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The Gazette of Puducherry

PART - II

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GOVERNMENT OF PUDUCHERRY
DIRECTORATE OF INDUSTRIES AND COMMERCE
(SECRETARIAT WING)

(G.O. Ms. No. 12/Ind&Com/T10/Logistic Policy/2023-24,
Puducherry, dated 10th November 2023)

NOTIFICATION

Whereas, an effective and efficient Logistics Ecosystem can be a key contributor to robust economic growth in the Country, with the potential to facilitate domestic and foreign trade, promote global competitiveness, enhance incomes, drive the 'Make in India' initiative and reduce economic disparities across geographies. The sector is one of the most important accelerators of trade in the Country. Specifically, an efficient supply chain network has the potential to increase farmer's

income manifold, which can lead to a domino effect on the overall economy. A reliable, efficient and cost-effective logistics infrastructure for commercial goods is thus critical to India's continued inclusive and rapid economic growth;

2. Whereas, the logistics sector today faces challenges such as availability of suitable land, lack of skilled workers, inadequate infrastructure such as roads, rail, ports and airports and more. The sector is largely unorganized. In order to organize and induce the changes in the sector, this Policy for the Logistics Ecosystem namely, "Puducherry Integrated Logistics Infrastructure, Multi-Modal Logistics Park and Warehouse Policy, 2023" is formulated based on the National Logistics Policy formulated by Department for promotion of Industry and Internal Trade, Ministry of Commerce and Industry, Government of India.

3. Whereas, the Puducherry Integrated Logistics Infrastructure, Multi-Modal Logistics Park and Warehouse Policy, 2023 proposes the following objectives for development of Logistics Ecosystem in the Union Territory:-

- Integrated Logistics Infrastructure
- Mapping of Logistics Facilities
- Sustainable and Green Initiatives
- Logistics Startup Ecosystem
- Human Resource and Skill Development in Logistics Sector
- First and Last Mile Connectivity
- Supply Chain and Logistics Technologies
- Multi Modal Transport Infrastructure
- Labour Welfare In Logistics Sector

4. Whereas, the Puducherry Integrated Logistics Infrastructure, Multi-Modal Logistics Park and Warehouse Policy, 2023, proposes to achieve the objectives through Funding Support and Incentives.

5. Whereas, the Puducherry Integrated Logistics Infrastructure, Multi-Modal Logistics Park and Warehouse Policy, 2023, was approved by the Council of Ministers on 31-10-2023.

6. And now, therefore, the Hon'ble Lieutenant-Governor of Puducherry is pleased to accord approval to the Puducherry Integrated Logistics Infrastructure, Multi-Modal Logistics Park and Warehouse Policy, 2023.

7. The Department of Industries and Commerce shall formulate Guidelines wherever required for implementing the Policy.

8. This issues with the concurrence of Finance Department *vide* I.D.Note No. 1991/FC/FD/F4/A3/2022-2023, dated 21-02-2023.

(By order of the Lieutenant-Governor)

P.T. RUDRA GOUD,
Joint Secretary to Government
(Industries and Commerce).

**PUDUCHERRY INTEGRATED LOGISTICS INFRASTRUCTURE,
MULTI-MODAL LOGISTICS PARK AND WAREHOUSE
POLICY, 2023**

1. Introduction.— The key contributor for the cost escalation and irrevocable cost of the Primary or Secondary products/produces is invariably due to unorganized and unplanned logistics cost imposition on the product/services. Logistics sector is considered as the backbone of economic growth. Even the growth of other sectors, amongst other factors, depends heavily on the efficiency of the logistics network. Logistics is recognized as an international service with potential to trade globally and earn foreign exchange for the Country. Logistics today play a pivotal role in the economic development of the Country. The Union territory of Puducherry comprises of four enclaves *viz.*, Puducherry, Karaikal, Mahe and Yanam which are all coastal regions, and non-contiguous in nature and hence, need to seamlessly integrate with the neighbourhood facilities for better logistics. The integrated logistics development with the neighbouring State shall contribute logistic ease as a holistic solution.

An effective and efficient Logistics Ecosystem can be a key contributor to robust economic growth in the Country, with the potential to facilitate domestic and foreign trade, promote global competitiveness, enhance incomes, drive the 'Make in India' initiative and reduce economic disparities across geographies. The sector is one of the most important accelerators of trade in the Country. Specifically, an efficient supply chain network has the potential to increase farmer's income

manifold, which can lead to a domino effect on the overall economy. A reliable, efficient and cost-effective logistics infrastructure for commercial goods is thus critical to India's continued inclusive and rapid economic growth.

The Logistics sector today faces challenges such as availability of suitable land, lack of skilled workers, inadequate infrastructure such as roads, rail, ports and airports and more. The sector is largely unorganized. In order to organize and induce the changes in the sector, this Policy for the Logistics Ecosystem namely, "Puducherry Integrated Logistics Infrastructure, Multi-Modal Logistics Park and Warehouse Policy, 2023" is formulated.

2. Vision.— The Policy aims to develop an Integrated Logistics Ecosystem, which seamlessly integrates multiple modes of transportation, so as to transform Puducherry into a Global, Warehousing and Retail hub. It aims to be the Logistics destination for all the neighbouring Districts of nearby States, by stimulating the building of a reliable, robust, State-of-the-art Logistics and Warehousing Infrastructure and providing conducive regulatory environment.

3. Mission/Objectives.—

- Create a sustainable and environmental friendly logistics by adoption of Green Energy Technologies in logistics sector.
- Create a cost competitive and quality Multi-Modal Logistics Park, Warehousing and Retail Orientated Infrastructure.
- Integrate Puducherry Logistics Ecosystem with the global supply chain.
- Enhance the value added Logistic Services provided by Warehouses and Logistics Park.
- Promote and support Public Private Partnership (PPP) investments and also to encourage private sector investments in developing Integrated Logistics Facilities, Logistics Park and Warehouses.

- Promote human capital development initiatives so as to enhance the skills of the manpower required for logistics sector through creation of new logistics training infrastructure for truck Drivers and other logistics personnel.
- Adopting latest technology and ICT in Logistics and Warehousing and engaging technology interventions for smart enforcement.

4. Definitions.—

4.1. Logistics Parks/Multi-Modal Logistics Parks

Logistics Parks/Multi-Modal Logistics Parks mean, facilities which provide services such as cargo aggregation/segregation, distribution, inter-modal transfer of cargo and containers, open and/or closed storage, temperature controlled and/or ambient storage, Customs bonded warehouse, material handling equipment, parking, value added services and other related facilities as per requirement for efficient movement and distribution of semi-finished or finished products.

Logistics parks shall be equipped with supporting infrastructure including internal roads, communication facilities, open and green spaces, water pipelines, sewage and drainage lines, power lines, feeder, and other facilities as per the requirements of the park.

4.2. Warehouse

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.

4.3. Inland Container Depot

Inland Container Depot mean, 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.

4.4. Cold Chain Facility

Cold Chain Facility means, a facility for storage and minimal processing of perishable/temperature sensitive cargo such as agriculture, horticulture, dairy, fish and marine, poultry and meat products, pharma, *etc.*, with a linkage from source to the consumer. The key components of Cold Chain Facility are Controlled Atmosphere(CA)/Modified Atmosphere(MA) chambers, Variable Humidity Chambers, Ambient Storage, Individual Quick Freezing (IQF), blast freezing, *etc.*

Minimal Processing Centre may have facility for weighing, sorting, grading, cleaning, waxing, packing, precooling, fog treatment, irradiation facility, *etc.*

Mobile precooling vans and reefer trucks may also be attached with cold chain facilities on dedicated basis to provide end to end services

4.5. Container Freight Station

Container Freight Station (CFS) mean, an off seaport (or port) facility having such fixed installations or otherwise, equipment, machinery, *etc.* Providing services for handling/clearance of laden import, export containers under Customs control and with storage facility for Customs bonded or non-bonded cargo, parking area and such other facilities desired to carry out the operations.

4.6. Air Freight Station

Air Freight Station (AFS) mean, an off airport common user facility equipped with fixed installations of minimum requirement and offering services for handling and temporary storage of import and export cargo, *etc.* These facilities shall be equipped with Customs/Non-customs bonded warehousing, parking area, *etc.*, and other common user facilities required to carry out efficient operations.

4.7. Truck Terminals

Truck Terminals mean, 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.

4.8. Jetties

To facilitate the development of port based industries, private companies shall, been granted permission to construct jetties on BOT (Build, Operate and Transfer) basis to cater to the EXIM trade requirements of industries in the vicinity. As per BOT model, a private player identifies the location for development of a jetty near some industries which lack port facilities.

5. Objectives and Strategies.— The key objectives and their implementation strategies for development of Logistics Ecosystem in this Union Territory are as detailed below:

5.1. Integrated Logistics Infrastructure

It is proposed to develop an Integrated State Logistic Plan for greater coordination between cross-sector Implementing Agencies for targeted outcomes and focused Central Government support. As a part of the State Logistics Master Plan, a network of warehousing, transport and distribution assets would be preidentified, and crisis response action plans to be developed. In addition, the plan would take measures, which would provide seamless digital coordination of assets and human resource deployment during crisis. This would allow rapid and coordination deployment of assets and personnel in the minimum amount of time during any crisis or emergency and ensure supply chains remain functional.

The Integrated State Logistics Master Plan shall reflect the priorities of this Union Territory, which shall be in alignment with that of the National Logistics Master Plan. The Plan shall also focus on export infrastructures such as Inland Container Depots (ICDs), Integrated Cold Chains, Air/Sea Ports cargo handling facilities, connectivity between various terminals and Common Facilities Centre, *etc.*

5.2. Mapping of Logistics facilities

Mapping various logistics facilities in this Union territory of Puducherry shall be carried out to identify the operational bottlenecks in transmit of cargo and for planning infrastructure development that needs to meet out all futuristic demands. The capacity and various services provided by the Logistics Ecosystem shall also be mapped, so as to facilitate improvements in the Multi-Modal Logistics Ecosystem.

5.3. Sustainable and Green Initiatives

Green Initiatives to shift cargo movement from the traditional road transportation to cost effective and environmental friendly transportation such as Railways, Coastal Shipping and Inland Waterways shall be encouraged. Further, switching to Greener fuels, improving utilization and energy efficiency of the vehicle, minimizing vehicular noise and effluent emissions shall also be encouraged so as to reduce the carbon footprint, which shall contribute to the environmental considerations at global and National Level.

The Electric Vehicle Policy shall be introduced by the Government of Puducherry, which shall be in alignment with the FAME (Faster Adoption and Manufacturing of Hybrid and Electric vehicles) in India, as a part of the National Electric Mobility Mission Plan (NEMMP), 2020. The Electric Vehicle Policy shall encourage the end-user to adopt e-mobility by means of incentivizing the cost of the vehicles and also for creation of infrastructure facilities for charging stations and Industrial activities relating to manufacturing of E-vehicles (EV), EV-Batteries & EV-Charging Stations.

5.4. Logistics Startup Ecosystem

The Aspiring Puducherry Innovation and Startup Policy, 2019 of the Government of Puducherry has created a congenial, innovative and supportive Startup Ecosystem in this Union Territory. In order to find innovative solution to overcome the bottlenecks in the transit of cargo and for efficient cargo handling solutions, the Government of Puducherry shall endeavour to promote and support initiatives that shall instill

and foster innovative ideas in the field of Logistics. Aspiring Startup shall be benefitted through the Grant/Incentive/ Allowance under the said Startup Policy and similarly, grant shall be provided to incubators of this Union Territory for conducting acceleration/awareness program.

5.5. Human Resource and Skill Development in Logistics Sector

A Logistics Centre of Excellence (LCoE) shall be established in the Union territory of Puducherry. The LCoE shall be developed in association with Industrial Associations and Government/Private Organizations. LCoE shall be equipped with all the resources and Infrastructure for providing the end to end training for the entire Logistics Ecosystem. LCoE shall also be engaged in assessing the quality of the Logistics Infrastructure established by private sector and shall certify based on a rating system.

LCoE shall collaborate with Logistics Skill Council (LSC), Ministry of Skill Development and Entrepreneurship, Government of India, for imparting necessary Skill Development programmes in Logistics domain to the youth of this Union territory of Puducherry. Further, Collaboration with the National Skill Development Corporation (NSDC) and National Council of Vocational Education and Training (NCVET) of the Ministry of Skill Development and Entrepreneurship, Government of India, shall be made for providing ancillary skill development for programmes, that are required for operational and maintenance of Warehouses and Logistics Parks.

Capacity building programmes by Industrial Associations and other Government/Private Organizations shall also be encouraged. The Policy shall endeavour to provide incentives/ reimbursement for conducting Training/Capacity Building Programmes.

5.6. First and Last mile connectivity

First and Last mile connectivity are the core of the supply Chain Process and also pose as one of the major challenges for Logistics Ecosystem. Accordingly, priority shall be provided for development of infrastructure/logistics facilities to ease the various hurdles faced in movement of commuters and cargo.

Startup shall be encouraged to come out with innovative solutions for the various hurdles in the First and Last Mile connectivity. LCoE shall provide training to create workforce that can assist in inspecting the whole packaging at time of pickup. Assistance shall be provided for purchase of Cutting-Edge technologies used for Granular Tracking.

5.7. Supply Chain and Logistics Technologies

Advanced technological innovations have impacted the Logistics Ecosystem tremendously. High speed data connectivity, digital application, social networks, *etc.*, have enhanced the customer expectations, which demand a greater focus on efficiency in logistics operations. The Policy shall support and incentives to the logistics Companies/Warehouses that shall adopt the latest logistics technologies such as Artificial and Augmented Intelligence, Digital Twins, Real-Time Supply Chain Visibility, Blockchain Technologies, Data Standards and Advanced Analytics, Cloud logistics, Internet of Things, Self-driving vehicles, 3D printing, Robotics and automation in material handling, *etc.*

The Government shall endeavour to implement technology interventions such as blockchain smart contracts technologies, sensors, camera, *etc.*, for Smart Enforcement by means of minimal inspection and stoppages of truck on road. Logistics Centre of Excellence (LCoE) shall provide necessary hands on training pertaining to the abovesaid latest technologies to the Enforcement officials.

5.8. Multi-Modal Transport Infrastructure

The Policy shall endeavour to develop and support promotion of seamless and cost effective multi-modal transportation facilities. A unified freight exchange platform shall be developed which shall map the flow of freight across the Logistics Ecosystem and also to be utilized for efficient planning of logistics infrastructure and improve operational efficiency. Policy shall encourage service providers to offer customized packages as per the nature of the commodity and use cheaper mode of transportation such as rail mode. Dedicated infrastructures/corridors/berths shall be developed

to integrate Multi-modal Transport facilities near Railway networks, Ports, Airports and Logistics Parks. Policy shall also endeavour to promote coastal shipping and Inland Waterways Transportation. The Policy shall also endeavour to identify and develop new dedicated parking spaces along major highways and key freight routes. The parking spaces shall be developed in integration with logistics facilities, so as to provide the required logistics services for the Freight Transportation.

5.9. Labour Welfare in Logistics Sector

Facilities including sufficient drinking water, latrines and Urinals (separate for male and female), washing facilities (separate for male and female), dispensary, first aid facilities, restrooms, canteen and such other facilities as may be required shall be provided to the workers including residential accommodation for migrant workers.

6. Logistics Park and Integrated Multi-Modal Logistics Park (LPIMMLP).— The Policy shall endeavour to develop new Integrated Multi-Modal Logistics Park (IMMLP) and extend logistics park facilities to existing Industrial Estates. The Logistics Park shall inherit all Logistics Services such as cargo aggregation/segregation, smart labeling solutions, standardized packaging facilities, innovative grading and sorting features, Inter-modal transfer of goods, cold storage facilities, Customs bonded warehouses, goods/container terminals and Freight Stations, efficient material handling facilities, *etc.*

The Policy shall endeavour support from Public Private Partnership (PPP) investments and private sector investments shall also be sought for developing commercial and common facilities such as Petrol Pump, Emergency Medical Centre, Banking/ATM facilities, restaurants, weigh bridge, dormitories, office space, Container Freight station, Repair workshop for vehicles, Production Inspection Centre, *etc.*

The Government of Puducherry shall take action for notification of Deemed Conversion of Land Use within 180 days of receipt of application for development of IMMLP and other Logistics Infrastructure/facilities.

The power tariff for approved IMMLP shall be provided at the existing industrial rates for all logistics infrastructure/facilities excluding business and commercial facilities such as dormitories, guest houses,

hotel/restaurants/canteen, medical centre/hospital, petrol pump, banking and finance, Office Space/Administration Office, *etc.* Uninterrupted 24 X 7 power supply shall be made available to the Logistic Parks.

Up to 50% additional Floor Space Index (FSI) for IMMLP shall be permitted. The proposal for new IMMLP shall be processed as a priority case by the Puducherry Logistic Cell (PLC) through the proposed Single Window Clearance System. The IMMLP shall operate under a complete automated environment, hence, the demand for round the clock operations needs to be carried out; hence, the IMMLP areas shall be permitted to work 24x7. In this regard, amendment to necessary statutory laws shall be carried out.

The Puducherry Logistic Cell (PLC) in coordination with the Planning Authority, Puducherry, shall develop Standard layout and design specifications for Logistics Parks and Warehousing in different sizes/area, so as the same shall be provided to private land owners and developer, who can commence developmental activities immediately.

7. Warehouse.— The Policy shall endeavour to develop modern warehouse “which are aesthetic and logistical. The demand for new and existing goods has seen rapid increase in the last few years. The ease of purchasing through e-commerce and mobile apps has forced companies to seek more affordable and innovative warehouses, which are closer to urban population.

The last mile delivery challenges such as cost of last mile deliveries, bad address quality, incorrect addresses, lack of proper signage, Routing Efficiency and Route Optimization issues, Managing Last Mile Delivery Density, Unpredictability in Transit Availability of Customer, Meeting Fulfillment Timeline, *etc.*, have created a demand to create warehouses closer to the people they are delivering to.

The Policy shall encourage and support private investments through incentives for development of modern warehouses such as integrated Inland Container Depots/Customs Bounded Areas, Warehouse for Agro Produces/Grain Godowns, Warehouse other than agriculture produces, Cold storages, Gas Godowns, *etc.*

The warehouses shall be equipped with inbound and outbound logistic services handling backward and forward linkages including storage processing, assembling, packing, handling, distribution such as

cold storages, silos, refrigerated warehouses, In-bound material handling and retail space. The warehouses shall also earmark dedicated area for idle parking.

The warehouses shall be developed on a minimum area of 2 acres and should have a minimum approach road of 30 ft.

8. Agricultural Infrastructure.— Post-Harvest Management Infrastructure such as Supply Chain Services including e-marketing platforms, Pack houses, Assaying units, Sorting and grading units, Cold Stores and Cold Chain, Primary Processing Centres, Ripening chambers, Waxing plants and community farming assets such as organic inputs production (including bio-fertilizer plants), Bio-stimulant production units, Infrastructure for smart and precision agriculture, Compressed Bio-gas Plants shall be strengthened, in order to improve agricultural infrastructure in this Union territory of Puducherry.

Primary Agricultural Co-operative Credit Societies (PACCSs), Co-operative Marketing Societies (CMSs), Farmer Producer Organisations (FPOs), Self Help Groups (SHGs), Farmers, Joint Liability Groups (JLGs), Multi-Purpose Co-operative Societies, Agri-entrepreneurs, Startups, State Agency or Local Body Sponsored PPP projects shall be encouraged to create the Post-Harvest Management Infrastructure and community farming assets through means of the Financing facilities under 'Agricultural Infrastructure Fund' of the Ministry of Agriculture and Farmers' Welfare, Government of India.

Mega Food Park shall also be developed for providing a mechanism to link agricultural production to the market by bringing together farmers, processors and retailers so as to ensure maximizing value addition, minimizing wastage, increasing farmers income and creating employment opportunities particularly in rural sector. The Mega Food Park shall be based on "Cluster" approach and envisages creation of State of Art support Infrastructure in a well-defined Agri/Horticultural zone for setting up of modern food processing units in the park with well-established supply chain. The Mega Food Park shall typically consist of supply chain infrastructure including Collection Centres, Primary Processing Centres, Central Processing Centres, Cold Chain and Fully Developed Plots for entrepreneurs to set up Food Processing Units. The utilization of the central financial assistance provided under the Mega Food Park Scheme of the Ministry of Food Processing, Government of India shall be encouraged for creation of such parks in this Union territory of Puducherry.

The Agriculture Export Policy (AEP) for this Union territory of Puducherry shall be introduced, so as to collate a comprehensive plan for development of Agricultural Infrastructure in this Union territory of Puducherry.

9. Incentives.— 9.1. Eligibility

- Unit/Project registered as Proprietor, Partnership Firm, Co-operative Society, Company, Trust, Non-Governmental Organization (NGO) can avail incentives under this Policy. State Government/Central Government Departments shall not be eligible for any incentives under the Policy.
- A Unit/Project 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 incentives under the Scheme.
- Unit/Project may avail incentives under any Scheme of Central Government. However, the total incentives from State and Central Government Scheme should not exceed the maximum limit of assistance under relevant Scheme.
- Unit/Project availing incentives under this Policy shall continue their operation at least 10 (ten) years from the date of receipt of the incentives under the Policy. In case of closed down of the Unit (unless the closure is due to reasons outside management's control) within the stipulated time, the amount so far released as incentives shall be recovered with prevailing rate of interest within three months.
- Logistics Facilities as approved by the State Logistic Coordination Committee should be completed within 5 years from the date of approval letter. However, the request for extension of the period for completion of the project will be considered for maximum up to 1 year on merit of the reasons of delay, if any.
- Minimum employment to domicile of Puducherry will be applicable (at least 60% of the total employment provided must be local persons).

- Eligibility for grants, subsidies and incentives will be subject to fulfillment of minimum employment conditions as well as minimum work performance envisaged.
- Facilities layout should conform to applicable rules and regulations as applicable *viz.*, environment consent/clearance for establishment, Town and Country Planning as per Government of India and Government of Puducherry Guidelines.

9.2. Proposed Incentives

Sr. No.	Proposed Incentive	Quantum of Incentive	Maximum amount per project
(1)	(2)	(3)	(4)
			₹
1	Capital Investment subsidy for development of new logistics facilities like Parks/ Multi-Modal Logistics Parks, Warehouses, Jettis, Inland Container Depot, Container Freight Station, Air Freight Station, Private Freight Terminal, Air Cargo Complex, Cold Chain Facility, Truck Terminals.	15% of the Investment made on creation of logistics infrastructure.	50 Lakhs
2	Interest subsidy for the loan availed from Scheduled Banks and Financial Institutions registered with RBI for creations of new Logistics Infrastructures/ Facilities.	25% of annual interest paid for period of 5 years.	5 Lakhs per financial year.
3	Subsidy for Quality Certification.	50 % reimbursement of the cost of Quality Certification.	2 Lakhs per Certificate.

(1)	(2)	(3)	(4)
			₹
4	Assistance for Intellectual Property Protection.	50% of the expenditure incurred	2 Lakhs on Domestic patent and 5 lakhs on International patent.
5	Reimbursement for conducting Training/ Skill development/ Capacity Building Programmes.	For 50 hours training	5,000 per trainee (max. 20 trainee per annum).
		For 100 hours training	10,000 per trainee (max. 15 trainee per annum).
		For 200 hours training	20,000 per trainee (max. 10 trainee per annum).
6	Assistance for purchase of Cutting-edge logistics technologies.	Reimbursement of 50 % of the cost.	10 Lakhs

9.3. Ineligible expenditure

- Investment made on purchase of land and land development.
- Goodwill fees, commissioning fees, royalty, preliminary and preoperative expenses, capitalize interest, technical fees/consultant fees, transportation and erection charges and working capital.
- Any amount decided non-eligible by the State Logistics Coordination Committee.

10. State Logistic Cell.— Puducherry Logistic Cell (PLC) shall be established in coordination with other stakeholders, as a sub-entity in an existing Single Window Committee (SWC) functioning under District Industries Centre (DIC) which shall be the Nodal Agency to provide handhold businesses to get all request approvals and clearance for the setting up of new logistics businesses for expansion/modification of existing operations. The Cell shall liaise with the logistics divisions in matters relating to integrated development of logistics sector in the State and align State plans and activities with the National plan.

The composition of State Logistics Cell shall be as under.

- (i) The Joint Secretary-*cum*-Director (Industries and Commerce), Puducherry. . . Chairperson
- (ii) The Deputy Director (Technical), Department of Industries and Commerce, Puducherry. . . Member-Secretary.
- (iii) The Assistant Director, Department of Industries and Commerce, Puducherry. . . Member
- (iv) The Technical Officer, Department of Industries and Commerce, Puducherry. . . Member

11. State Logistic Coordination Committee.— The State Logistic Coordination Committee is proposed to be constituted for facilitating the Inter-State Agencies to act in-coordination to meet challenges faced in doing logistics in this State.

The composition of State Logistics Coordination Committee shall be as under.

- (i) The Chief Secretary to Government (Industries and Commerce), Puducherry. . . Special Invitee
- (ii) The Secretary to Government (Industries and Commerce), Puducherry. . . Vice-Chairperson
- (iii) The Additional-Secretary-*cum*-Director of Industries and Commerce, Puducherry. . . Member-Secretary.
- (iv) The Secretary to Government (Transport), Puducherry. . . Member

- | | | |
|--------|---|------------|
| (v) | The Secretary to Government (Agriculture and Farmers Welfare), Puducherry. | . . Member |
| (vi) | The Secretary to Government (Fisheries and Fishermen Welfare), Puducherry. | . . Member |
| (vii) | The Secretary to Government (Local Administration), Puducherry . | . . Member |
| (viii) | The Secretary to Government (Revenue), Puducherry. | . . Member |
| (ix) | The Secretary to Government (Port), Puducherry. | . . Member |
| (x) | The Secretary to Government (Public Works), Puducherry. | . . Member |
| (xi) | The Secretary to Government (Town and Country Planning), Puducherry. | . . Member |
| (xii) | The Project Director,
Project Implementation Unit -
Puducherry, National Highways
Authority of India, Ministry
of Road Transport and Highways,
Puducherry. | . . Member |
| (xiii) | The Zonal Additional Director-General
of Foreign Trades, Ministry of
Commerce and Industry, Chennai. | . . Member |
| (xiv) | The Managing Director, PIPDIC | . . Member |
| (xv) | The Commissioner,
Puducherry Central Excise
Commissionerate. | . . Member |
| (xvi) | Senior Superintendent of Police -
Traffic, Puducherry. | . . Member |
| (xvii) | Technical Expert from Pondicherry
University, Puducherry. | . . Member |

- (xviii) Technical Expert from Pondicherry Technological University, Puducherry. . . Member
- (xix) Representatives from Industrial Associations of this Union territory of Puducherry. . . Members
- (xx) Representatives from CII, Puducherry . . . Members

11.1. Functions of State Logistics Coordination Committee

- State Logistics Coordination Committee shall be the nodal authority for all task related to development of logistics sector in this Union territory of Puducherry.
- The Committee shall approve the integrated State Logistic Plan or any other Guidelines/Schemes for the promotion of logistic sector in this Union territory of Puducherry.
- The Committee shall go into the merits of each case for the grant/incentive/subsidy notified through this Policy and shall decide whether the claiming entities qualifies for the grant/incentive/subsidy and will recommend the quantum of incentive/subsidy admissible to the entities.
- The Committee shall monitor and review the performance of State Logistic Cell.
- The Committee shall monitor and review the performance of line Departments pertaining to the implementation of logistics sector projects, availing and utilization of grants from Central/State Government under various Schemes for logistic development and resolve difficulties, if any.
- The Committee shall take necessary measures for enhancing ease of doing business in this Union territory of Puducherry pertaining to logistic sector.
- The Committee shall take necessary action for development of logistics related infrastructure projects in road, rail, water, air, warehouses, cold storage, etc.

11.2. City Logistics Coordination Committee

City Logistics Coordination Committee shall be constituted at Municipality level (*i.e.*, Pondicherry Municipality, Oulgaret Municipality, Karaikal Municipality, Mahe Municipality and Yanam Municipality) of all four regions of this Union territory of Puducherry. The objective of the Committee shall be to improve urban freight efficiency and ease cargo movement.

The Committee shall take adequate measures to reduce traffic congestions, accidents, air pollution and carbon emission, conflict with non-motorized transit, *etc.* The Committee shall frame necessary Guidelines for B2B and B2C freight transit within their respective Municipality. The Committee shall analyse the travel pattern of movement of goods and shall control the freight movement that doesn't directly benefit the urban residents.

The composition of City Logistics Coordination Committee shall be as under.

- | | |
|--|-----------------------|
| (i) The District Collector/Regional Administrator. | . . Chairperson |
| (ii) The Municipality Commissioner | . . Member |
| (iii) The Deputy Director (Technical)/ Assistant Director/Technical Officer of concerned region. | . . Member-Secretary. |
| (iv) Chief Engineer, Public Works Department, Puducherry. | . . Member |
| (v) Regional Transport Officer of the concerned region. | . . Member |
| (vi) Superintendent of Traffic Police of the concerned region. | . . Member |
| (vii) Representative of Pondicherry Pollution Control Committee of the concerned region. | . . Member |
| (viii) Representative of the Puducherry Logistic Cell (PLC). | . . Member |

- (ix) Representative of Industrial Associations . . Member of concerned region.
- (x) Executive Engineer of concerned . . Member-Municipality. Secretary.
- (xi) Representatives from CII, Puducherry . . Member
- (xii) Representatives from Truck Owners . . Member Associations, Puducherry.
- (xiii) Representatives from Traders Associations, . . Member Puducherry.

12. Single Window Clearance.— Puducherry Logistic Cell (PLC) shall endeavour to operate a Single Window Clearance System, wherein, applications related to establishment of Logistics facilities and for availing benefits under the Policy shall be processed. A fast track mechanism to ensure that applications are processed within the prescribed time-limits shall be incorporated.

In respect of registration under Puducherry Shops and Establishments Act, 1964, Motor Transport Workers Act, 1961, Building and Other Construction Workers (RECS) Act, 1996, Contract Labour (Regulation and Abolition) Act, 1970 and Inter-State Migrant Worker (RECS) Act, 1979, the same shall be done through Service Plus Portal of the Government of India through the URL: <https://labour.py.gov.in>.

13. Grievance redressal and dispute resolution mechanism.— A grievance redressal dispute mechanism for providing time bound and effective resolution to issues and challenges shall also be established under this Policy.

14. Awareness Programmes and Workshops.— The Puducherry Logistic Cell (PLC) shall organize awareness programme to sensitize the initiatives taken by this Union Territory on par with the initiatives taken by the Government of India for development of Logistics Ecosystem. PLC shall ensure to communicate all notification, amendments and reforms taken by the Government *vide* State Portal. The PLC shall coordinate with BISAG-N, Ahmedabad in organizing necessary workshops for officials of line Departments.

15. Validity of Policy.— This Policy shall be valid from the date of notification of the Policy by the Government of Puducherry and shall remain valid for a period of 5 (five) years or till the declaration of a new or revised Policy, whichever is earlier.

16. Overall Terms and Conditions.— For clarification/resolution of interpretation of any term and/or dispute relating to the function of any provisions under this Policy shall have to be referred to the Department of Industries and Commerce, Puducherry and the decision of the Department in consultation with the State Logistics Coordination Committee in this regard shall be the final and binding on all.

No right on claim of any incentive/privileges under this Policy shall be deemed to have been conferred merely on the ground of the provision in the Policy. Implementation of various provisions covering the incentives, concessions, *etc.*, shall be subject to the issue of detailed Guidelines/Statutory notifications, wherever necessary in respect of each item by the Department concerned.

The Department shall reserve right to amend any provision of the Policy with the approval of the Government, keeping in view of the Guidelines issued by the Central Government from time to time.

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