatory compliance regarding setting up of ICD and CFS can be referred from the Circular No. 50/2020 or its updated version by the CBIC, Department of Revenue, Ministry of Finance, Government of India. Following information regarding regulatory compliance and infrastructure requirement for setting up of ICD and CFS has been taken from the Circular No. 50/2020 by the CBIC.

- a) For the land requirement for the construction of ICD or CFS the applicant must have the legal rights if the land is owned. If the land is not owned and the land is leased, the lease agreement should be for minimum 30 years.
- b) Rail Linkage: In case of rail linked ICDs, rail infrastructure provided inside a container depot should allow receipt and dispatch of full-length unit container trains running between a single origin and a single destination, without requiring to be broken up or re marshaled outside the ICDs.
- c) ICD/CFS. Container Yard (CY) should be designed around rail access and not the reverse. Loading and unloading of trains would ideally take place in centrally located sidings comprising at least three tracks -loading, unloading and locomotive release. For a reach-stacker served facility, container stacks at the CY shall be located on either side of the tracks (to allow for separation of import and export containers and for loading and unloading on both sides at a time). Rail loading/unloading tracks shall be centrally located, permitting the operation of handling equipment on either side. The layout described above is only indicative of best practice. Additionally, all operational and other requirements as per extant rules of Indian Railways need to be complied with.
- d) Access Road/ Connection with State Highways or National Highways: An approach road of indicative 15 meters width with proper drainage on each side will be provided for the gate complex. If the entry & exit gates of the ICD are planned in vicinity of each other, then additional space to enable smooth flow of traffic will be factored into the design. Road connections to ICD/CFS will be via slip roads off local or national highway system. Road connections should be suitable for container and break-bulk trucks conveying containers or break-bulk cargo between cargo sources and the ICD/CFS port.

- e) Direct Port Delivery (DPD) & Direct Port Entry (DPE) Area: Separate area for DPD&DPE containers as per land requirements of this policy should be provided in ICD. The nominated DPD&DPE area should have separate entry/exit gates with clear demarcation from customs notified area. Further, DPD&DPE traffic should not impact the regular ICD operations.
- f) Truck Circulation Area: Internal roads shall be constructed with indicative width of 15 meters, to allow handling equipment and trucks to pass safely.
- g) Storage of containers with Hazardous goods in yard: Storage space for minimum 50 TEUs should be marked, this yard location should have unhindered transportation access, round the clock monitoring, fire hydrant facility, fixed firefighting equipment 86 sensors to cater for gas leakage and fire detection capabilities. All regulatory approvals from State Pollution Control Board should be in place before handling, storage & Transportation of Hazardous goods within ICD premises.
- h) Marked Container repair yards & tank container cleaning stations: The allied services of container repair stations, tank container cleaning stations should be clearly marked in the yard plan.

Other essential infrastructure requirements for ICD and CFS

- a) Weighbridges: Static weighbridges above 60 MT capacity should be installed in all facilities. These should always be remain calibrated & certified by respective states Weight & Measurement department.
- b) Yard Paving: Yard paving must utilize Pavement Quality Concrete grade of M40 or dry lean concrete with M30/M50 blocks or higher specification.
- c) Container location: All ICDs & CFSs shall have a container location tracking system and accurate information availability to all stakeholders through electronic or smart phone application interface. All events of physical movement of container shall be recorded and accessible to customs officer via such electronic interface.
- d) For handling scrap cargo, provision of a compact track loader of reputed make in good working condition and equipped with a telescopic spreader for operations in both 20 ft and 40 ft boxes should be ensured.
- e) Handling equipment: An applicant should propose most modern handling equipment for loading, unloading of containers from rail flats, chassis, their stacking, movement, cargo handling, stuffing/ de-stuffing, etc. Equipment must have a minimum residual life of 8 years duly certified by the Original Equipment Manufacturer or a recognized inspection agency.
- f) High Masts: Adequate numbers of 30 meters high mast lighting tower with LED flood light should be installed. The LED should have minimum lumen level of 20 lux in the ground up to 50 meters from center of high mast. Beam angle of luminaries/ lamps positioning must be suitable to cover illumination in ground as well as stored containers in the yard up to 16 meters high.
- g) CCTV Coverage: The CCTV network should at minimum cover the ICD entry/ exit gates, warehouse gates, warehouse storage area, admin building entry points, commercial transaction area, container storage yard area and e-sealing work zones. CCTV equipment

must have night vision recording capabilities. The system should have minimum capability to record & hold data for three months and 24x7 hours access and remote monitoring facility shall be provided to Customs in addition to access within admin building of the ICD.

- h) Access control: Entry to the customs notified area shall be controlled by KYC based/ RFID enabled tags for all authorized personnel including customs, custodians, manual workmen, vehicle drivers etc. Entry/ exit data should always be electronically available to customs authorities.

10.1.2 Warehousing facility

It shall have a minimum storage capacity of 25000 MT with minimum investment of INR 50 Crore and built on a minimum area of 5 Lakh square feet. The warehouse facility should have following minimum features to avail the incentives under this policy:

- Use of Warehouse Management system for the enterprise resource planning.
- Alternate power back-up for at least 8 hours.
- Loading & Unloading bay for the Commercial Vehicles arriving at the Warehouse facility.
- Sufficient lighting system for each using energy efficient lighting system.
- Storage grading and tracking system for each unit.
- Storage and retrieval system using battery operated Material Handling Equipment (MHEs) in case of multi storage facility.
- CCTV system for each unit for continuous monitoring with storage back-up of at least 1 month.

10.1.3 Cold Chain

It shall have a minimum storage of 2000 MT with minimum investment of INR 30 Crore and built on a minimum area of 40,000 square feet.

The cold chain facility should be multi chamber for the storage facility of Multi Commodity with following minimum features:

- Continuous temperature and humidity monitoring system and alarm system connected with automatic and manual switching system with each inner storage unit.
- Alternate Power back-up for at least 12 Hours.
- All Electrical installations with Power Factor not less than 0.95.
- Air curtain system at the loading/unloading bay.
- Loading & Unloading bay for the Commercial Vehicles arriving at the cold chain facility.
- Air Shower room is optional for products or operators if requirement is for air shower, for cleaning of dusts during operation.
- Sufficient lighting system using energy efficient lighting system.
- Storage grading and tracking system for each unit.
- Storage and retrieval system using battery operated Material Handling Equipment's (MHEs) in case of multi storage facility.
- CCTV system for each unit for continuous monitoring with storage back-up of at least 1 month.

10.2. Incentives for Logistic Units

Sl. No.	Incentives	Provisions
1	Comprehensive Project Investment Subsidy (CPIS)	One time reimbursement of 25% of eligible Fixed Capital Investment per project. The reimbursement is capped at INR 5 Crore per project and INR 6 Crore for SC/ST/Women/Differently abled Entrepreneurs SC/ST/Women/Differently abled entrepreneurs will avail 5% additional benefits under CPIS. This benefit is only applicable only to residents of Jharkhand
2	Interest Subsidy	Reimbursement to the extent of 5% per annum for 5 years on loan taken for development of logistics facilities, subject to maximum INR 50 lacs per annum per unit.
3.	Stamp Duty / Registration Fees	100% reimbursement of stamp duty/exemption of stamp duty and Registration fees paid on purchase of land
4.	Quality Certification	50% of cost of quality certification upto maximum 10 lakhs will be reimbursed to units defined in the policy
5	Technology Assistance	One time Reimbursement of 50% of amount spent on purchase of technology from the NRDC or other government research centers, maximum upto 50 Lakh
6	Patent Assistance	Reimbursement of 70% of amount spent on original research with maximum limit of 25 Lakhs

NOTE 1–

A. All incentives for eligible projects defined under this policy in the form of reimbursement, subsidies, exemptions etc., will be subject to maximum 100% of fixed capital investment made by defined units in this policy, subject to annual ceiling of 15% of fixed capital investment.

11. Empowered Committee

In line with the guidelines for operationalization of PM Gati Shakti Master Plan, the Government of Jharkhand emphasizes on Governance Framework by constituting Empowered Group of Secretaries which will also act as State Logistics Coordination Committee.

Empowered Group of Secretaries (EGoS) / State Logistics Coordination Committee: The Committee will comprise of the following Members:

1.	Chief Secretary, Govt. of Jharkhand	Chairman
2.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Planning and Development	Member
3.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Finance	Member
4.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Building Construction	Member
5.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Rural Development	Member
6.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Road Construction	Member
7.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Energy	Member
8.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Water Resource	Member
9.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Forest, Environment & Climate Change	Member
10.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Food, Public Distribution & Consumer Affairs	Member
11.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Transport	Member
12.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Revenue, Registration & Land Reforms	Member
13.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Agriculture, Animal Husbandry & Co-operative	Member
14.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Tourism, Arts, Culture, Sports & Youth Affairs	Member
15.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Urban Development and Housing	Member
16.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Information Technology and e-Governance	Member
17.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Mines and Geology	Member
18.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Drinking Water and Sanitation	Member
19.	Representative from Logistic Units, DPIIT, Government of India	Member
20.	Additional Chief Secretary/Principal Secretary/Secretary, Department of Industries	Convenor

The Committee shall be empowered to take all necessary decisions for the smooth implementation of policy such as:

- Implement Jharkhand Industrial Park & Logistics Policy 2022.
- Prepare and implement Integrated Logistics Master Plan for the State.
- Monitor the progress of City Logistics Co-ordination Committee and other development according to State Integrated Logistics Master plan.
- To review various measures for favorable business environment in the State for Logistics, Warehousing and Logistics Park.
- To frame and/or amend any guidelines or schemes under this policy.
- Mapping of existing logistics related public and private assets in the State.
- Prepare strategies and action plans to reducing the logistics cost of the State.
- Undertake necessary actions for integrating and enhancing the efficient utilization of available assets.
- Monitor the overall disbursement under various incentives of Jharkhand Industrial Park & Logistic policy 2022.
- Provide suitable directions for implementing Jharkhand Industrial Park and Logistic Policy and State Logistics Master Plan.
- Propose various infrastructure projects for improving the logistics network, measures for enhancing Ease of Doing Business and requirement of grants under various schemes for logistics to State Logistics Co-ordination Committee.
- Coordinate with concern allied departments for the overall development of logistics sector in the state.
- Co-ordinate with multi-lateral agencies for projects requiring support.

11.1. District / City Logistics Coordination Committee:

The Committee will comprise of following members (Initially Ranchi, Bokaro, Dhanbad, Jamshedpur, Hazaribagh, Deoghar, East Singhbhum, Ramgarh, Sahibganj)

1.	Deputy Commissioner, Govt. of Jharkhand	Chairperson
2.	Deputy Development Commissioner	Vice Chairperson
3.	Municipal Commissioner	Member
4.	District Transport Officer, Government of Jharkhand	Member
5.	District Forest Officer, Government of Jharkhand	Member
6.	District officer Animal and Fisheries Resource Department, Government of Jharkhand	Member
7.	District Agriculture Officer, Government of Jharkhand	Member
8.	Project Director, NHAI	Member
9.	Executive Engineer RCD, Government of Jharkhand	Member
10.	District Planning Officer, Government of Jharkhand	Member
11.	Divisional Manager of Jharkhand State Warehousing Corporation	Member
12.	District Mining Officer, Government of Jharkhand	Member
13.	Superintendent Engineer/ Executive Engineer (Electrical), Government of Jharkhand	Member
14.	GM, Department of Industries Centres, Government of Jharkhand	Convenor
Other Nodal Officers can be added as and when required to the Committee		

11.2. The City Logistics Co-ordination Committee:

The City Logistics Co-ordination Committee: shall perform all tasks related to development of logistics at city level, including overall but not limited to:

- Represent the City on city's freight performance at state Logistics cell.
- Preparing City Logistics Plan in line with State Logistics Master plan.
- Providing inputs during preparation of Integrated State Logistics Master plan for efficiency freight management in the city.
- Engaging with stakeholders across the ecosystem for preparing implementable action plans as part of City Logistics plan.
- Monitoring and regularly evaluating the implementation of measures outlined in City Logistics plan.
- Reviewing and recommending proposals for improving logistics planning for the city from different stakeholders.
- Setting a vision and targets for the city's freight performance.
- Ensuring alignment of city's freight efficiency objectives with existing or proposed transport, vehicle, zoning, and land use planning for the city.
- Identifying and supporting key actions and pilot projects that can be undertaken for improved freight performance.
- The city Logistics co-ordination committee may co-opt any private/ official/expert members from Logistics, Freight Forwarder and warehouse providers' associations, Freight Transport Associations, Logistics Professional Association as required for the overall development of logistics sector.
- Provide adequate and efficient green, sustainable and environment friendly logistics infrastructure for reducing carbon footprint.

12. Definitions

“High-Powered Committee” means High-Powered Committee formed as per Single Window Clearance Act 2015.

“JIADA” means Jharkhand Industrial Area Development Authority established under Jharkhand Industrial Areas Development Authority Act 2001.

“Industrial Park” means an industrial estate which is developed for establishment of industrial units to manufacture any goods or service and having basic industrial infrastructures like developed plot, internal roads, water distribution facilities, sewage collection and treatment, power distribution, communication facilities, disaster management plans such as fire-fighting system and such other facilities as may be required.

“Master Plan Committee” “means Master Plan Committee headed by Managing Director, Jharkhand Industrial Area Development Authority (JIADA) as Chairman and Director of Industries, Chief Factory Inspector and Chief Engineer of Jharkhand Industrial Infrastructure Development Corporation (JIIDCO) as Members”.

“Private Institution” means any Industry Association, Chamber of Commerce or Federation registered under Societies Act, Trust Act, partnership Act or Companies Act will be treated as a private institution.

“Public Institution” means Jharkhand Industrial Area Development Authority established under Jharkhand Industrial Areas Development Authority Act 2001, Public Sector undertakings of Jharkhand Government, Urban Local Bodies, or Zila Parishad.

“**Sector Specific Industrial Park**” means industrial parks envisaged for specific sector like

- a) Apparel Fiber and Textile Park
- b) IT Park / Software Technology Park
- c) Gems and Jewellery Park
- d) Bio-tech and Herbs Park
- e) Chemical and Pharmaceutical Park
- f) Food Park
- g) Logistic Park
- h) Automobile Vendor – Ancillary Industrial Park
- i) Any other specific sectors e.g. Ceramic Park, Plastic Park, Solar Park, Knowledge Park, Film City

“**Single Window Clearance Committee**” means Single Window Clearance Committee (SWCC) constituted under Jharkhand Single Window Clearance Act 2015.

13. Doubt resolution

- a) Doubts relating to interpretation of any term and / or dispute relating to the operation of any provision under this Policy shall have to be referred to the Industries Department, Government of Jharkhand for clarification / resolution and the decision of Department in this regard shall be final and binding on all concerned.
- b) In case of any doubt the "English Version" of the policy will be considered an authentic version.

14. Power of the State Government

Notwithstanding anything contained in the foregoing paragraphs of this policy, the State Government by the issuance of notification in the official gazette may amend or withdraw any of the provisions and/or the schemes mentioned herein above.

By the Order of the Governor of
Jharkhand,

Vandana Dadel,
Principal Secretary
Department of Industry
Government of Jharkhand.
