



INDUSTRIES DEPARTMENT GOVERNMENT OF MAHARASHTRA



LOGISTICS POLICY - 2024

Maharashtra connecting Bharat Rashtra



SAGARMALA
PORT-LED PROSPERITY



Table of contents

Introduction	3
1. Maharashtra Integrated Logistics Masterplan – Strengthening Logistics Infrastructure and Facilities	8
2. Promotion of Use of Technology and Sustainability Initiatives	51
3. Incentives for Logistics Park Developers	54
4. Incentives for Standalone/ Independent Logistics Units.....	59
5. Ease of Doing Business for the Logistics Sector:.....	61
6. Convergence of other policies and programs of Central and State Governments:	62
7. Skill Development and Capacity Building.....	64
8. Institutional Framework.....	65
9. Council under the Chairmanship of Hon'ble Minister of Industries:.....	69

List of Exhibits:

Exhibit 1: Maharashtra Road Connectivity	8
Exhibit 2: Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg	9
Exhibit 3: Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg Extensions to Gondia, Gadchiroli, and Chandrapur	10
Exhibit 4: Rewas Redi Coastal Highway	11
Exhibit 5: Pune Ring Road	12
Exhibit 6: Jalna-Nanded Express Highway	12
Exhibit 7: Konkan Greenfield Expressway	13
Exhibit 8: Shaktipeeth Expressway.....	13
Exhibit 9: Yashwantrao Chavan (Mumbai-Pune) Expressway	14
Exhibit 10: Delhi-Nagpur Industrial Corridor	15
Exhibit 11: Mumbai Coastal Road`	15
Exhibit 12: Maharashtra Rail Connectivity	16
Exhibit 13: Maharashtra Air Connectivity	19
Exhibit 14: Details of 14 airports / runways are:.....	19
Exhibit 15: Maharashtra Sea Connectivity	23
Exhibit 16: Jawaharlal Nehru Port connectivity status.....	23
Exhibit 17: Mumbai Port connectivity status	25
Exhibit 18: Wadhvan Port connectivity status	26
Exhibit 19: ICDs in Maharashtra	29
Exhibit 20: Logistics Masterplan of Maharashtra	36
Exhibit 21: District Nodes of Maharashtra Logistics Masterplan	37
Exhibit 22: Regional Logistics Hubs of Maharashtra Logistics Masterplan.....	38
Exhibit 23: Chhatrapati Sambhaji Nagar-Jalna State Logistics Hub.....	40
Exhibit 24: Thane Bhiwandi State Logistics Hub.....	41
Exhibit 25: Ratnagiri Sindhudurg State Logistics Hub.....	42
Exhibit 26: Pune - Purandar State Logistics Hub	44
Exhibit 27 Palghar Vadhvan State Logistics Hub.....	46
Exhibit 28: Nagpur- Wardha National Mega Logistics Hub	48
Exhibit 29: Navi Mumbai International Mega Logistics Hub	50

Introduction

Maharashtra is India's leading state in terms of Gross Domestic Product (GDP) and plays a pivotal role in India's economic growth. State contributes around 14% of India's GDP and has set the target to achieve \$1 trillion GDP by year 2028. With a historic nominal CAGR of around 8-9%, Maharashtra is well-poised to contribute 20% to India's ambition of becoming a \$5 trillion economy.

Maharashtra is India's third-largest state in terms of area and second largest by population; it is highly urbanized, with over 45% of states population residing in urban areas. With a robust Gross State Domestic Product (GSDP) of INR 27,11,685 crores, Maharashtra stands as India's most industrialized state. It holds a significant position in the national economy, contributing 15.1% to the country's Gross Value Added (GVA) and ranking second in terms of wages to workers and third in terms of the workforce. The state's economic structure is diverse, with agriculture, manufacturing, and services sectors contributing 14%, 16%, and 59% respectively to its GVA.

Notably, the manufacturing sector has shown substantial growth, from \$46 billion in FY14 to \$64 billion in FY22, indicating its critical role in job creation, value addition, and spurring growth in associated industries like real estate and services. Maharashtra's key industries, including automobile, electronics, pharmaceuticals, textiles, logistics, and IT, underline its strength and potential to drive India's economic growth through innovation, productivity, and employment generation.

Maharashtra's agricultural landscape is vast and principal crops grown in the state are rice, jowar, bajara, wheat, tur, mung, urad, gram and other pulses. The state is major producer of oilseeds such as groundnut, sunflower, and soybean. In addition to that important cash crops grown are cotton, sugarcane, turmeric, and vegetables. Agriculture & allied activities GVA in Maharashtra's economy is expected to reach \$106 billion (INR 7.4 lakh cr.) by FY28 from \$45 billion (INR 3.16 lakh cr) as of FY 22-23.

Maharashtra is India's second-largest exporter, contributing 17% of the country's total exports, amounting to \$73 billion in FY 2022-23. Maharashtra boasts 37 Special Economic Zones (SEZs), 8 Agri Export Zones and 27 industrial parks, amplifying its export-focused infrastructure. Maharashtra majorly exports to the USA, UAE, Hong Kong, Belgium, UK, China, Singapore, among others.

The State's strengths lie in its highly urbanized and industrialized landscape, with key sectors like manufacturing, services, and agriculture driving its economic growth. Logistics being the backbone of the economic growth, State has focussed on logistics infrastructure development to further bolster its potential to attract investments and foster industrial expansion.

In FY 2022-23, the state has retained its position of being highest recipient of Foreign Direct Investment (FDI). Total FDI inflows in Maharashtra between April 2022 to March 2023 was INR 1,18,422 crores accounting for 29% of the total FDI inflow in the country. The state has shown highest commitment to facilitate business growth through various initiatives such as a Single window Clearance through Maharashtra Industry Trade & Investment Facilitation Cell (MAITRI), easy land availability through Maharashtra Industrial Development Corporation (MIDC) and Maharashtra Industrial Township Limited (MITL), building state of the art logistics infrastructure and progressive

policy interventions. Aligning the development goals with India's vision of self-reliance (Atma Nirbhar Bharat), Maharashtra aims to enhance its logistics capabilities, thereby catalysing overall economic progress in the country. The state is actively promoting the establishment of new industries, industrial parks and dedicated corridors to achieve the goal of achieving a USD 1 trillion economy by the year 2028.

Logistics Sector

Logistics sector in India represents 14% percent of India's Gross Domestic Product (GDP) and employs 2.2 crore people. India handles 4.6 billion tonnes of products annually at an overall cost of INR 9.5 lakh crores. Maharashtra has a major share in this, the State has a vast network of infrastructure including 17,757 km long national highways and 28,461 km long State highways. Also, the State has a railway network of 11,631 km under which 548 railway goods sheds are included. Under sea and air connectivity, the State has a competent infrastructure of 2 major and 48 minor ports, 53 inland container depots and container freight stations, 8 private cargo terminals and 11 air cargo terminals. The State has a warehousing capacity of 2.23 MMTPA, a cold storage facility of 1.03 MTPA and a port capacity of 1320 million tonnes. There are more than 116 logistics training centres in the State for skill development. The total freight traffic in India is expected to grow at 9.7% per annum to reach over 13 trillion ton-kilometres (ton-km) in 2031-32 from about 2 trillion ton-km in 2011-12.

Cost of Logistics in India is higher at 13%-14% of the GDP compared to developed economies (7%-8%) and BRIC Nations (9%-10%). Major reason for high cost of logistics is dependency on Road for freight movement. For making logistic cost in India more affordable and development of a robust logistics infrastructure, the Union Government of India has been taking multiple initiatives focussing on Infrastructure Development, Logistics Planning, Pro-active governance and adoption of technology. As a result, India's rank on Logistics Performance Index has consistently improved in the recent past. In 2018, India's rank improved by 10 positions from 54th in 2014 to 44th in 2018. Further in 2023, it jumped by 6 positions from 44th to 38th position.

Logistics expenditure in India is around 14% of gross domestic product, which is relatively higher than advanced economies at 8%. Under the National Logistics Strategy- 2022, an ambitious target has been set to reduce the expenditure on logistics in India. The National Council of Applied Research in its Analysis of India's Logistics (2019) report explains the current high cost of logistics. It mainly includes the following aspects: -

- Lack of multimodal transport system – resulting in heavy reliance on road use.
- Presence of large number of stakeholders in the transport and storage chain
- Quality of road and port infrastructure
- Lack of technical intervention in storage, transportation and distribution processes.

PM Gati Shakti: Government of India announced PM Gati Shakti - A National Master plan initiative in 2021, with an objective of integrating interventions by respective ministries including Aviation, Railways, Highways, Shipping etc. Ministry of Commerce and Industry, Govt of India is devising a digital platform through which the master plan can be tracked and will exhibit all economic zones & the infrastructure linkages required to support them. This initiative will also offer the framework for the National infrastructure pipeline plan.

National Logistics Policy (2022): To encourage the effective movement of goods across the country, National Logistics Policy 2022 focuses on process re-engineering, digitisation, construction of multi-modal logistics infrastructure for EXIM and domestic trade, among others. The multi-jurisdictional method of the policy would help to achieve Gati Shakti's objective by fusing the strategies, and legal frameworks of numerous Ministries and Departments. Infrastructure development initiatives like Sagarmala, Bharatmala, Dedicated Freight Corridors (DFCs) amongst others are under different stages of implementation. Besides, regulatory and process related reforms like paperless EXIM trade process through E-Sanchit, faceless assessment through Turant Customs and introduction of mandatory electronic toll collection system (FASTag) have contributed to enhance the efficiency of the logistics sector.

Maharashtra Economic Advisory Council report on achieving \$1 trillion economy:-

The state had constituted an Economic Advisory Council (EAC) to prepare a detailed roadmap for the state to achieve its ambitious target of \$1 trillion GSDP. Maharashtra Economic Advisory Council (EAC) report has recommendations across 8 sub-groups including the logistics sector. According to the Economic Advisory Council, Maharashtra needs to develop a state level integrated infrastructure master plan which aligns with the growth of planned economic clusters and urban infrastructure plans. The report also emphasizes on digitization and automation in logistics sector through smart enforcement, automatic plate recognition system, modernisation of check posts, deployment of smart weigh bridges etc. Report emphasizes on multi-modal connectivity for clusters, expanding cold storage and warehouse capacity, 3rd party logistic facilities for agriculture, dedicated zones with integrated transport connectivity and enabling infrastructure like truck terminals, etc.

Government of Maharashtra has announced many exclusive policies to give further impetus to industries. Maharashtra Logistics Policy 2024 is a step in this regard with many policy interventions in the logistics sector having prime objective of reducing time and cost of logistics. The Maharashtra Logistics Policy 2024 has a unique feature of Integrated Logistics Master Plan for ready reference of investors and industries present and keen to enter in the sector.

Maharashtra Logistics Policy 2024

Maharashtra boasts off with wide infrastructural network covering road length spanning 17,757 kms of national highways and 28,461 kms of state highways. In addition to that, Maharashtra's Rail network covers 11,631 kms linking the state with the entire nation and has a presence of 548 railway good sheds. Maharashtra's sea and air connectivity has robust infrastructure of 2 major and 48 small ports, 53 Inland Container Depots & Container Freight Stations, 8 Private Freight Terminals, and 11 Air Cargo Terminals. The state offers warehousing capacity of 2.23 MMTPA, 1.03 MTPA of cold storage facility, shipping ports capacity of 1,320 million tonnes. In terms of skilling, Maharashtra provides training with the presence of 116 logistics training centres.

To achieve a \$1 Trillion economy by 2028, Maharashtra is actively promoting investments in Tech-based industries, Industrial parks, and dedicated corridors. The state is set to expand transportation and logistics infrastructure through various projects, both brownfield and greenfield in the ambitious Maharashtra Logistics Policy 2024. Emphasizing multimodal connectivity, Maharashtra aims to enhance logistical efficiency and will be contributing significantly to India's overall economic development.

A. Policy Mission

The Maharashtra Logistics Policy 2024 shall play a key role in obtaining state's goal of becoming US\$ 1 trillion by 2028. The policy aims to reduce costs in logistics through a comprehensive logistics master plan keeping a developmental view of next 10 years. The policy has been prepared by keeping the objective of promoting the logistics sector in alignment of National Logistics Policy.

B. Policy Vision

To establish Maharashtra as a World-class logistics hub and a leading centre for trade and transportation by focusing on creating an efficient Integrated logistics infrastructure, improve the competitiveness of the local logistics industry by reducing the time for transportation & cutting down expenditure for Logistics activities attract foreign investment, and promote sustainability through innovation and use of new age technologies.

C. Policy Targets

Maharashtra Logistic Policy 2024 has earmarked following target during policy period.

- ▶ To develop more than 10,000 acres of dedicated logistics infrastructure across the state by 2029
- ▶ To develop 01 International Logistics Mega Hub, 01 National logistics Mega Hub, 05 State Logistics Hubs, 05 Regional Logistics Hubs and 25 District Logistics Nodes.
- ▶ To ensure the cost of logistics to be reduced further by minimum 5% as compared to existing 14-15%.
- ▶ To reduce the time taken for logistics through provision of Integrated logistics masterplan, Efficient multimodal logistics, Technology interventions like AI, Block Chain technology.
- ▶ To reduce carbon footprints by promoting green initiatives in logistics sector.

D. Policy Validity

Maharashtra Logistic Policy 2024 will remain in effect for five years from the date of notification and will remain in effect until the next policy is announced. The policy shall be reviewed every two years to assess its effectiveness. The policy may be amended prior to the prescribed period after assessing the effectiveness of the policy to address changes in laws, regulations or to achieve its desired outcomes.

E. Eligibility

Eligible organizations for various incentives offered under Maharashtra Logistics Policy-2024:

Any legal entity registered as Proprietary, Partnership firm, Cooperative Society, Registered Company under the Companies Act, 2013, Farmer Producer Companies, Public Sector Undertakings, Other state organizations, Limited Liability Partnership (LLP), Trusts & Alternate Investment Funds (AIF)* Public Private Partnership (PPP) based projects, Joint Ventures (JVs) or consortium of companies created for the purpose of developing the Small, Large, Mega, Ultra Mega, Multi-storey Logistics parks, and Integrated Truck Terminals.

*** AIF refers to any privately pooled investment fund, (whether from Indian or foreign sources), in the form of a trust or a company or a body corporate or a Limited Liability Partnership (LLP)**

F. Execution Pillars

1

Maharashtra Integrated Logistics Masterplan – Strengthening Logistics Infrastructure and Facilities

2

Promotion of use of Technology and Sustainability Initiatives

3

Incentives for Logistics Park Developers

4

Incentives for Independent Logistics Units

5

Ease of Doing Business for Logistics

6

Convergence of related Central and State Government Schemes and Programmes

7

Institutional Framework for Logistics Sector

8

State Logistics Council under the Chairmanship of Hon. Minister (Industries)

1. Maharashtra Integrated Logistics Masterplan – Strengthening Logistics Infrastructure and Facilities

1.1 Logistics Profile of Maharashtra

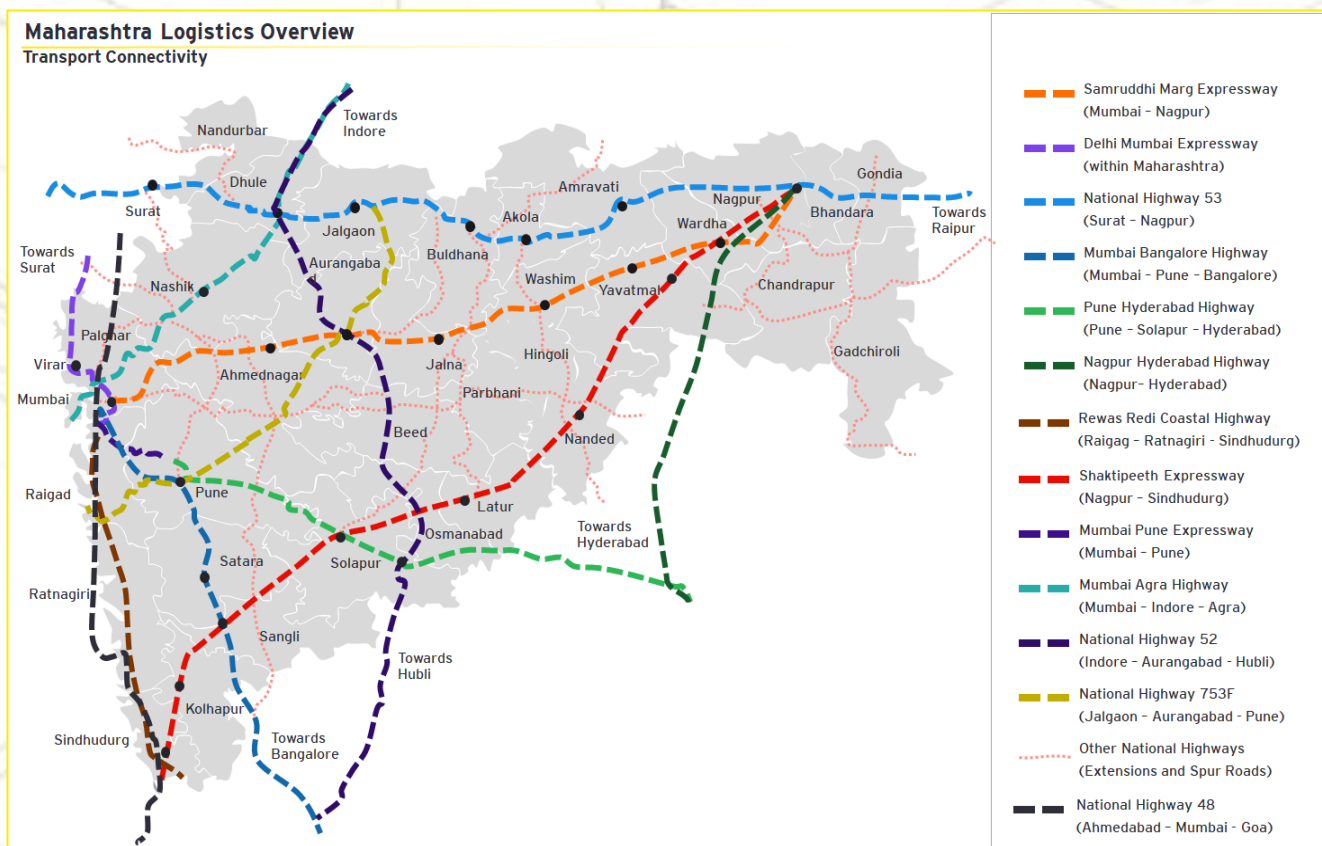
Maharashtra has a total land area of 3,07,713 sq. kms and a 720 km long coastline. The state has excellent connectivity to both national and international destinations through road, rail, air, and port connectivity. Maharashtra has a unique geographical position and is strategically located between northern and southern India.

The State has following infrastructural advantages-

- (I) **Roadways** - Maharashtra is well connected with a road network inclusive of over 80 major National highways spanning 17,757 kms and 10 major State Highways of 28,461 kms. Key national industrial corridors passing through the state includes Delhi-Mumbai Industrial Corridor, Delhi-Nagpur Industrial Corridor, Hyderabad-Nagpur Industrial Corridor and Bangalore-Mumbai Industrial Corridor.

Government of Maharashtra's Public Works Department and Maharashtra State Road Development Corporation is planning to connect all the districts by completing 4-laning work till 2028. Maharashtra is the leading state in the country with effective road connectivity, with a large number of ongoing and upcoming road projects to strengthen intra-state and inter-state connectivity.

Exhibit 1: Maharashtra Road Connectivity



(A) Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg Roadways:

The Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg is a significant infrastructural marvel connecting Nagpur, Wardha, Amravati, Washim, Buldhana, Jalna, Chhatrapati Sambhaji Nagar, Ahmednagar, Nashik, and Thane, with extensions reaching Chandrapur, Gondia, Bhandara, Gadchiroli, Yavatmal, Akola, Hingoli, Parbhani, Nanded, Beed, Dhule, Jalgaon, Palghar, and Raigad, districts & its total length is more than 700 km. 19 industrial nodes are being planned along the Samruddhi Highway. The expressway remarkably reduces the travel time between Nagpur and

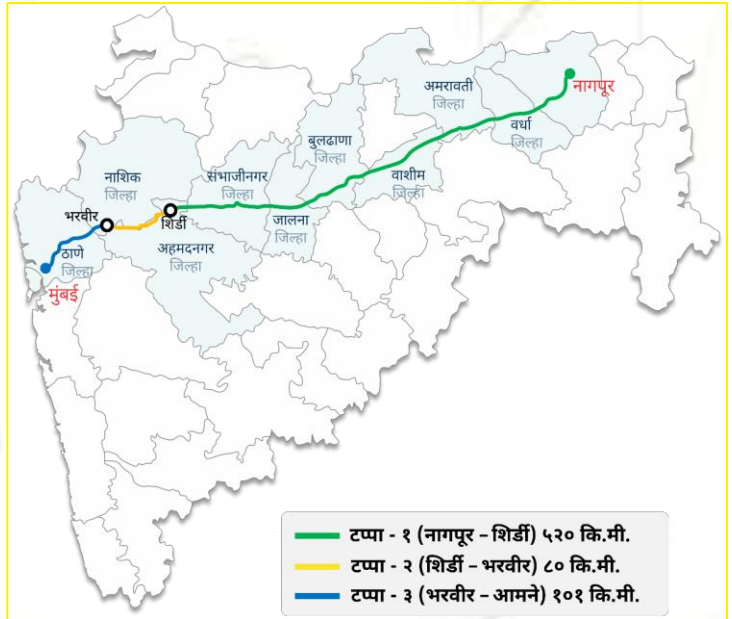


Exhibit 2: Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg

Mumbai to 8 hours from a previous 16, increasing JNPT's accessibility with all the connected districts and boosting inter-district logistics. The expressway connects the districts to the Delhi Mumbai Industrial Corridor Node at Chhatrapati Sambhaji Nagar, the Chhatrapati Sambhaji Nagar Industrial City (AURIC), enhancing industrial connectivity and potentially boosting trade.

Extended connectivity: The expressway increases Maharashtra's connectivity with neighbouring states - Madhya Pradesh, and Karnataka through its extensions and spur roads, improving inter-state logistics, and commerce. The Samruddhi Mahamarg with its provisions for 100 constructions for wildlife protection, an intention for a 33-lakh tree plantation drive, and plans for a 138 MW solar power generation, will stand as India's first highway designed for 150 km/hr speed. Including land acquisition of 8861.02 hectares for highways, the project is truly ambitious and is poised to be a game-changer for Maharashtra's logistics and transport infrastructure.

(B) Atal Bihari Vajpayee Sewri–Nhava Sheva Atal Setu (Mumbai Trans Harbour Link) It is India's longest sea bridge connecting South Mumbai to Raigad, JNPA and Pune opened in January 2024 is a 21.8 km inclusive of 16.5 km sea-link long six-lane trans-harbour bridge. The bridge is expected to see the volume of more than 70,000 vehicles every day. The bridge has shortened the distance to 20 minutes from 2 hours earlier. This bridge shall also provide connection to the upcoming Navi Mumbai International airport.

(C) Versova Bandra Sea Link: A sea bridge between Versova and Bandra is being developed having total length of 9.6 kms (4+4 lane). The bridge shall reduce the travel time between Varsova and Bandra from 90 minutes to 10 minutes and saving fuel cost and traffic cogestion.

(D) Thane Creek Bridge (TCB 3): The Thane Creek Bridge once operational shall ease the traffic congestion between Mumbai and Navi Mumbai. The project shall cover a total length of 3.2 kms and more than 50% of the work has been completed.

(E) Bhiwandi Kalyan Shilphata Road (6-tier concretization): Total length of Bhiwandi Kalyan Shilphata road is 21 kms. Out of 21 kms, it covers 18.5 kms length of 6-tier concretization road and 2.5 kms of a bridge. The said project will be of great help in solving the traffic jam on the road.

(F) Thane-Vadape 8-lane highway: The project stretches for 26-kms at Vadape to Thane. The four-lane Thane-Vadape highway (NH848) will be widened to eight lanes. This shall aid in facilitating a seamless drive from Thane to Agra via Nashik. 30% of the project has been completed till date.

(G) Mumbai Ring Road: The project is a combination of 7 road infrastructure that is being planned as part of the proposed ring road project. The roads that are being developed includes Bandra Worli Sea Link, Worli Shivadi Connector, Shivadi Nhava Sheva Sea Bridge (Mumbai Trans Harbour Link), Vadodara Mumbai Expressway, Virar Alibaug Multi-Purpose Corridor, Versova Virar Sea Bridge, Versova Bandra Sea Link.

In addition to above mentioned completed projects in recent past, below are the details of upcoming road projects in the State:

1. **Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg Extensions to Gondia, Gadchiroli, and Chandrapur** – The Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg Extensions are set to enhance the logistical capabilities of Maharashtra, reaching regions of Gondia, Chandrapur, Gadchiroli, and Wardha. The proposed expressway will connect Bhandara, Gondia, Chandrapur, Gadchiroli, and Wardha districts to the Samruddhi Highway, enhancing inter-district

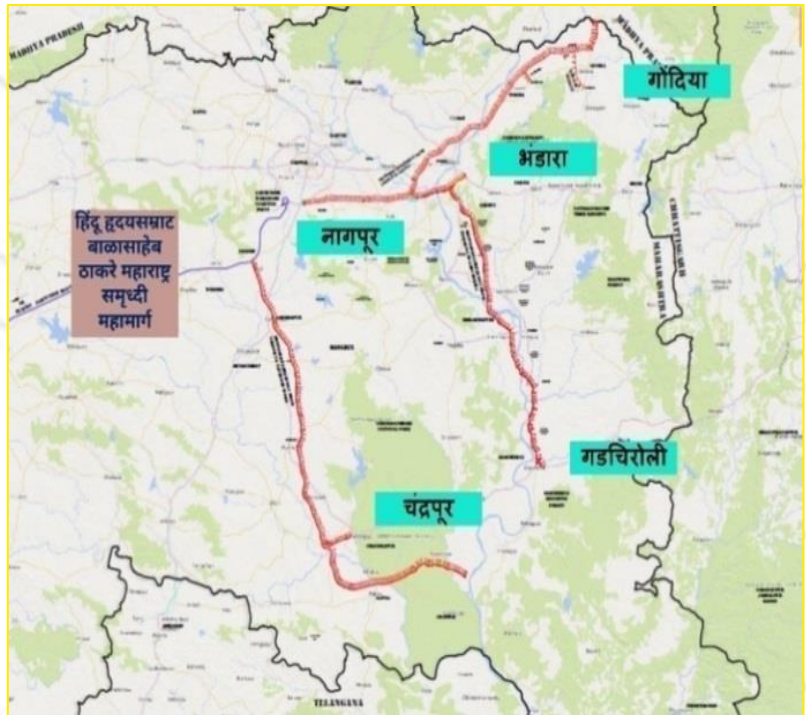


Exhibit 3: Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg Extensions to Gondia, Gadchiroli, and Chandrapur

connectivity, and providing a seamless link to Mumbai. The planned highway will mainly be a 6-lane (3+3) design, with some sections being 4-lane (2+2) according to traffic flow.

This will ensure efficient movement of vehicles and promote swift transport of goods across these regions. The extensions will also offer a viable connection for vehicles from other parts of Maharashtra, as well as the neighbouring states of Madhya Pradesh, Chhattisgarh, Andhra Pradesh, and Telangana to the Samruddhi Highway. This will provide a shorter and faster expressway route to Mumbai. The detailed project report for these extensions is currently in progress, with decisions taken based on the traffic analysis and logistical requirements of these regions. By enabling these major extensions, the Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg is set to expand Maharashtra's logistical network to new territories, thus facilitating economic growth, trade expansion, and improved logistics.

- ✓ **Package no. 01:** This package encompasses the stretch from Gavsi-Manapur, Nagpur to Lodhi Tola, Gondia, with an approximate length of 145 km. This package also includes Road-A from Paldongri to Kachewani, which serves as a link to the Rural Power Station, and Road-B from Lohara to Karanja, providing a loop road for Gondia district.
- ✓ **Package no. 02:** This package connects Boregaon to Gadchiroli, covering an approximate length of 116.12 Km. It also incorporates Joint Road-A, connecting Savarkheda to Gadegaon and serving as a vital link road for the National Highway No. 53 Karita Joint Road.
- ✓ **Package no. 03:** The third package extends from Seldoh Interchange, Samruddhi Highway, Wardha to Navegaon More, Gadchiroli, with an approximate length of 183.253 km. It also includes Joint Road -A from Haldgaon to Kasarpet, providing a crucial connection for Chandrapur city.

These vital extensions not only expand the geographical reach of the Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg but also stimulate greater inter-district connectivity and logistics efficiency, paving the way for enhanced state-wide socio-economic growth.

2. **Rewas Redi Coastal Highway:** - The Rewas Redi Coastal Highway Project is anticipated to be a significant boost to Maharashtra's logistics and transportation network: The project involves the widening of an existing 2-lane highway to 4 lanes over a length of 498 km. This upgrade is set to promote inter-modal transportation through its high-speed road network. The coastal highway will vastly improve the accessibility of Maharashtra's 48 small ports, leading to potential increased investments in these ports, and a surge in cargo handling volumes. This sets a promising outlook for maritime logistics in the region. The project will also improve connectivity with key tourist destinations like Alibaug, Murud-Janjira, Harihareshwar, Dapoli, Ganpatipule, Malvan, and Devbagh.

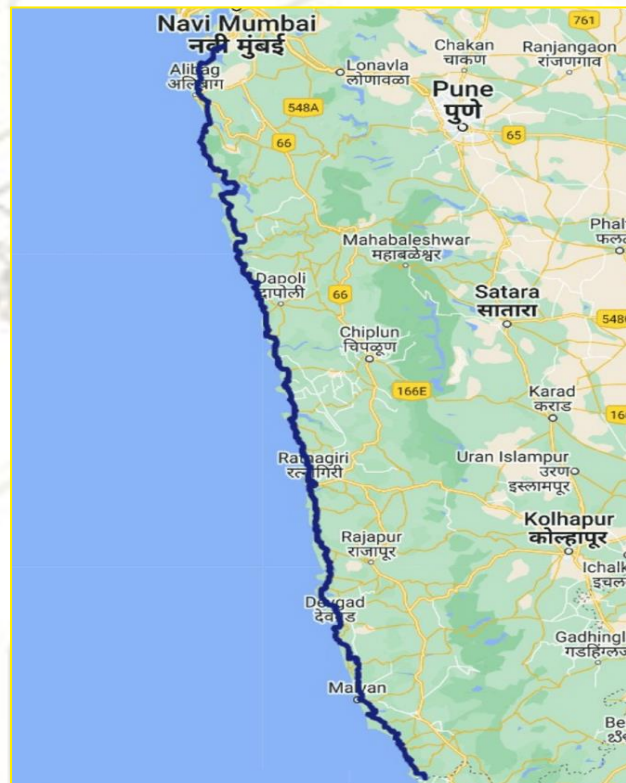


Exhibit 4: Rewas Redi Coastal Highway

The proposed 9 bay bridges will safely bypass coastal and tribal areas. All districts along the highway corridor will benefit from road, rail, and coastal connectivity, with Ratnagiri and Sindhudurg also benefiting from air connectivity. Moreover, the Vaibhavwadi-Kolhapur railway line will further enhance the connectivity between the coastal district of Ratnagiri and Kolhapur. With an estimated total project cost of Rs. 24,419 crores, the Rewas Redi Coastal Highway is poised to revolutionize Maharashtra's logistical landscape, catalyzing integrated transportation, and economic growth.

3. **Pune Ring Road** – The Pune Ring Road is a pivotal infrastructural project for Maharashtra, expected to significantly enhance the region’s logistical efficiency. The project, extending a total of 170 km, consists of a Western Ring Road (65.45 km), and an Eastern Ring Road (104.28 km), representing a major development in Pune’s peripheral connectivity. The ring road provides a fast and efficient bypass for large logistical vehicles to navigate around the city without getting entangled in city traffic. This feature will notably improve freight transit times and reduce congestion within city limits. With a total project cost of Rs. 26,831 crores, the Pune Ring Road project

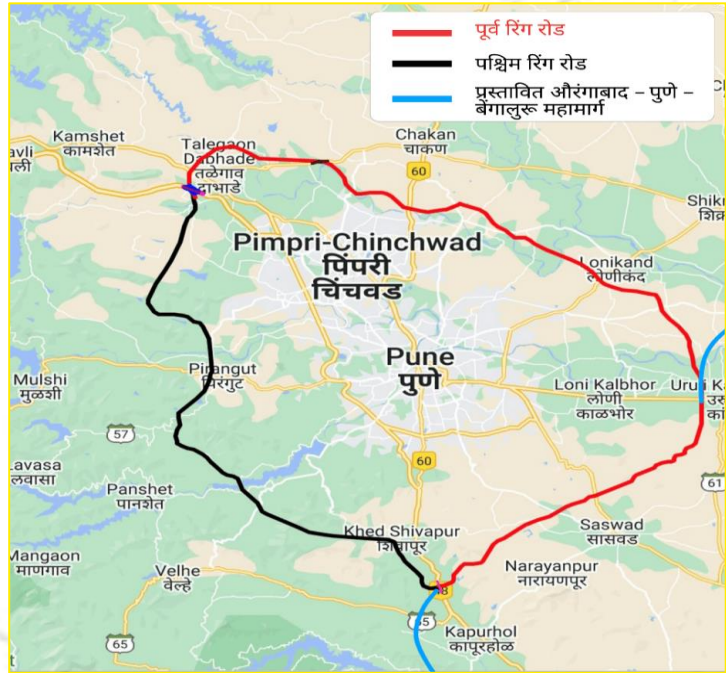


Exhibit 5: Pune Ring Road

has achieved considerable progress in land acquisition, taking possession of a significant portion of the requisite land. The infrastructure development work is expected to commence shortly. The Pune Ring Road project is set to transform the logistics and transportation landscape not just for Pune, but for the entire surrounding region, providing an efficient bypass for inter-city and intra-city movement of goods and people.

4. **Jalna – Nanded Express Highway** – Set to open a new chapter in Maharashtra’s infrastructural development, the Jalna-Nanded Express Highway is keenly anticipated for its logistical benefits, spanning a total of 180 km, the expressway boosts regional connectivity by stretching from Nidhona on the Maharashtra Samruddhi Highway to Kakandi on the Nanded-Degalur-Hyderabad Highway. The 4/6 lane expressway will feature 7 large bridges, 2 rail over bridges, and 8 interchanges, effectively strengthening links



Exhibit 6: Jalna-Nanded Express Highway

between towns, cities, and industrial areas along the route. The highway’s connection with the Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg extends its influence, enabling swift access to multiple districts interconnected by the express highway. With an estimated project cost of Rs. 22,400 crores, the initial steps for land acquisition are already underway, setting the stage for the road laying phase.

5. **Konkan Greenfield Expressway** – A major road infrastructure project connecting the coastal districts of Maharashtra: Raigad, Ratnagiri and Sindhudurg with an expressway of more than 6 lanes. The Konkan Greenfield Expressway, stretching 388 km and connecting Mumbai, Raigad, Ratnagiri, Sindhudurg districts with Goa, represents a significant milestone in Maharashtra’s logistics sector. By promoting inter-modal transportation via its high-speed six-lane road network, it will greatly improve accessibility to the 48 non-major (minor) ports in Maharashtra. This enhanced accessibility is expected to spur increased investment in these ports, boosting their capacity and capabilities. The expressway will also facilitate an increase in cargo handling volumes at these non-major (minor) ports, improving efficiency and throughput. This landmark project will ensure that all districts along the expressway benefit from comprehensive connectivity - road, rail, and coastal. Further, the districts of Ratnagiri and Sindhudurg will enjoy enhanced connectivity with upcoming air links.

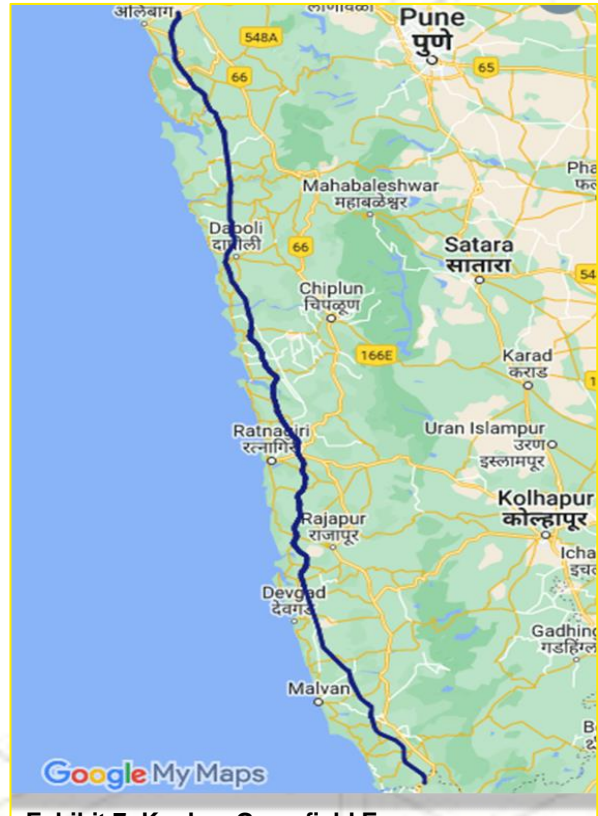


Exhibit 7: Konkan Greenfield Expressway

6. **Shaktipeeth Expressway** – The Shaktipeeth Expressway, extending an impressive 760 km, originates from Nagpur and connects 12 districts, including Wardha, Yavatmal, Hingoli, Nanded, Parbhani, Beed, Latur, Osmanabad, Solapur, Sangli, Kolhapur, and Sindhudurg. The expressway holds significant logistical importance as it enhances connectivity to districts such as Nanded, Latur, Osmanabad, Solapur, Sangli, Kolhapur, and Sindhudurg, which previously lacked expressway links. This project, with its high-speed, six-lane, access-controlled road network, is set to reduce travel time by 10 hours, thereby streamlining the movement of goods across connected districts. Additionally, the expressway will connect religious sites such as the Jyotirlinga locales of Aundha Nagnath Parli Vaidyanath, the 3 Shaktipeeth of



Exhibit 8: Shaktipeeth Expressway

and

Mahargarh, Tuljapur, and Kolhapur, and the spiritual destination of Pandharpur. This holistic connectivity combining the most interior districts, new territories, and prominent religious destinations increases not only the logistical efficiency but also paves the way for tourism-induced economic development along the expressway. The Shaktipeeth Expressway, with these diverse potentials, is anticipated to be a game-changer for Maharashtra's logistics and transport infrastructure.

7. **Yashwantrao Chavan (Mumbai – Pune) Expressway (Extension) -**

The Yashwantrao Chavan Mumbai Pune Expressway has been an iconic symbol of Maharashtra's infrastructural development:

The project involves the widening of the existing expressway from six lanes to eight lanes, significantly enhancing the capacity of this crucial intercity arterial route. The project features construction of twin tube tunnels, two large viaducts, and a cable-stayed bridge, integrating advanced architectural elements to the highway. It also includes a 2.5km tunnel below the Lonavala lake, introducing a novel engineering feat to the region's infrastructure. Once fully operational, the upgraded expressway will yield a significant timesaving of up to 35 minutes on the Mumbai-Pune journey,

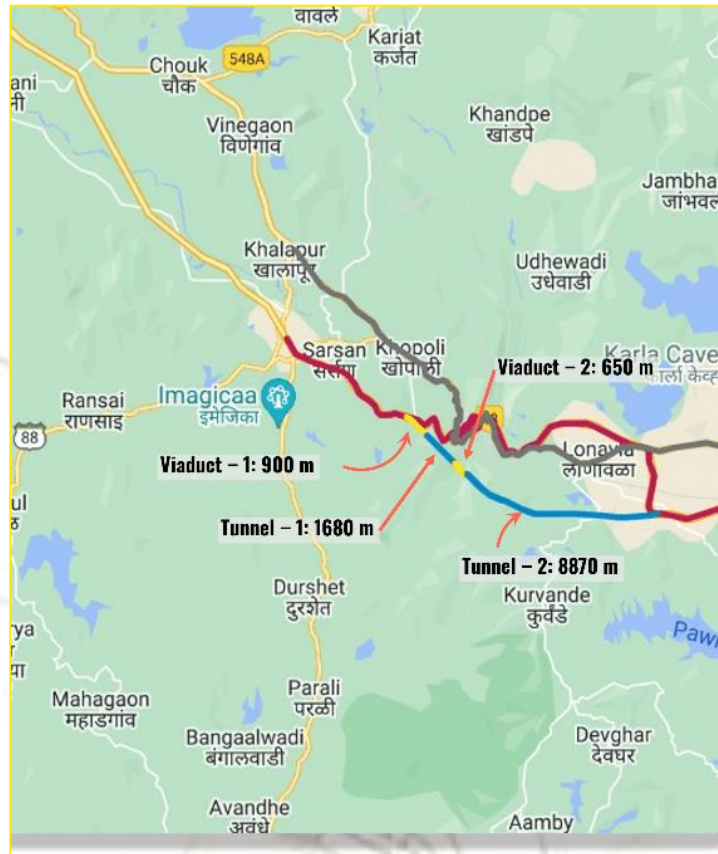


Exhibit 9: Yashwantrao Chavan (Mumbai-Pune) Expressway

rendering it even more attractive for commuters and logistics operators. 65% of the construction is already completed, with a total project cost estimated to be Rs. 6,695.37 crores. By upgrading one of Maharashtra's most vital road links, the Yashwantrao Chavan Mumbai Pune Expressway project is set to have major positive impacts on travel time, logistics operations, and overall transport efficiency. Mumbai Pune Expressway and NH4 meets near Khalapur Toll Plaza and get separated near Khandala exit. The part of road from Adoshi Tunnel to Khandala exit is currently 6 lane however it needs to be extended to 10 lanes. Small vehicles excluding transport vehicles will save 40 minutes during Mumbai Pune travel due to tunnels from Khopoli and Kusgaon.

8. **Delhi – Nagpur Industrial Corridor** - One of the envisaged national industrial corridors, Delhi Nagpur Industrial Corridor connects the city of Nagpur with New Delhi via major nodes such as: Patan, Sagar, Jhansi, Gwalior, Agra, Mathura and Jewar, as well as with two nodes on DMIC include Shendra-Bidkin Industrial Area and Dighi Port Industrial Area.



Exhibit 10: Delhi-Nagpur Industrial Corridor

9. **National Highways** – Various National Highways, connecting major cities of Maharashtra with other major cities of neighbouring states such as:

- Pune – Bengaluru Expressway: Via Satara and Sangli
- Surat – Chennai Expressway: Via Nashik, Ahmadnagar and Solapur
- Nagpur – Hyderabad Industrial Corridor: Via Wardha and Yavatmal
- Pune – Hyderabad Highway (NH65): Via Solapur and Osmanabad
- Mumbai and Vadodara Expressway - 380 km long, six-lane, controlled-access expressway, connecting the cities of Vadodara, Gujarat and Mumbai, Maharashtra are under construction.

10. **Mumbai Coastal Road** - It is planned to extend Mumbai to Bhayander Kinara Marg to Palghar which has been undertaken to avoid traffic congestion in Mumbai city, suburbs as well as metropolitan region. This will save a lot of travel time and fuel for transportation.

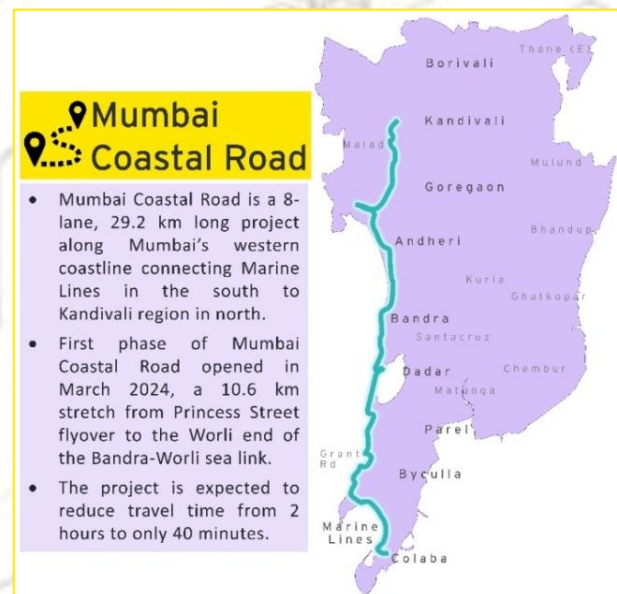
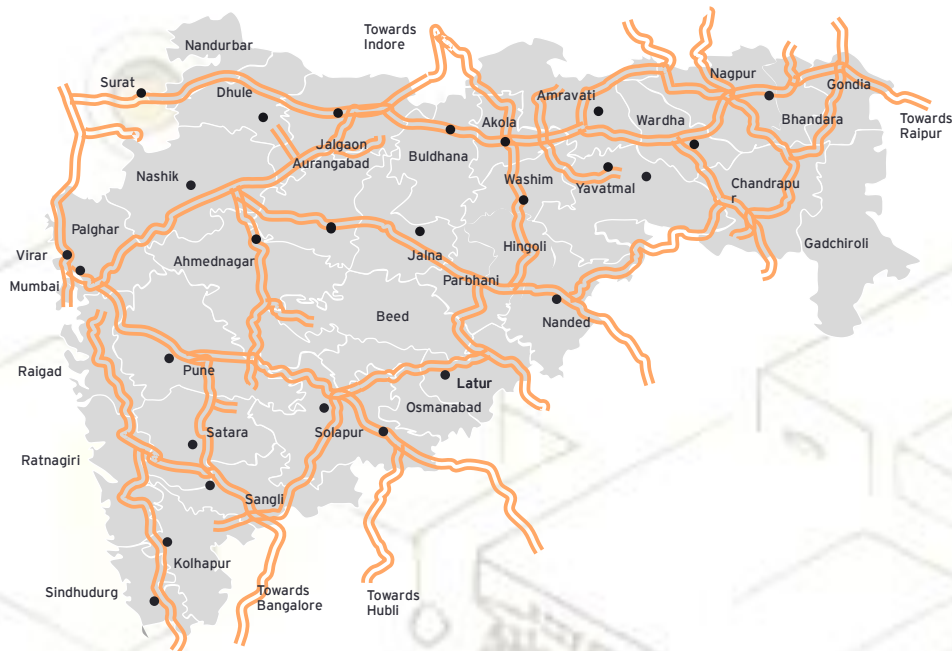


Exhibit 11: Mumbai Coastal Road

(II) Railways - Maharashtra State is well connected to the domestic markets through a railway network of 11,631 kms having 605 railway stations spread over 3 zones i.e., Central, Western and Konkan Railway. Around 233 kms are under construction in the state with ongoing metro projects such as Mumbai metro, Nagpur metro and Pune metro. Maharashtra houses 548 railway good sheds and 8 private freight terminals. 9.3% of total railway's network in the country exists in Maharashtra.

Exhibit 12: Maharashtra Rail Connectivity

Maharashtra Rail Connectivity



Maharashtra's rail network is spread across the state and is one of the important links connecting east to west and north with south. Railways in Maharashtra plays an important role in transportation of goods and Nagpur located at a strategic location plays the role of a major transport hub.

- ▶ **Dedicated Freight Corridors (DFC):** Maharashtra has access to two major dedicated freight corridors of the country. These corridors have advanced infrastructure and carriage capabilities as compared to conventional Railways Logistical Capacity. Some salient features include increased height of wagons, doubling the length of trains, double stacking of containers, increased speed of the trains, and increased payload capacity of the wagons.
- ▶ **East – West Dedicated Freight Corridor:** The East West Dedicated Freight Corridor connects the western city of Surat (Gujarat) to the Eastern city of Dankuni (West Bengal). A substantial portion of this Dedicated Freight Corridor crosses through the state of Maharashtra connecting the districts like Nandurbar, Dhule, Jalgaon, Buldhana, Akola, Amravati, Wardha, Nagpur, Bhandara and Gondia.
- ▶ **North – South Dedicated Freight Corridor:** The North South Dedicated Freight Corridor connects the city of Itarsi (Madhya Pradesh) with the city of Vijaywada (Andhra Pradesh). It passes through the city of Nagpur and Chandrapur in Maharashtra. Indian Railways has undertaken several ambitious projects as part of its plan to bolster the infrastructural connective meshwork throughout Maharashtra. There is a focus on 39 railway projects predominantly, each characterized by either Doubling Projects/New Projects/Gauge Conversion Projects. These initiatives are designed to enhance the state's logistical viability and stimulate economic growth.

- ▶ **Doubling Projects:** Fourteen Doubling Projects, spanning 1,991.6 km, aim at expanding the capacity of existing railway lines by converting single-track lines into double-track lines, a process also known as duplication or doubling. These projects, when executed, are expected to drastically reduce transit time, effectively decongest the lines and significantly improve intercity connectivity. The details are as follows:-

Sr No.	Section	Length (Kilometers)
1.	Bhusawal – Wardha 3 rd Line	313
2.	Bhusawal – Badnera – Wardha 4 th Line	313
3.	Additional line between Jalgaon – Bhadli	11
4.	Panvel Chord Line	34
5.	Panvel – Karjat (D/L)	29
6.	Bhusawal Khandwa 3 rd and 4 th Line	131 x 2
7.	Manmad – Jalgaon 4 th Line	170
8.	Wardha – Ballarshah 4 th Line	113
9.	Miraj Chord Line	10
10.	Karjat – Lonavala 4 th and 5 th Line	2 x 53.30
11.	Manmad – Igatpuri 3 rd and 4 th Line	2 x 124
12.	Itarsi – Nagpur 4 th Line	296
13.	Chalisgaon – Flyover	15
14.	Kasara – Igatpuri 4 th and 5 th Line	2 x 35.80

- ▶ **Upcoming important Railway projects:** To foster economic growth and regional development, Indian Railways has proposed 18 New Projects covering a total length of 980 km. These infrastructure-intensive initiatives offer potential growth opportunities, including employment creation and assistance to local businesses. The details are as follows:-

Sr. No.	Section	Length (Kilometers)
1.	Jalna – Jalgaon	174
2.	Jalna Khamgaon	155
3.	Manmad – Indore	309.43
4.	Phaltan – Pandharpur	105
5.	Wardha – Katol	82
6.	Majri – Warora – Chikni Road	22.5
7.	Waghola – Sonegaon – Bhugaon – Chitoda	22.5
8.	Rahuri – Shanishingnapur	21
9.	Nasik – Shirdi	82.84
10.	NMIA – Khandeshwer	3.5
11.	NMIA – Targhar	1.35
12.	Phaltan – Miraj	105
13.	Lonavala – Khandala – Khopoli	15
14.	Khandwa – Dhar via Barwani	260
15.	Mahur – Pusad	90
16.	Chhatrapati Sambhaji Nagar – Bhusawal - Jalgaon	160
17.	Kalyan – Ahmednagar (Murbad – Ahmednagar)	204 / 176
18.	Sausar – Pandhurna	33

- ▶ **Gauge Conversion Projects:** To harmonize the different track widths and ensure seamless track connectivity across these disparities, several Gauge Conversion Projects have been placed under the strategic vision of Indian Railways. These conversions are anticipated to contribute to uniformity in the rail network and upgrade service efficiency.
- ▶ **Integrated Logistics Connectivity Projects:** A focus on several Integrated Logistics Connectivity Projects denotes Indian Railways' commitment to improving Maharashtra's logistics chain. This commitment is illustrated by the following:
 - **Vaibhavwadi – Kolhapur Railway Line:** This project's strategic position near the Ratnagiri ports is expected to integrate rail, port, and road connectivity, thereby propelling commercial activity and fortifying regional trade.
 - **Pandharpur - Phaltan Railway Line:** This railway line, with a route through sugar factories and dense orchards, aims at energizing agricultural exports while simultaneously catering to the needs of the devotees traveling to Pandharpur.
 - **Jalna–Khamgaon Railway Line:** Its dual focus on religious tourism as well as commercial importance will enable this project to transform Jalna into a bustling industrial hub. Aiding this development is its proximity to the country's first dry port, stationed in Jalna.
 - **Lonavala-Khopoli Railway Line:** Acting as an essential connector between the Mumbai Metropolitan Region and Lonavala, this line's logistical demand will be driven strongly by the markets of Mumbai Metropolitan Region as well as the products with high export potential. The realization of this project would lead to significant commercial development and logistics improvement.
- ▶ **Gati Shakti Multi-Modal Cargo Terminal (GCT) Policy:** The GatiShakti Multi-Modal Cargo Terminal (GCT) Policy initiative is a key component of Indian Railways' strategy to stimulate industrial investment, with an envisioned focus on building additional terminals for rail cargo.
- ▶ **GatiShakti Cargo Terminals (GCTs) in Maharashtra:** Several prospective locations for the development of GCTs including Taloja Panchanand, New Makardhokda, Ghuggus, Moorsa, Sindi, have been identified by Indian Railways. Once completed, they are expected to magnify cargo connectivity across the state significantly.
- ▶ **Development Mechanism of GCTs:** The Development Mechanism of GCTs aims to facilitate the construction of these terminals smoothly. Components of the process include a streamlined application and approval mechanism, swift approvals, exemption from departmental charges, and a waiver of land license fees on railway land used for connectivity enhancements. It is predicted that these modifications will promote hasty development of GCTs and foster the efficient cultivation of a freight-handling platform.

(III) Airways

Currently, Maharashtra has 26 airports / runways. Out of these 26 airports, 12 are in regular operations. 4 of them are International (Mumbai, Pune, Chhatrapati Sambhaji Nagar, Nagpur) and 8 are domestic (Nashik, Kolhapur, Sindhudurg, Shirdi, Gondia, Jalgaon, Nanded, and Juhu). The cargo traffic in 2022 was 251,207 MT for domestic and 557,305 MT for International. The total cargo traffic by the airport in regular operations is around 808,512 MT.

To reduce traffic at Chhatrapati Shivaji Maharaj International Airport, Mumbai an additional international airport has been proposed at Navi Mumbai through Public Private Partnership (PPP) mode in 4 phases. It is the largest greenfield project planned to handle a minimum 15 lakh MT cargo per annum.

Exhibit 13: Maharashtra Air Connectivity



Exhibit 14: Details of 14 airports / runways are:

Sr. No.	Type of Airports	Details
1.	International Airports (4)	<ul style="list-style-type: none"> Mumbai (AAI) Nagpur (Mihan India Ltd.) Pune (AAI) Chhatrapati Sambhaji Nagar (AAI)
2.	Domestic Airports (under the licensed operations of passenger traffic by Ministry of Civil Aviation) (8)	<ul style="list-style-type: none"> Nashik (HAL) Kolhapur (AAI) Sindhudurg (MIDC/ IRB) Shirdi (MADC) Gondia (AAI) Jalgaon (AAI) Juhu (AAI) Nanded (MIDC)
3.	New Proposed Airports (2)	<ul style="list-style-type: none"> New Mumbai (CIDCO) Pune (Purandar) (MIDC)

There are 14 International Airports (Not licenced for passenger traffic by Ministry of Civil Aviation) where infrastructure is ready but they are non-operational including, Baramati, Yavatmal, Amravati, Ratnagiri (ICG), Solapur (AAI), Akola (AAI), Karad (AAI), Dhule, Phaltan, Kalyan (not in use by Ministry of Defence), Hadapsar (Glider Operations – DGCA), Chandrapur (Morva). Brief description of these airports are as follows:

▶ **Navi Mumbai International Airport:**

Navi Mumbai International Airport i.e., Dr. B. Patil International Airport is a greenfield project being developed at Kopra – Panvel area of Navi Mumbai. The project was initiated in 1997 but got approval to be developed on PPP basis during 2008. The project is being developed in 3 phases and the first phase of operations are expected to handle 25 million passengers per annum.

- The airport is being developed in more than 2,800 acres area with an estimated project cost is INR 16,700 crores (US\$2.1 billion).
- The project is being executed by Navi Mumbai International Airport Limited (NMIAL), a special purpose vehicle (SPV) formed by Adani Airports Holdings Limited and CIDCO having equity partnership of 74:26 in the SPV.
- Construction of 1st phase was initiated in August 2021 and expected to be operational by March 2025.

▶ **Nagpur International Airport:**

Airport Authority of India and Maharashtra Airport Development Company established a JV with 51% and 49% share for operating this airport in February 2009. Salient proposed features of this airport are:

- ATC Tower: New ATC tower is proposed to be constructed.
- Apron: At present Nagpur airport can accommodate 17 aircrafts at a time. In the future it is proposed to be extended to accommodate 100 aircrafts at a time.
- Terminal Building: Nagpur airport's terminal building is setup in 25,000 sq.ft. area and has a capacity to handle 960 passengers/hour (peak hour capacity). In future the airport is expected to have an area of 3 lakh sq. mtrs with a passenger handling capacity of 14 million.
- Air Cargo: Capacity of air cargo terminal building at Nagpur is expected to be increased from 20,000 tonnes to 70,000 tonnes.

▶ **Shirdi International Airport:**

- The airport was inaugurated by Hon'ble President of India on 1st October 2017.
- Runway's length has been increased, new fire fighting equipment have been purchased and work for taxi bay and Apron's work has been completed to increase the capacity of airport. Further ATC and erection of fire station are being done.
- Indian Metrology Department and Airports Authority of India have jointly completed the work of facilitating night landing facility and the shortcomings mentioned by Directorate General of Civil Aviation (DGCA) has also been completed. DGCA have given permission for night landing on 16th February 2023.
- The work for ATC Tower cum administration building's work is under progress.
- A separate cargo building is being proposed to build in the airport area to provide market for the agricultural and farm produce generated from Shirdi and surrounding area, A consultant was appointed for the same and they have submitted their report as well. Estimated expense for this building is Rs. 55 crores and this project has been included as part of PM Gati Shakti scheme.
- Shirdi airport received the status of "Major Airport" from Ministry of Civil Aviation after crossing the milestone of nearly 2 million passengers in November 2021.

▶ **Amravati (Belora) Airport:**

- The protective wall work has been completed of the airport.

- Contractor was appointed for construction of runway extension, taxi bay, apron on 11th July 2019 and the work has been completed by the end of December 2022.
- This airport has been approved by Ministry of Environment and Defence. Tender process for erecting the terminal building has been completed and work order was issued on 19th January 2023 & 90% of the work has been completed.
- Night landing and peripheral lighting's work order was issued on 23rd March 2023 and 90% work has been completed.
- High Power Committee has approved the construction of new administrative building in its meeting held on 22nd December 2022.

▶ **Dhule Airport:**

- As of now flying training is being provided by Bombay flying club.
- Work of boundary wall, terminal building and asphaltting of runway has been completed at the cost of Rs. 6 crores.

▶ **Karad Airport:**

- Karad Airport is currently being used for private and government non-scheduled flights.
- For the expansion of this airport in 2012 approximately Rs 96 Crores amount has been sanctioned.
- For the expansion of this airport, it requires at least 52 acres of land, and the land acquisition is nearing completion.

▶ **Solapur Airport (Hotgi):**

- The airport is currently being used for non-scheduled flights. Airport Authority of India is trying to start flight services under Udan Scheme but a tall Chimney in of a sugar factory in the nearby area was creating obstacle which is removed by Local Administration. Therefore further action is being taken by Airport Authority of India. The process regarding the expansion of this airport is going on through the Airports Authority of India.

▶ **Akola Airport (Shivni):**

- Akola airport will have a 1400-meter-long runway and a building having 40 passenger capacity.
- The process regarding the expansion of this airport is going on through the Airports Authority of India.

▶ **Kolhapur Airport:**

- Kolhapur Airport comes under the jurisdiction of AAI and land acquisition's responsibility lies with the state government.
- Government allocated Rs. 2 crores for development of this land and acquisition of 10.93 hectare has been completed.
- Completed acquisition of the land was expected to get completed by October 2024.

▶ **Ratnagiri Airport (ICG):**

- The airport comes under the jurisdiction of Indian Coast Guard and the airport has been included under Udan Scheme in 2017.

- Earlier the length of runway was 1,372 sq. mtrs, however Indian Coast Guard has increased its length to 1,700 sq. mtrs.
- Below are proposed facilities at the airport:
 - ✓ Parallel taxiway – 120 mtr wide X 1,400 mtr long
 - ✓ Navigation equipment (nav aids) – 170 mtr wide X 130 mtr long
 - ✓ Terminal building – 6.96 hectare sq.
- MADC has been appointed for erecting terminal building and for the construction work of linking the road to the terminal.

▶ **Sindhudurg (Chipi Parule) Airport**

- M/s. IRB infrastructure along with MIDC is expected to develop this airport on PPP basis.
- The airport has developed on an area of about 275 hectare.
- Passenger air transport has been started on 10th September 2021 in the presence of Chief Minister of Maharashtra and alliance air is operational there.

▶ **Jalgaon Airport**

- This airport comes under the jurisdiction of AAI and it has been included in UDAN scheme of Government of Maharashtra.
- A proposal is being sent to the Principal Secretary (Forest) that the project should be excluded from the Social Impact Assessment for the private sector.

▶ **Gondia Airport**

- This airport comes under the jurisdiction of AAI.

▶ **Aurangabad Airport**

- This airport comes under the jurisdiction of AAI.
- MADC expressed that to expand airport, 139 acres will be needed, and its maintenance and upkeep needs to be conducted on regular basis.

UDAN Scheme – UDAN is a central government scheme and under Regional Connective Scheme 1) Amravati, 2) Gondia, 3) Nashik, 4) Jalgaon, 5) Nanded, 6) Solapur, 7) Kolhapur, 8) Ratnagiri, and 9) Sindhudurg has been covered.

In the first phase Nashik, Jalgaon, Nanded, Solapur and Kolhapur shall be developed whereas in the second phase airports at Amravati, Gondia, Ratnagiri and Sindhudurg will be included.

(IV) Seaports-

The State boasts superior connectivity across the world via sea through 2 major and 48 small ports. Two major ports in the State are Mumbai Port and Jawaharlal Nehru Port Authority (JNPA). Captive jetties and multi-purpose jetties have been set up in 48 small ports of the state to undertake cargo handling. In year 2021-22 Mumbai Port and Jawaharlal Nehru Port handled respectively 598.90 lakh MT and 759.96 lakh MT cargo traffic. According to Loyads report JNPT is among the top 30 ports in the world. There are number of captive and multi-purpose jetties set up within the small ports, which also undertake cargo handling. The cargo handled by the non-major (minor) ports in 2023-24 was around 76.87 MMT.

Jawaharlal Nehru Port Authority (JNPA) is developing Vadhvan Port in Palghar district in participation with Govt of India and Maharashtra Maritime Board (MMB). The new port at Vadhvan will be a Major Port to be notified under the Indian Ports Act 1908 by Government of India. This port will be jointly implemented by JNPA and MMB with a shareholding of 74% and 26% respectively. The port will be developed based on Landlord Port. The port once developed shall be able to handle container vessels of size 16,000 TEU and above due to a deep draft of 18 to 20 mtr.

Exhibit 15: Maharashtra Sea Connectivity

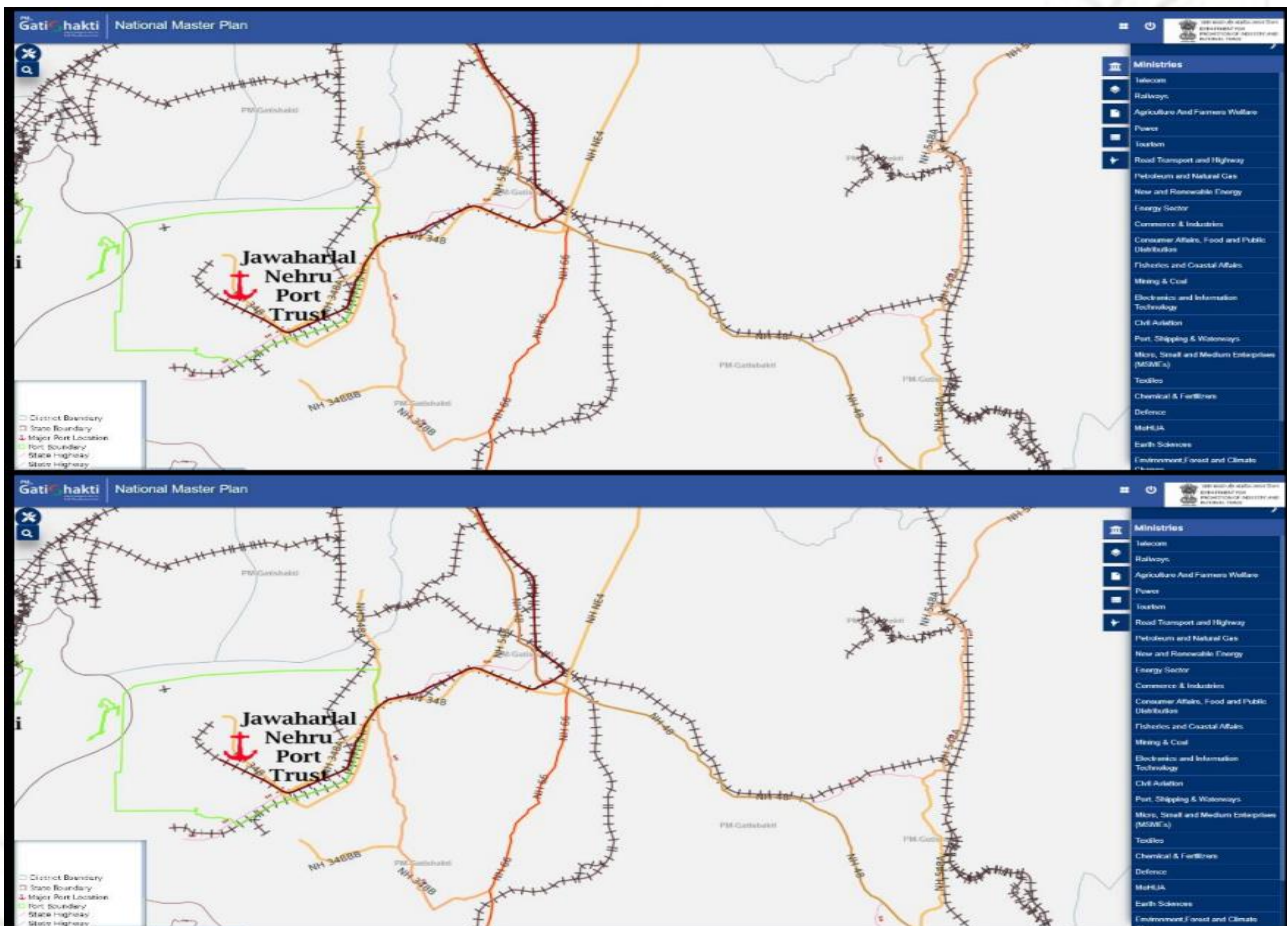


Major ports in Maharashtra and their connectivity:

► **Jawaharlal Nehru Port:-**

This major port at Mumbai in the state has been operating since 1989. In the year 2021-22 the total traffic capacity handled by the said port is 76 MTPA. Major cargo handling through the said port is handled by containers.

Exhibit 16: Jawaharlal Nehru Port connectivity status



Road Connectivity Status: Connected to NH348 and NH348A with road width of 6/8 lanes. The nearest highway is 5 km from the port.

➤ **Sagarmala Internal Road Link Project - Jawaharlal Nehru Port**

- The flyover at JNPTY Junction is 2 km long and the outward traffic of the Central/South Gate Complex is running from this flyover.
- The JNPT-6 to 8 laning route of NH-4B-SH-54 and Amra is 43.9 km long and the port is now connected by State Highway-54 and Amra route (NH-348A) to the proposed Navi Mumbai International Airport near Panvel and H- 4 is on the border.
- NH-4B-SH-54 and Amra's JNPT-6 to 8 lane route is 24m long and with bridge extension, access to 4th terminal and Third line for DFC loading traffic is facilitated.
- Evacuation road for container terminal is 3.5 km long and this road will help in speedy evacuation of containerized goods from DPW terminal.

➤ **Rail Connectivity Status:** Connected to Western Dedicated Freight Corridor (WDFC) and rail lines network.

➤ **Sagarmala under Rail Link Project - Jawaharlal Nehru Port**

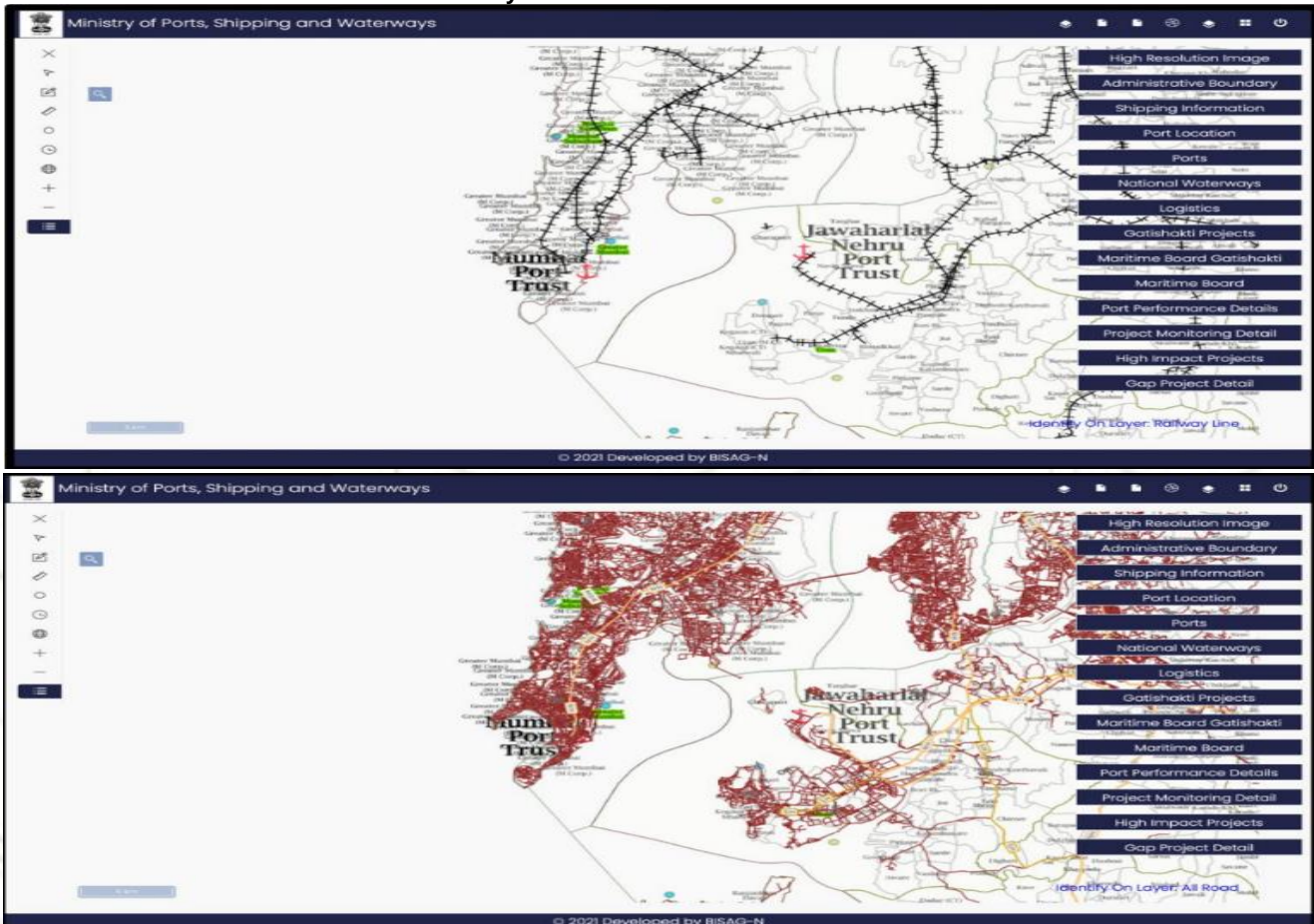
- Rail connectivity to the 4th terminal being developed by Bharat Mumbai Container Pvt.. Ltd. (BMCTPL) -PSA is 6 km long and provides rail connectivity from the existing holding yard to the development terminal.
- Development of JNPT Part I DFC Compliant Common Rail Yard Development of JNPT Part II DFC Compliant Common Rail Yard, modification of ROB is 1.5 km long and will be capable of handling containers through JNPA Double Stack DFC rakes which will significantly reduce logistics costs.

- 3rd line rail connectivity from Jasai to JNPT is 11.4 km long with development to FCT (Phase-II), adding capacity of about 4.8 MTEU.

► **Mumbai Port: -**

This major port at Mumbai in the state has been functioning since 1873. The total traffic capacity handled by the said port is 60 MTPA in the year 2021-22. Major cargo handling through the said port is crude oil and POL cargo.

Exhibit 17: Mumbai Port connectivity status

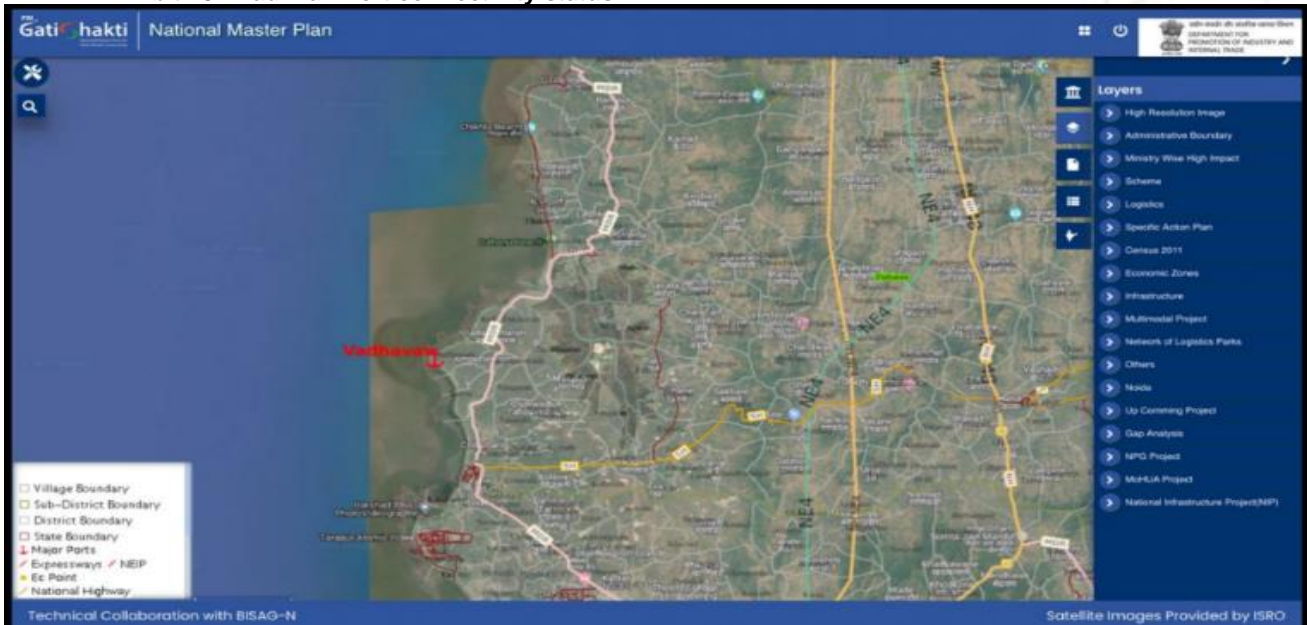


- **Road Connectivity Status:** The port is well connected via NH-348Ax 40 km from Golden Quadrilateral Corridor.
- **Rail Connectivity Status:** The port is well connected by rail. The port is approximately 50 km. Away from WDFC.
 - **Sagarmala Internal Rail Connectivity Project - Mumbai Port**
A dedicated freight route between Wadala and Kurla for freight from MBPT is under evaluation and the movement of goods and cargo to the port is uninterrupted through congested city roads.

► **Wadhvan Port :-**

This major port at Palghar in the state is proposed to be operational from March 2028. All cargo handling is expected through the said port.

Exhibit 18: Wadhvan Port connectivity status



➤ **Road Linking Project – Wadhvan Port**

- Connectivity to NH 8 to be extended via Tarapur-Boisar or Chinchani-Wangaon or Dahanu is 25 km and on completion will provide connectivity of containerized cargo worth around 1.365 million TEUs arriving at the port.
- Port connectivity by extension of NH-8 at Tawa is 34 km and NH connectivity to port is in progress. The following are the proposed projects of rail connectivity to the present port: -
 - ✓ Proposed greenfield port to connect trunk line between Wangaon to Dahanu station is 21 km and work is in progress.

▶ **Dharamtar Port :-**

It is a non-major port at Dharamtar in the state and has been operating since 1993-94. The total traffic capacity handled by the said port in the year 2023-24 is JSW Berth-25.26 MTPA Non-JSW Berth-4.75 MTPA. Cargo such as iron ore and coal are handled through the said port. The proposed projects of road rail connectivity to the port are as follows: -

- ✓ Extension of 2 km existing road from Dharamtar port to Wadakhal is proposed.
- ✓ New route of Dharamtar railway line is 10 km and extension work is proposed.
- ✓ Rail connectivity from Adani Cement Station to Pen (Dharamtar) is approximately 12 km and is proposed.
- ✓ Rail connectivity from Bharat Freight to Apta Rail connectivity (Dharamtar) is proposed to be approximately 18 km.

▶ **Dighi Port :**

This non-major port at Rajapur in the state has been operating since 2004. The total traffic capacity handled by the said port is 0.55 MTPA in the year 2023-24. Cargo such as coal and bitumen are handled through the said port. The proposed projects of road rail connectivity to the port are as follows: -

- ✓ Upgradation work is underway from SH 97-98-92 NH to north and south shores of Dighi port, 97 km of road work has been completed.

- ✓ Upgradation of existing road links (NH548A and NH753AF) from 2 lanes to NH66 to 6 lanes on both sides is in progress, 98 km of road work has been completed.
- ✓ A 20 km 4 lane road is proposed from DIGHI to Agardanda terminal entrance.
- ✓ A 5.5 km bridge across the creek near Varal is proposed to connect both the terminal roads.
- ✓ 4 lane (bitumen road), 14 km road connecting Rohya to both terminals is proposed.
- ✓ A 12 km road of 4 lanes is proposed to connect both the cities of Pune.
- ✓ A 108 km stretch of 6-lane road connecting Indrapur to Pune port is proposed.
- ✓ Dighi port to Roha. proposed 35.59 km rail link.

► **Jaigarh Port :-**

This non-major port at Jaigarh in the state has been operating since 2009. The total traffic capacity handled by the port in the year 2023-24 is 37.34 MTPA. Cargo such as coal, iron ore and sugar are handled through the said port. The proposed projects of road rail connectivity to the port are as follows:-

- ✓ SH-164 Jaigarh to Nivli is a 4-lane 42 km road that will facilitate transportation of bulk cargo, LNG, LPG and other liquid cargoes.
- ✓ Rail connectivity is planned from JSW Jaigarh Port to Kolhapur via JSW Jaigarh Port to Vaibhavwadi.
- ✓ Ratnagiri to Jaigad (Angre Bandar):- Expanded Railway Board (EBR) in its meeting held on 18.02.2019 decided that only one project between Vaibhavwadi - Kolhapur will be taken forward. Vaibhavwadi-Kolhapur new line project has been taken forward after cost sharing agreed by the state government.
- ✓ Chiplun (Kokan Railway) to Karad (Central Railway):- Expanded Railway Board (EBR) in its meeting held on 18.02.2019 decided that only one project between Karad - Chiplun and Vaibhavwadi - Kolhapur will be taken forward. Vaibhavwadi - Kolhapur new line project has been taken forward after cost sharing agreed by the state government.
- ✓ Railway line from Bhoke Station to Phansawle area for JSW Jaigarh Port is proposed for evaluation.

► **Karanja Port:**

This non-major port at Karanja in the state has been operational since 2019. In the year 2023-24 the total traffic capacity handled by the said port is 1.31 MTPA. Cargo such as steel coil is handled through the said port. The proposed road and rail connectivity projects related to the present port are as follows:

- ✓ A road of 1.57 km is proposed to reach Ro-Ro Jetty at Karanja.
- ✓ New alignment Karanja Jetty to JNPT road (SH-348) is a 12 km road proposed.
- ✓ Rail route from urban commercial loading terminal to port is proposed under assessment.

► **Kharvadeshwari Port :-**

This non-major port (jetty) port at Khardeshwari in the state is functioning. In the year 2021-22 the total traffic capacity handled by the said port is 7.4 MTPA. Cargo such as container and general cargo is handled through the said port. The following are the proposed projects of road connectivity to the present port: -

- ✓ It is proposed to construct a road of 0.6 km to reach Kharvadeshwari Jetty.

▶ **Korlai Port: -**

It is a non-major port at Korlai in the state and handles fish and retail cargo. The following are the proposed projects of road connectivity to the present port: -

- ✓ Upgradation of Korlai to Kolad and Korlai to Vadkal road is proposed.

▶ **Mandwa Port: -**

This non-major port is proposed at Mandwa in the state. The following are the proposed projects of road connectivity to the present port: -

- ✓ Separate alignment is proposed for 21 km link road from Mandwa to Alibaug

▶ **Nandgaon Port :-**

This non-major port at Nandgaon in the state is proposed for various cargoes. The following are the proposed projects of railway connectivity to the present port:-

- ✓ A 20 km rail link is proposed from Nandgaon port to Boisar.

▶ **Narangji Port :-**

This non-major port at Narangji in the state is proposed for various cargoes. The following are the proposed projects of road connectivity to the present port:-

- ✓ Construction of approach road to provide RORO facility at Narangji is proposed for evaluation.

▶ **Reddy Port :-**

It is a non-major port at Reddy in the state and has been operating since 2004. The total traffic capacity handled by the said port is 0.94 MTPA in the year 2023-24. Iron ore cargo is handled through the said port. The proposed road and rail connectivity projects related to the present port are as follows:-

- ✓ A 25 km 4 lane road is proposed from SH-123 from Reddy Bandar to Satarda. This road will facilitate transportation of bulk cargo, LNG, LPG and other liquid cargoes
- ✓ Rail connectivity from Reddy Bandar to Sawantwadi Road station of Konkan Railway is proposed under assessment.

▶ **Revdanda Port :-**

JSW Steel Salav Ltd's jetty is operational since 1993 and Indo Energy International Ltd's jetty is operational since 2019. In the year 2023-24 the total traffic capacity handled by the said port is 1.01 MTPA. Iron ore and coal cargo are handled through the said port. The proposed road and rail connectivity projects related to the present port are as follows:-

- ✓ Upgradation of Sanegaon to Wakan and Sanegaon to Kolad roads is proposed.
- ✓ Rail connectivity is proposed from Indo Energy (Sanegaon) to Roha.

▶ **Revas Port :-**

This non-major port is proposed at Revas in the state. The following are the proposed projects of rail connectivity to the present port:-

- ✓ A 26 km rail link is proposed from Revas port to Hamrapur.

► **Vijaydurg Port :-**

This non-major port is proposed at Vijayagurg in the state. According to the mode of transport, the cargo distribution road is expected to be 100 %. A large amount of cargo will be handled through the said port. The proposed road and rail connectivity projects related to the present port are as follows:-

- ✓ Upgradation of 54 km of 4 lane road from Vijaydurg to Talere is proposed.
- ✓ A 60 km rail link is proposed from Vijaydurg to Vaibhavadi.

Sagarmala Programme: The programme aims to promote port led development. The vision of the programme is to reduce logistics cost of import-export and domestic trade. There are projects identified across areas of port modernisation and new port development, port connectivity enhancement, port led industrialization and community development under this programme.

Under the Coastal Berth Scheme (as part of the Sagarmala Programme) implemented by the Ministry of Ports, Shipping and Waterways, construction of jetties, coastal berths and Ro-Ro services Maharashtra Maritime Board and JNPT has initiated following projects:

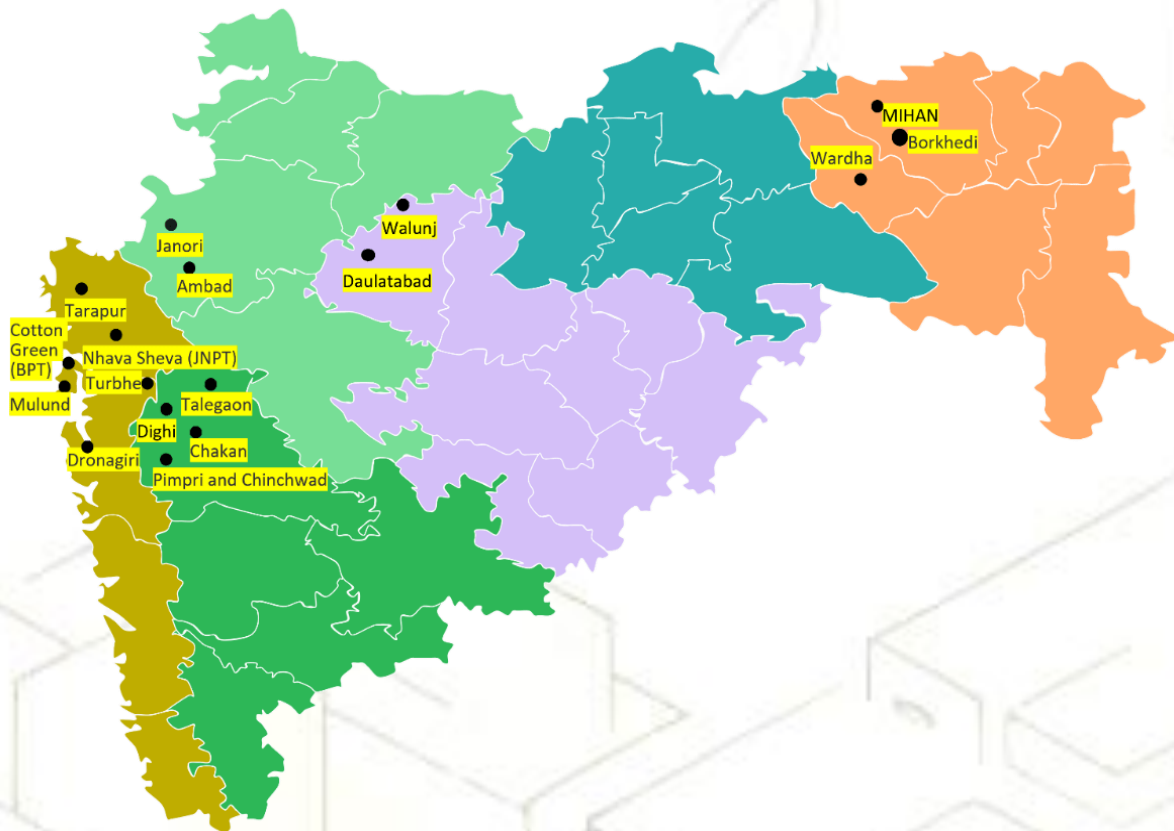
Sr. No.	Construction Type	Place	Responsible Agency
In Progress			
1.	Ro-ro Service Jetty	Gorai	MMB
2.	Ro-ro Service Jetty	Kharwadeshwari	
3.	Ro-ro Service Jetty	Manori	
4.	Ro-ro Service Jetty	Borivali	
5.	Ro-ro Service Jetty	Rewas	
6.	Ro-ro Service Jetty	Mora	
Completed			
7.	Ro-ro Service Jetty	Vasai	MMB
8.	Ro-ro Service Jetty	Narangi	
9.	Overseas Jetty	Ghodbunder	
10.	Overseas Jetty	Malvan-Sindhudurg	
11.	Ro-ro Service Jetty	Bhayandar	
12.	Ro-ro Service Jetty	Mandva	
13.	Coastal Berth	JNPT	JNPT

Inland Container Depot (ICD) – Inland Container Depots (ICDs) plays important role in the logistics sector. ICDs serve as a temporary storage facility for containers before they are transported to the port and loaded onto ships. This function is particularly important as it helps to decongest vital port spaces. Moreover, by providing local warehousing solutions, ICDs help to prevent exorbitant port docking charges in the form of port demurrage charges.

In Maharashtra, there are 17 Government recognised ICDs that plays a vital role in the state's logistics and trade. Maharashtra has the maximum number of ICDs in India with a total area of 2,787.78 hectares. The significance of inland container depots lies in several key aspects. They play a major role in connecting sea and land transport, enabling efficient movement of goods by providing storage space for containers until they are ready for shipment to their destination. 5 new ICDs are being proposed to be opened in Maharashtra in near future. These ICDs contribute significantly to the state's economy by facilitating trade and providing logistics solutions. They are an integral part of Maharashtra's logistics infrastructure and play a crucial role in state's economy. In near future 5 new Inland Container Depots (ICDs) will be developed in Maharashtra.

Exhibit 19: ICDs in Maharashtra

Maharashtra ICD'S



1.2 Important Definitions

Logistics refers to production and consumption, storage, value addition, transportation and handling of goods and related services. "Logistics infrastructure" is made up of nodes and connections. Nodes typically include ports, stations, multimodal logistics parks (MMLPs), warehouses and other commercial establishments. Connectivity is connected by roads, railways, shipping, inland waterways, airways, pipelines, etc. and is used by various carriers.

Maharashtra Logistics Policy 2024 focuses on holistic logistics infrastructure by promoting private investment and also Public Private Partnership (PPP) mode of investment, joint ventures, etc. For this purpose, the logistics parks are classified as Multi-Storeyed, Small, Large, Mega, and Ultra mega logistics parks based upon scale of operations and area earmarked for logistic and related eligible activities. The eligible logistic activities also include the independent warehouses and cargo handling units, integrated truck terminals, related logistics infrastructure/facilities promoted by private or public entities. The details of the logistics parks and related logistics activities are defined as below:

(I) Logistics Parks: This includes open/closed storage of goods, consolidation/segregation of goods, distribution, transfer of goods and containers between different modes, controlled temperature / ambient storage, custom bonded warehouses, material handling equipment, parking, efficient handling of products and value addition as required for delivery. Includes services and other related facilities.

The logistics park in general should include the following activities: (This list is indicative)

(A) Logistics Services:

- Warehousing & Storage facilities and Self-Storage
- Cargo Aggregation/ Segregation
- Sorting, Grading, Packaging/ Repacking/Tagging & Labelling, Inspection, Testing, Quality Check
- Distribution/ Consumer Distribution
- Inter-modal transfer of material and container
- Sewage and drainage lines
- Effluent treatment and disposal facilities
- Open and closed storage
- Ambient condition storage for transit period
- Custom bonded warehouse
- Container terminals
- Material handling equipment facilities for efficient movement and distribution of semi-finished and finished products
- Firefighting arrangements.
- Parking
- Experience Centres
- Factory Outlets

(B) Infrastructure:

- Internal roads
- Power Lines
- Communication facilities
- Internal Public Transportation System
- Water distribution and water augmentation facilities

(C) Business and Commercial Facilities:

- Guest Houses
- Canteen
- Medical Centres
- Petrol Pump
- Banking and finance
- Office Spaces
- Hotel
- Restaurants & Banquets
- Hospital/ Dispensary
- Administration Office

(D) Common Facilities and other related commercial activities:

- Weigh Bridge
- Skill Development Centre
- Computer Centre
- Sub-contract exchange
- Container Freight Station
- Production Inspection Centre & Service Centres
- Repair workshop for vehicles and production
- Retailing
- Dormitories

Maharashtra Logistic Policy 2024 has set the objective of developing 10,000 acres of logistic infrastructure network in the state. For the systematic and planned growth across the state by keeping integrated approach and holistic development of the sector, the logistics parks and related logistic infrastructure / facilities are planned to establish across the state. The parks and facilities will be setup by private investments with state support. The parks are classified as Multi-storeyed Logistic Park, Small Logistic Park, Large Logistics Park, Mega Logistic Park and Ultra Mega Logistic Park. The various types of parks will continue to function as integrated projects providing various service facilities in the logistics sector. The features of classified parks are as below:

- ▶ **Small Logistics Park:** A “Small Logistic Park” is defined as one that is spread over a minimum of 5 acres of contiguous land, minimum investment of Rs. 10 crores and having minimum 15 meters wide access road. These logistic parks will be promoted by MSMEs to have Urban/Semi-urban/Rural level logistic network across the state to strengthen the supply chain, creating planned logistic infrastructure across the state.

- ▶ **Large Logistics Park:** A “Large Logistic Park” will be defined as one that is spread over a minimum of 50 acres of contiguous land and minimum investment of Rs. 100 crores. This category of logistics park is to create a better logistics network with effective investment in the logistics sector, facilities for expansion, use of advanced technology for commercialization etc.
- ▶ **Mega Logistics Park:** A “Mega logistic park” will be defined as one that is spread over a minimum of 100 acres of contiguous land and minimum investment of Rs. 200 crores. These parks should have global level technology such as robotics, AI, IoT and Blockchain to have the logistic operations on optimal efficiencies.
- ▶ **Ultra Mega Logistics Park:** An “Ultra Mega logistic park” will be defined as one that is spread over a minimum of 200 acres of contiguous land and minimum investment of Rs. 400 crores. These Ultra Mega Logistics Park will be equipped with world class technologies, inclusion of robotics, drone like systems, will lead to automated and massive investment activities.
- ▶ **Multi-Storeyed Logistics Park:** The “Multi-Storeyed Logistics Park” are the consumer centric parks under the jurisdiction of special planning authorities for urban development like MMRDA, CIDCO, PMRDA, Municipal corporations etc. for systematic and planned logistics set up on minimum 20,000 sq.ft. of land and minimum investment of Rs. 5 crores. The rise in urbanization and increasing e-Commerce activities, needs faster delivery of consumer goods, perishable items, FMCG and food products to the end users. These logistics parks will be multi-storied high rise logistic park considering the scarcity of open land/spaces in cities and urban areas. It will be helpful for enhancing the efficiency of supply chain, integrated facilities like back-office operations, retailing, space for parking, logistics related services to be setup at multi-storied logistic park due to exploration of available space. The multi-storied logistic park will also be helpful for hygienic storage facilities, healthy environment for health and food related operations etc. The integrated facilities in multi-stories logistics park will further boost an employment opportunity to the local youths and startups.

Bifurcation of area under logistic park: All defined Logistics Parks under Policy namely Multi-storeyed, Small, Large, Mega and Ultra Mega Logistics Park will be the Integrated Logistics Parks having core Logistics activities and support services/activities. A minimum of 60% of the total area notified under Multi-storeyed, Small, Large, Mega and Ultra Mega Logistics Park shall be earmarked for providing core logistic services and remaining 40% of total area will be permitted for support services, common facilities, and other related commercial activities. In addition to that, for mega and ultra mega logistics parks, up to 20% area will be permitted for non-polluting Green and white allied industrial logistics use from the 40% area. The increase in minimum area for logistic above 60% (viz. 70:30, 80:20, 90:10) will be permitted automatically and no separate permission will be required from department. Accordingly, for mega and ultra mega logistics parks, up to 20% area will be permitted for non-polluting Green and white allied industrial logistics use from the balance area i.e. 30%. 20% and 10%. Even in the case of granting additional FSI by authorities, the condition of minimum 60% area for logistic should be maintained in any case.

Classification of Logistics Parks

SN	Classification	Project/ Park Minimum Area (Acres)	Minimum Investment in FCI (Rs. Crores)
1	Small Logistics Park	05	10
2	Large Logistics Park	50	100
3	Mega Logistics Park	100	200
4	Ultra Mega Logistics Park	200	400
5	Multi-Storeyed Logistics Park	20,000 sq. ft.	05

All types of logistics parks described above should have the required core logistic facilities and co-related facilities, support services, related commercial activities to be called as 'Integrated logistics project'. These parks shall be established on 60:40 ratio basis, wherein 60% area shall be mandated for logistic purpose (Storage/Warehousing) and rest 40% can be utilised for related services, commercial activities, dormitories. The cost towards the land and development of land will not be the part of FCI.

(II) Independent / Standalone units providing Logistics:-

The Maharashtra Logistics Policy 2024 promotes entrepreneurship in logistics sector, MSMEs, new generation youths and startups so as to have widespread logistics network basis on "hub and spoke" model to reduce cost and time in movement of cargo. The independent warehousing and cargo handling units basically promoted by MSMEs will promote e-Commerce and strengthen local supply chain and will provide warehousing facilities for distribution purpose. The tech driven startups have a huge scope in today's logistics world. Policy supports all these initiatives, startup ideas, technology integrations, and global networking. The base level logistic starts from privately owned storage, warehousing and cargo handling units. The units under these categories are defined as below and will be eligible for the incentives:

- A. Warehousing and Cargo Handling Units:** Logistics Storage Units means open/closed area developed over a with a minimum of 20,000 sq. feet Built up Area with base FSI will be designated as Logistics Storage Units. The Logistics Storage Units will be allowed applicable FSI or 1, whichever is higher. Warehouses shall provide facilities for handling the cargo, storage of cargo in bulk/ break bulk form and loading and unloading facilities. It may also include activities - Picking, Sorting, Grading and Packaging.
- B. Silo:** Silos are structures developed over a minimum of 1 acre used for storing bulk cargo in both solid and liquid form having a storage capacity of at least 1,000 metric tonnes and can be constructed of various materials such as concrete/ steel depending on the cargo type to be stored.
- C. Cold Storage:** Cold storage facilities are facilities for storage and minimal processing of perishable/temperature sensitive goods such as agricultural, horticulture, dairy, fish and marine, poultry and meat products, medicines etc. Minimum built-up area of 20,000 sq.ft is required to be eligible for incentives under the policy. A cold storage facility shall consist of the following main components:
 - Controlled Atmosphere (CA)/ Modified Atmosphere (MA) chambers, Variable Humidity Chambers, Ambient Storage, Individual Quick Freezing (IQF), blast freezing, etc.

(III) Independent /Standalone Units in logistics Activities:

Following activities which are owned and operated by MSMEs as an independent unit will be incentivized. The activities covered under these are mentioned as below:

- ▶ **Private Freight Terminal:** A terminal notified under Private Freight Terminal (PFT) policy to deal with rail-based cargo including containers. "Greenfield PFT means a new PFT commissioned on private land under the provisions of the PFT policy. Brownfield PFT is used to refer to an existing private siding (A siding is a separate road adjacent to the main railway line) converted into PFT under the policy.
- ▶ **Integrated Truck Terminals:** In road transport, goods are transported in large quantities by trucks. A large amount of manpower is involved in this business and the aim is to develop and strengthen the sector as an organized sector through integrated truck terminals. The Integrated

Truck Terminals should have a minimum area of 5 acres with a minimum investment of Rs. 5 crores ((25% of the total cost of land in the project cost will be considered as part of fixed investment) Through integrated truck terminals, road traffic congestion, irregular parking, social amenities and healthy environment for drivers, security of goods, movement of goods will be provided to the manpower in this area at a moderate cost. The establishment of integrated truck terminals will be encouraged mainly at strategic locations such as roads, highways, industrial areas, big cities, commercial areas, shopping centers, market complexes.

Mandatory facilities at an integrated truck terminals:-	Optional facilities at an integrated truck terminal :-
<ul style="list-style-type: none"> • Truck Parking area • Dormitories/ Resting area for drivers & employers • Rest rooms • Food courts • Repair and maintenance of the trucks • Weigh Bridges • Primary medical facilities • CCTVs / Security Cameras 	<ul style="list-style-type: none"> • ATMs • Fuel stations • Stores for spare parts • EV charging stations • Local sales stores • Loading/ Unloading docks • Vehicle wash facility

Following Logistic activities play key role in smooth handling and distribution of cargo avoiding the congestion at seaport, dry ports, and airports. Maharashtra Logistic Policy 2024 will facilitate these activities by faster clearances, connected infrastructure and coordination with Government of India for getting approvals. The activities covered under these are mentioned as below:

- ▶ **Container Freight Station:** Container Freight Station refers to Services for import and export, container handling / clearance under customs control in or out of the port are provided by the container freight station enterprise. Storage facilities for bonded or non-bonded cargo, parking areas and necessary facilities for carrying out related processes are provided by container freight stations.
- ▶ **Air Freight Station:** Air Freight Station (AFS) refers to 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. These facilities shall be developed at strategic locations to provide smooth connectivity to the airports and may also have extended area leased out to e-commerce zones.
- ▶ **Inland Container Depot:** Inland Container Depot (ICD) refers to an off seaport 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 ICDs have road connectivity, rail connectivity, customs/non-customs bonded warehousing, truck terminals etc. and other common user facilities required to carry out efficient operations.
- ▶ **Free Trade and Warehousing Zones:** The objective of FTWZ is to facilitate import and export of goods and services with freedom of trade and transactions in a free currency. FTWZs play an important role in export growth through duty deferral and duty waiver on re-exported goods. FTWZ projects help businesses optimize their supply chain to reduce costs and become competitive in international markets. Warehousing, storage and distribution facilities for transshipment and re-export operations are provided through FTWZ.

1.3 Maharashtra Integrated Logistics Master Plan:

Maharashtra aims for becoming \$1 trillion economy by 2028. Maharashtra Logistic Policy 2024 will play a pivotal role for holistic development of logistic sector across the state and give boost to the economy. The prime objective of Maharashtra Logistics Policy 2024 is to reduce time and Cost of logistics through a comprehensive integrated logistics master plan considering next 10-year growth. The Policy endeavours to further boost, streamline, and incentivize the logistics sector in the state in alignment with the objectives of National Logistics Policy of India.

One of the important element of the Maharashtra Logistics Policy 2024 is the ‘Maharashtra Integrated Logistics Master Plan’ which is a precise mapping of logistics areas, having connectivity details and relevance with geographical spread of logistics infrastructure. The Masterplan has defined as district, regional, state, national and international mega logistics hubs across the state to have the systematic and planned logistics development considering the strength of each area of the state and expected economic development in the next 10 years time. Logistics masterplan is designed so as to have minimum one node at each district of the state. The details are as follows:

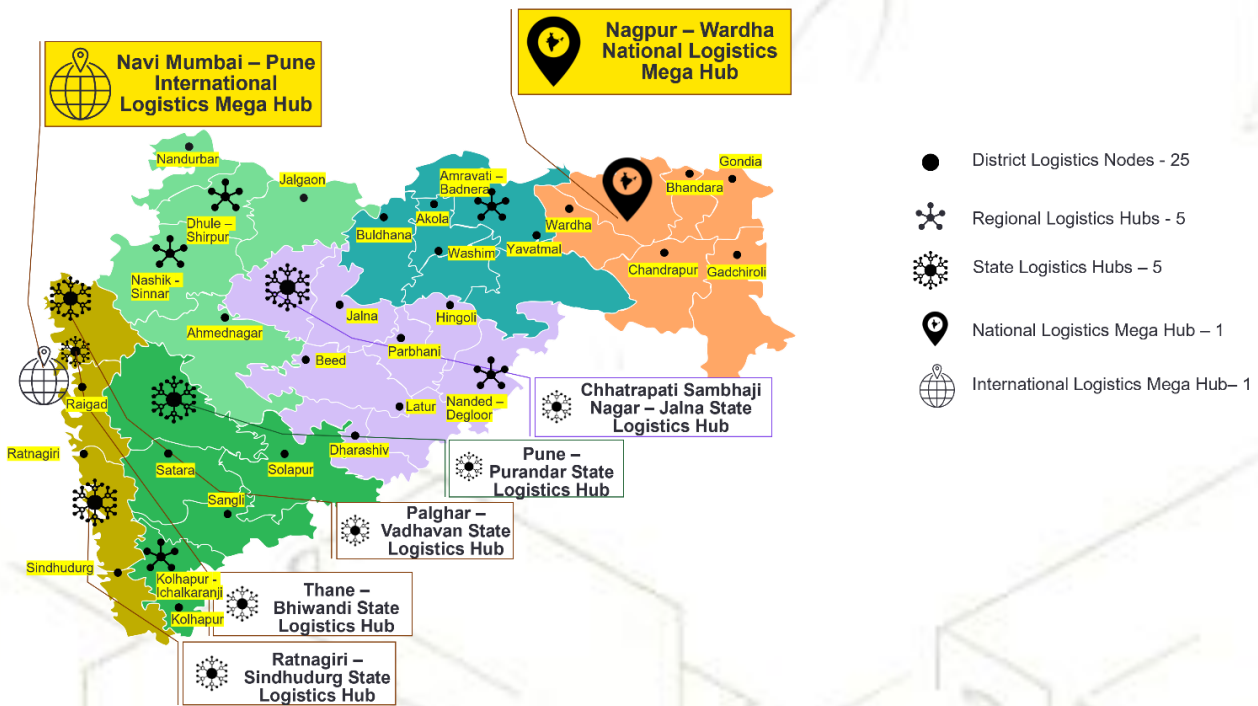
	Category	Details
	District Logistics Nodes – 25 (Min 100 Acres in each district spread across 2-3 locations)	Raigad, Sindhudurg; Ratnagiri, Satara, Sangli, Kolhapur, Solapur; Nandurbar, Jalgaon, Ahmednagar; Buldhana, Akola, Washim, Yavatmal, Wardha, Bhandara, Gondia, Chandrapur, Gadchiroli, Hingoli, Parbhani, Beed, Latur, Dharamashiv, Jalna
	Regional Logistics Hubs – 5 (300 Acres Each)	Nashik - Sinnar, Kolhapur – Ichalkaranji , Dhule- Shirpur, Amravati – Badnera, Nanded – Deglur,
	State Logistics Hubs – 5 (500 Acres Each)	Thane – Bhiwandi, Pune – Purandar, Palghar – Vadhavan Ratnagiri – Sindhudurg Chatrapati Sambhaji Nagar – Jalna
	National Logistics Mega – Hub (1500 Acres)	Nagpur – Wardha National Logistics Mega – Hub
	International Logistics Mega – Hub (2000 Acres)	Navi Mumbai – Pune International Logistics Mega – Hub
		Total

(Note: Logistics Masterplan is designed with a vision to have at least one node at each district of the state.)

Features of the Maharashtra Integrated Logistics Master Plan :- The Maharashtra Integrated Logistics Master Plan has been proposed on the concept of integrated development of all concerned parties in the logistics sector by providing high quality logistics facilities to the industrial businesses. Through the said plan, it will contribute a lot to facilitate integrated planning and connectivity and to reduce the cost of logistics by enabling transport modes and adopting more advanced technology. It will help improve the efficiency and competitiveness of the logistics sector in Maharashtra. Under the policy, existing and upcoming infrastructure projects, industrial development and export activities will be developed in an all-inclusive manner, keeping in view the focal points of potential economic growth in Maharashtra till the year 2030. Active planning under the policy will help promote sustainable development through efficient utilization of regional potentials. The Maharashtra State Logistics Masterplan includes development of logistics zones connected to major ports such as Panvel Khadi, Dharamtar Jetty, Salav Jetty, Agardanda Port, Jaigad Port, Angre Port, Vijaydurg Jetty, Reddy Port.

Maharashtra Logistics Policy 2024 and Integrated Logistics Master Plan to provide multimodal connectivity to various economic sectors will be important to link with Prime Minister Gati Shakti Master Plan launched in 2021 by the Central Government.

Exhibit 20: Logistics Masterplan of Maharashtra



The Maharashtra Logistics Masterplan will be a base framework to enable the development of logistics infrastructure in a planned manner across the state. Special incentives permissible for infrastructural development at district nodes, regional development centers and hubs directed towards the incentives provided under the policy to logistics sector entities are specified in the policy. The geographical area of the state is classified in the three zones, namely Zone-1, Zone-2 and Zone-3 for extending various benefits considering the potential of the respected area.

▶ **Zone 1: Vidarbha & Marathwada Region**

This zone includes a total of 19 districts of Vidarbha & Marathwada region. The state plans to set up 1 National Logistics Mega Hub (1500 acre), 1 State Logistics Hub (500 acre), 2 Regional Logistics Hub (300 acre) and 15 District Logistics Nodes (100 acres) on around 4100 acres of land in Zone 1. Small, Large, Mega and Ultra Mega Logistics Parks developed in these earmarked regions will be incentivised during the policy period of 5 years.

▶ **Zone 2: Ratnagiri – Sindhudurg, Dhule – Nandurbar and remaining D & D+ areas in Maharashtra as per PSI 2019**

The state plans to set up 1 State Logistics Hub, 2 Regional Logistics Hub, and 10 District Logistics Nodes on around 2100 acres of land in the zone 2. Small, Large, Mega and Ultra Mega Logistics Parks developed in these earmarked regions will be incentivised during the policy period of 5 years.

▶ **Zone 3: Rest of Maharashtra**

This includes area other than Zone 1 and Zone 2 areas. The State plans to set up 1 International Logistics Mega Hub, 3 State Logistics Hubs, and 1 Regional Logistics Hub on around 3800 acres.

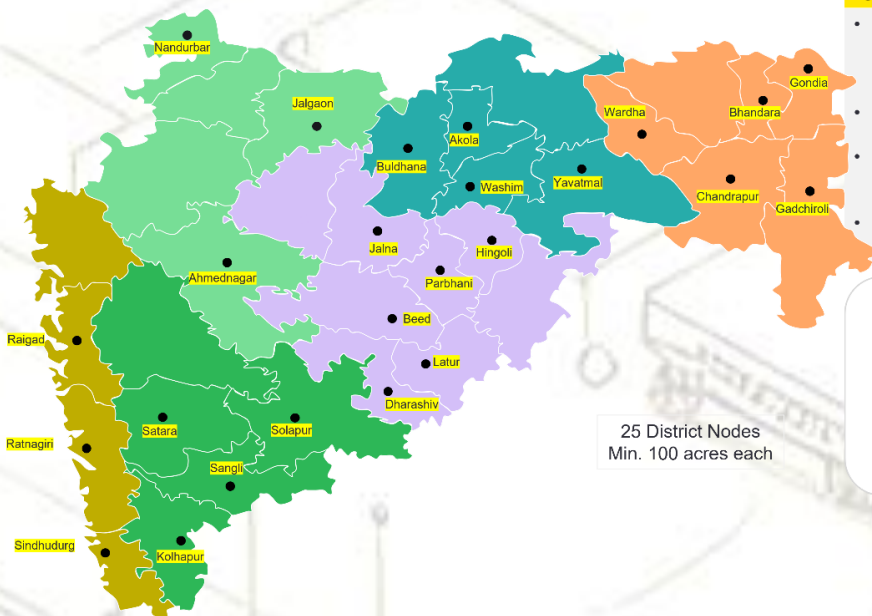
1.4 District Logistic Nodes (DLN)

District Nodes shall be developed on a minimum 100 acres of land parcel in each district. 15% area in respective district MIDCs will be reserved for the District Logistic Nodes. Development of these nodes shall be based on the district's inherent business opportunities and traditional skills. These encompass the existing industrial areas which may have potential as an economic/industrial growth centre in the future of district's agriculture, industrial, and services sector. To promote the establishment of District Logistics Nodes, Regional Officer, MIDC in coordination with District Logistic Coordination Committee (DLCC) will identify appropriate land in a designated area of district, These district nodes may be established on a contiguous land parcel or at 2-3 industrial locations of the districts to be connected as "Hub and Spoke".

Exhibit 21: District Nodes of Maharashtra Logistics Masterplan

Maharashtra Logistics Master Plan

Logistics Network



● District Logistics Nodes - 25

- District Logistic Nodes facilitate district-level collection and distribution of raw and semi-processed goods throughout the state.
- Located in industrial areas with growth potential.
- Focus on first and last mile connectivity, serving as initial or final transportation points.
- Contribute to the middle mile by establishing a transportation network

Proposed Facilities include:

- Warehouses for market demanded goods
- Truck terminals
- Cold Storage
- Other storage facilities
- Common Facilities Centres
- Admin Offices
- Sorting and Grading Facilities

Such nodes will reflect the local industrial composition of the district and will ensure availability of necessary logistics infrastructure (Warehousing/cold chain/transportation etc. facilities/other supplementary facilities) at the district level. Availability of logistics infrastructure at district level and local level will improve competitiveness of industries and businesses, reduce storage and transportation costs. Also the wastage of temperature sensitive/specialty products will be reduced.

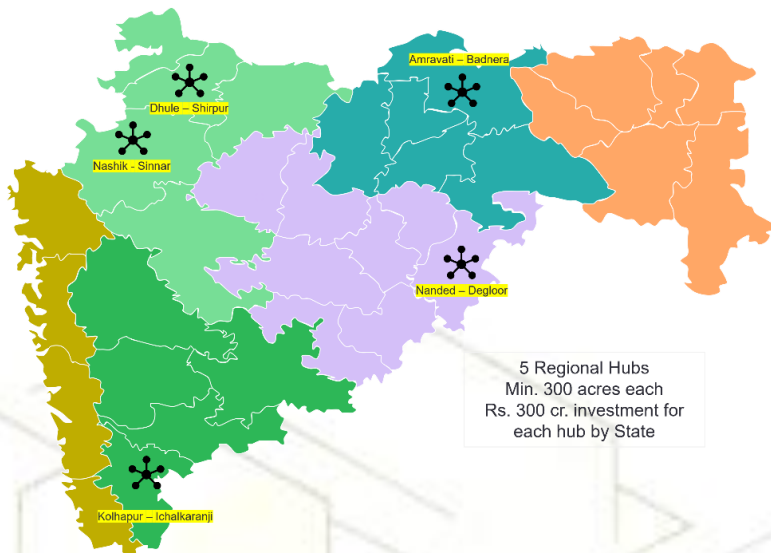
25 district nodes have been determined as district hubs in the state taking into consideration the connectivity of industrial areas, agricultural areas, commercial hubs, state/national highways, railways, airways, waterways and ports. As proposed under the Maharashtra Logistics Policy-2024, an integrated logistics master plan will help strengthen the competitiveness of industries by creating a comprehensive network of excellent logistics facilities in all sectors of the state. Development of District Logistics Node will be coordinated by District Logistics Coordination Committee (DLCC) under the Chairmanship of District Collector.

1.5 Regional Logistics Hubs (RLH)

Exhibit 22: Regional Logistics Hubs of Maharashtra Logistics Masterplan

Maharashtra Logistics Master Plan

Logistics Network



Regional Logistics Hub - 5

- Regional Logistics Hubs centralize major logistics and transport infrastructure.
- Facilitate efficient international cargo movement.
- Provide intrastate movement of goods
- Attract businesses, boost economic growth, aligned with circular economy parks.

Proposed Facilities include:

- Multi-modal logistics Parks
- Common Facility Centres
- Inland Container Depots
- Processing Units
- Testing Facilities
- International exchange centres

Due to the density of transport infrastructure and convenient geographical locations, regional logistics hubs have been planned to ensure seamless connectivity across the state. These Regional Logistics Hubs will complement the development of National Highways/Expressways, Multi-modal Logistics Hubs, Dry Ports and Special Economic Zones and an overall regional level better logistics network will be developed in each region (minimum area 300 acres).

Regional Logistics Hubs will be set up at five divisional headquarters each within Marathwada, Nagpur, Amravati, Pune, and Nashik region.

Total 5 regional Logistics hubs proposed will be co-terminus with the proposed Circular Economy Parks, identified in Thane, Pune, Nashik, Chhatrapati Sambhaji Nagar, Nagpur due to their potential for international movement of cargo. The Regional Logistics Hubs will help in reducing logistics cost by providing an interface either for international airports or major international ports, national and state highways, ports, etc. details of the same are mentioned below:

Sr. No.	Regional Logistics Hub	National Highways	State Highways	Railway Junctions	Prominent Sectors
1.	Nashik-Sinnar	NH 47, 848, 160	SH 7, 8, 18, 20, 24, 25, 30	Nashik road, Manmad jn, Nagarsol	Agro Products
2.	Amravati – Badnera	NH 46, 343J	SH 6, 8, 10, 24, 194, 173, 200, 203, 204, 207, 212, 237, 239, 240, 241, 243, 244, 248	Amravati, Badnera Jn	Agro and Textile
3.	Nanded-Degloor	NH 361, 161, 161A, 50	SH 3, 168, 222, 225	Harmandar Sahib Nanded	Agro and Spices

4.	Dhule-Shirpur	NH 47, 52, 53, 46, 60	SH 1, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 22	Dondaicha	Textile
5.	Kolhapur-Ichalkaranji	NH 47, 48, 166	SH 115, 116, 127, 134	Chhatrapati Shahu	Agro and Engineering

The aforesaid hubs will also act as a catalyst for industrial development by facilitating industrial cargo movement, helping to reduce transport costs and promote trade. These logistics hubs will boost regional and state economic growth by providing excellent infrastructural logistics facilities and efficient transport means. The logistics hub will attract business and investment due to its strategic location, along with other initiatives of the state government, especially in the areas of Export Promotion and Circular Economy, which will assist in economic development.

1.6 State Logistics Hub

The economic development potential of the state is widening and for the next phase of industrial progress, development of 5 state logistics hubs are planned (minimum area of 500 acres). These State Logistics hubs are Thane-Bhiwandi, Ratnagiri-Sindhudurg, Pune – Purandar, Palghar-Vadhvan and Aurangabad - Jalna. Financial assistance in the form of grants from the State Government will be made available to entrepreneurs/developers for developing necessary logistics infrastructure and ancillary infrastructure under the proposed 05 State Logistics Hub. Special incentives for setting up Mega and Ultra mega logistics park will be provided.

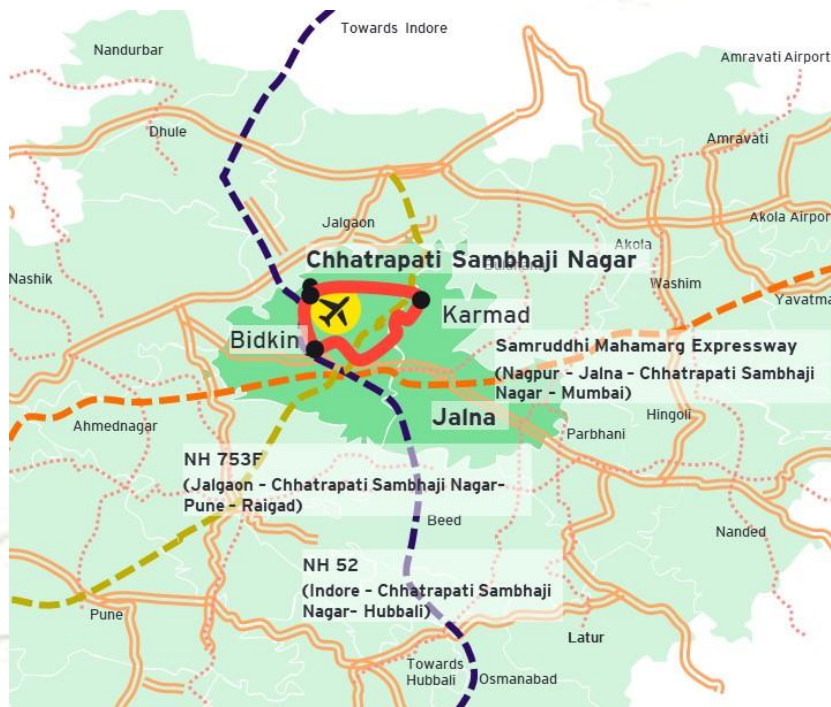
(A) Chhatrapati Sambhaji Nagar - Jalna State Logistics Hub

Chhatrapati Sambhaji Nagar -Jalna region is a prominent industrial hub of the state and a logistic hub spanning over 500-acre land shall be developed here. Chhatrapati Sambhaji Nagar is major centre for silk and cotton production. In addition, it is also a major manufacturing hub for engineering, automotive, plastic, pharmaceuticals, steel and agro process. Chhatrapati Sambhaji Nagar district boasts off with 3 MIDC industrial areas in Chikalthana, Shendra and Waluj. AURIC (Chhatrapati Sambhaji Nagar Industrial City) being developed at the Shendra-Bidkin area is one of India's first greenfield smart industrial area which is expected to boost the trade and export from the region. Proximity of AURIC to DMIC (Delhi Mumbai Industrial Corridor) provides a strategic advantage from logistical point-of-view. Newly developed Samruddhi Mahamaharg shall play as a key enabler for the growth of this proposed state hub. Jalna district's major industries include engineering, plastic, and agriculture. In addition to that refineries, steel re-rolling, tiles, cement pipe, fertilizers, insecticides, pesticides, and sugar factories also plays key role in the economic and industrial development of the district.

The location of the proposed state logistics hub will enable the region's economy to grow along with strengthening the existing logistics framework. Following facilities shall be part of this proposed logistics hub:

- ▶ Integrated Logistic Park
- ▶ Modular flexible Warehouses / Cold and Dry storage facilities
- ▶ Common facility centres
- ▶ Truck Terminals
- ▶ R&D and Testing Facilities
- ▶ Administrative support for national and international trade

Exhibit 23: Chhatrapati Sambhaji Nagar-Jalna State Logistics Hub



Chhatrapati Sambhaji Nagar - Jalna State Logistics Hub

- ✓ Serves as a crucial node of the Delhi Mumbai Industrial Corridor, bolstering national logistics.
- ✓ Located near major highways, ensuring efficient connectivity with Gujarat, Madhya Pradesh, and Karnataka.
- ✓ As part of AURIC, it supports logistics for nearby industrial hubs, facilitating regional economic growth.

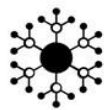
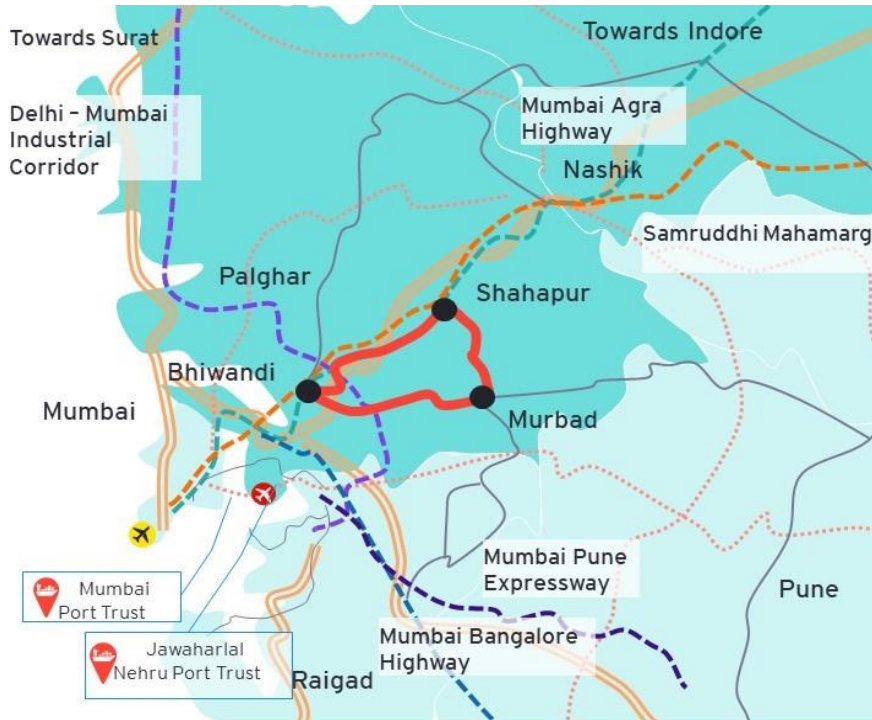
(B)Thane-Bhiwandi State Logistics Hub

The Thane-Bhiwandi region of the state is known as an important center of industrial development. Thane-Bhiwandi region has seen huge industrial development and employment in the fields of textile industry, engineering, electrical and electronics, information technology, packaging, agriculture and food processing, fish processing in the state. As the major ports of the state are in the periphery of the said industrial zone, industrial areas have been developed in the area which are easy for the industrial units to export. Along with this, the logistics sector has also developed extensively in the Thane-Bhiwandi area, and Thane-Bhiwandi is known as an important center of the logistics sector. Considering the high potential and future opportunities of the said area, it is planned to develop a logistics hub in the Thane-Bhiwandi area. Establishing the said State Logistics Hub in the adjacent area between Shahapur and Murbad and connecting this hub with the Samrudhi Highway will be helpful for efficient logistics. The proposed state logistics hub on an area of 500 acres in the Thane-Bhiwandi area will include the following infrastructure facilities:-

- ▶ Modular flexible Warehouses / Cold and Dry storage facilities

- ▶ Common facility centres
- ▶ Mega & Ultra Mega Logistics Parks using of AI / Industry 4.0 based Technologies
- ▶ Truck Terminals
- ▶ Connectivity to JNPA, BPT, Airport & New Airport
- ▶ Innovation, incubation facilities for providing skilled workforce needed for the logistics sector

Exhibit 24: Thane Bhiwandi State Logistics Hub



Thane - Bhiwandi State Logistics Hub

- ✓ Geographically close to Mumbai enhancing its logistical connectivity with one of India's bustling economic hubs.
- ✓ Proximity to significant maritime points such as JNPT and the proposed Vadhavan port for maritime logistics.
- ✓ Several airports amplifying its ability to efficiently manage air cargo operations.

(C)Ratnagiri- Sindhudurg State Logistics Hub

Ratnagiri and Sindhudurg districts of Konkan region are endowed with natural resource facilities. The proposed state logistics hub is expected to take advantage of 10-types of fruits, various marine produce, fish processing, etc. along with port led development projects of Jaigarh and Angre ports. This hub will ensure effective primary (producer to storage) & secondary transportation (storage to retail distribution) of the region's agricultural and ODOP products such as alphonso mango, marine

produce, cashew, iron & steel. This Hub will also enjoy robust connectivity with Inland Container Depots and dry ports at Nashik, Wardha, Jalna and Sangli. The development of mega and ultra mega logistics parks will be incentivised in the Ratnagiri-Sindhudurg State Logistics Hub. The prospective infrastructure supporting such a port-led integrated Multi-modal logistics network connecting coastal shipping, railways, roadways, air cargo, across a 500 acres land parcel will have necessary logistics infrastructure and need based facilities namely:

- ▶ Logistics facility along with Cold and Dry storage facilities for agro, marine produce & processing products
- ▶ Packaging and repacking facilities
- ▶ Recycling facilities
- ▶ Customs House
- ▶ Container Freight Stations
- ▶ R&D Centre
- ▶ Testing Facilities
- ▶ International Exchange centres

Exhibit 25: Ratnagiri Sindhudurg State Logistics Hub



Ratnagiri - Sindhudurg State Logistics Hub

- ✓ Strategic location along the coastline of Maharashtra with proximity to JNPT as well as neighbour states of Goa and Karnataka
- ✓ Connects important minor ports with railways and roadways.
- ✓ Provides a channel to other major transportation routes from other states and regions.

(D) Pune - Purandar State Logistics Hub

Pune-Purandar region is already a major hub for Engineering, Automotive Components, Forging, Food Processing, Packaging, Plastics, Electronics, IT. Pimpri-Chinchwad, Ranjangaon, Chakan, Talegaon, Talwade, Kharadi, regions have grown as large industrial areas. In addition to this, due to the industrial business and service sector, there has been abundant employment opportunities and economic development in the area. With the next phase of Pune-Mumbai connectivity becoming more accessible, the Pune-Purandar region is expanding further and is known as a preferred location for investment by industrialists. The Smart Logistics Zone to be developed on the proposed 500 acre land area will be an important medium for industry and economic development.

The hub will further benefit from effective connectivity with JNPT, Mumbai Port and the Vadhvan port. The hub will further benefit from effective connectivity with JNPT, Mumbai Port and the upcoming expansion of the port. As Pune has the advantage of logistic connectivity with Gujarat, Karnataka, Telangana, Delhi, Chennai through national highways, the movement of cargo through this state logistics hub will be facilitated. The Pune division is expected to see huge investment from automobile and IT companies and the proposed state logistics hub will be a great option to manage the expected growth in cargo.

A new airport is proposed at Purandar area and once operational, the new airport will help reduce the load on the existing Lohegaon Airport, Pune and will enable air cargo facilities for the surrounding industries. Following facilities shall be provided in this proposed hub:

- ▶ Logistics parks, Mega & Ultra Mega Parks
- ▶ Warehouse and cold storage facilities for Industrial and agro industries
- ▶ Customs House
- ▶ Truck Terminals
- ▶ Common Facility Centre
- ▶ Container Freight Stations
- ▶ Testing Facilities and Innovation Hub
- ▶ Skill development centre

Exhibit 26: Pune - Purandar State Logistics Hub



Pune - Purandar State Logistics Hub

- ✓ Pune and Purandar Region has strong connectivity with major highways and an upcoming international airport, enhancing air and road logistics.
- ✓ This region hosts over 5 Lakh MSME units and 7,754 MIDC plots, showcasing their industrial activity.
- ✓ The robust road network in these districts facilitates strong connectivity with nearby regions, fostering inter-district logistics and trade.

(E) Palghar Vadhvan State Logistic Hub

Palghar-Vadhvan area is rapidly developing for fish processing, marine products, agro and food processing, dairy processing, electronics and general engineering as well as port oriented industry business. Being adjacent to the nearby Gujarat Industrial Zone, many entrepreneurs are eager to invest due to the planned expansion of the Vadhvan port. As the Palghar-Vadhvan area is close to the financial capital of Mumbai and paves the way for the development of the country's largest port, many national and international level industries will be established in the near future. The Palghar- Vadhvan State logistics Hub will continue to be important for the State's Logistics Sector. By developing a State Logistics Hub on 500 acres of land in Palghar- Vadhvan area, the economic development of the said area will rapidly boost. Additionally, the port is being developed by increasing the share capital of JNPA and Maharashtra Maritime Board to 74 percent and 26 percent respectively. The port is being

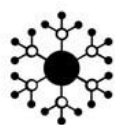
developed on the Landlord port model and after development, the port will be capable of handling containers of up to 16000 TEU capacity with a depth of 18 to 20 meters. This port is the 3rd major port in the state and the first major port in the country. The port is being developed on 5000 acres of reclaimed land near Dahanu town and is included in the National Infrastructure Development Plan. The expansion of the port will serve the markets of Mumbai, Nashik and Surat and help ease traffic from these places.

The proposed state logistics hub will benefit from geographical location near Delhi Mumbai Freight Corridor, Mumbai Baroda Express Highway. Additionally, it will also be connected to the national railway grid as part of the Sagarmala project. This state logistics hub will boost trade between Maharashtra, Gujarat, western parts of Madhya Pradesh and other northern states.

The following facilities will be developed under the proposed State Logistics Hub in Palghar Vadhvan areas:-

- ▶ Logistics parks, Mega & Ultra Mega Parks
- ▶ Warehouse and cold storage facilities for Industrial and Agro Industries
- ▶ Customs House
- ▶ Truck Terminals
- ▶ Common Facility Centre
- ▶ Green Energy Plant
- ▶ Container Freight Stations
- ▶ Facilities for port-based industries
- ▶ Packaging facilities
- ▶ R&D and skill centre

Exhibit 27 Palghar Vadhvan State Logistics Hub



Palghar - Vadhavan State Logistics Hub

- ✓ Palghar and Vadhavan, located near the Delhi Mumbai Industrial Corridor, offer immense industrial growth potential.
- ✓ The upcoming Vadhavan Port and other maritime infrastructure will enhance large-scale maritime trade capacity.
- ✓ The region's proximity to Mumbai, Nashik, and Gujarat markets will present significant commercial opportunities.

1.7 Nagpur Wardha National Logistics Mega Hub

Nagpur district is important for the development of logistics sector in the country due to its geographical central location. With 4 National Expressways and a dedicated freight corridor under development in the district, Nagpur district has long been recognized as a major freight hub. Natural and industrial resources are complementary for the development of smart logistics zones, including robotics, automation, artificial intelligence and other emerging technologies. Nagpur Wardha National Mega

Logistics Hub Project will be established on an area of around 1500 acres and will provide world class logistics facilities to the industries.

- ▶ 1500 acres of land will be identified in Nagpur and Wardha districts especially for logistics infrastructure and ancillary areas with the help of local administration and development of smart logistics zone through PPP mode in collaboration with private entrepreneurs. With a view to creating a state-of-the-art ecosystem for such a national-level logistics hub, special incentives will be given to the first three anchor logistics entities that take the lead in building world-class logistics facilities by adopting AI, blockchain, motion sensors and other emerging technologies.
- ▶ For the development of Nagpur-Wardha National Mega Logistics Hub, land will be made available in coordination with the State Government, Maharashtra Industrial Development Corporation, Local Authority, Special Planning Authority, Local Administration. Private investment will be encouraged for the development of said hub. The Maharashtra Industrial Development Corporation will be designated as the Special Planning Authority for acquisition of Land and necessary approvals for facilitation of this National Logistics Mega Hub.
- ▶ The logistics facilities under the proposed Nagpur-Wardha National Mega Logistics Hub will be empowered by Advanced Technologies such as AI to facilitate and streamline logistics operations through route optimization, predictive maintenance and real-time decision-making capabilities. Additionally, blockchain technology will reduce inefficiencies by ensuring transparent and secure supply chain management and help provide seamless traceability capabilities. Motion sensor technologies will play an important role in facilitating automated and efficient warehousing facilities. By harnessing the capabilities of these advanced systems, the Smart Logistics Zone in Nagpur district will increase the implementation capacity and significantly reduce the associated costs to make the Smart Logistics concept truly accessible to entrepreneurs.

Generally the following Integrated Logistics Facilities will be developed under Nagpur-Wardha National Mega Logistics Hub:

- Integrated Multi modal Logistic Park, Mega and Ultra mega logistics parks
- Modular flexible Warehouses / Cold and Dry storage facilities
- Common facility centres
- ICD / Container Freight Stations
- Special Incentives for Green and Smart logistics parks
- Additional incentives for use of AI / Industry 4.0 based Technologies
- Truck / Bus Terminals / Railway Side ins
- Connectivity to MIHAN
- R&D and Testing Facilities
- Incubation centres / Training Facilities for Skill development
- Hostel, Dormitories & Commercial Zones
- International Exchange centres
- PPP Model in Design-Build-Finance-Operate-Transfer (DBFOT) Model for Smart / Green Logistics Hub

Exhibit 28: Nagpur- Wardha National Mega Logistics Hub



Nagpur - Wardha National Logistics Mega - Hub

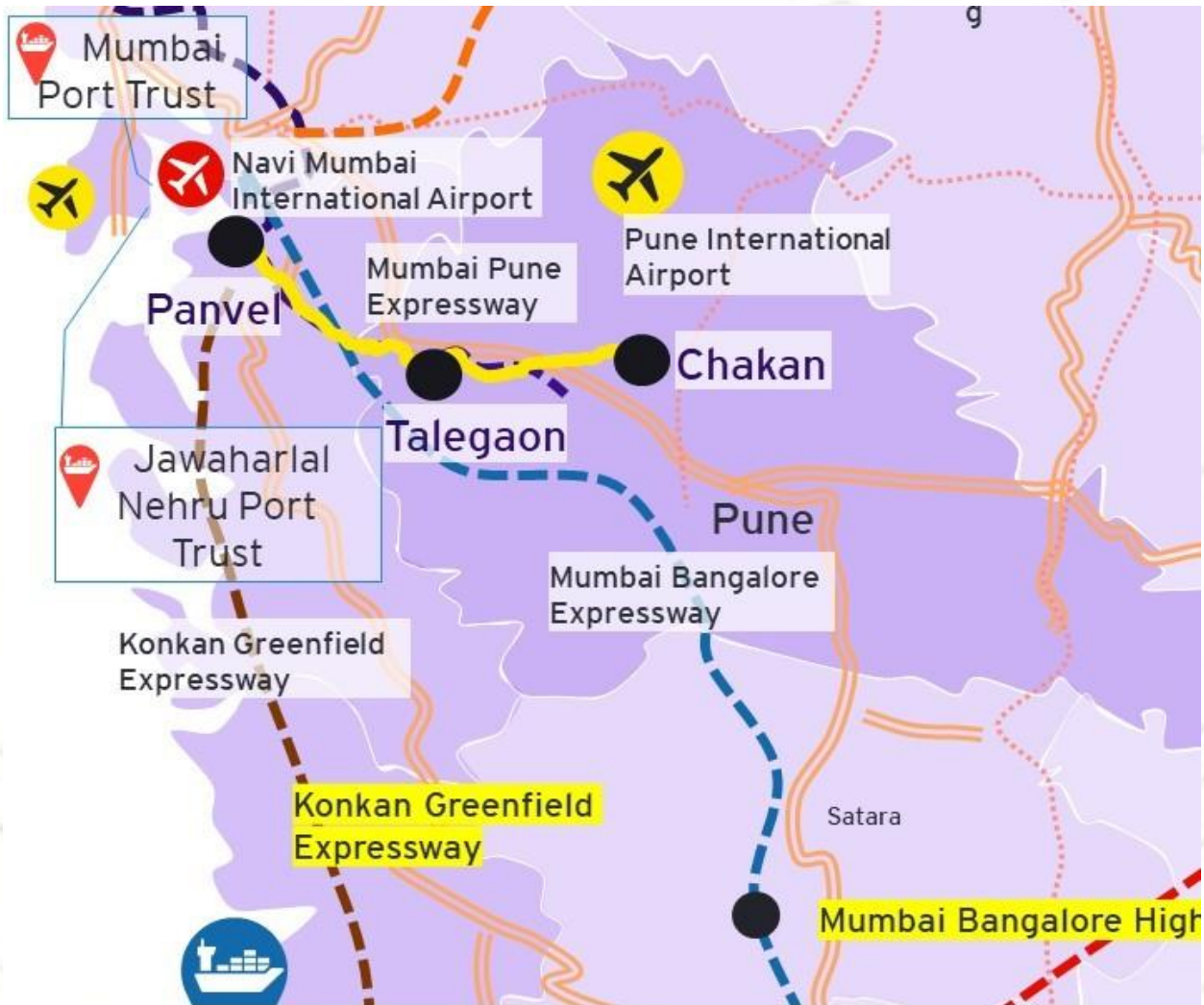
- ✓ Strategic location along major highways or expressways for efficient movement of goods
- ✓ Connects important industrial hubs and regions, supporting economic growth.
- ✓ Provides a channel to other major transportation routes from other states and regions.

1.8 Navi Mumbai Pune International Mega Logistics Hub

Navi Mumbai near Mumbai, the financial capital of the country area has become a major center of industrial development in a short span of time due to the manufacturing and service industry. JNPA's extensive import-export multi-level components at well-established Navi Mumbai have made it an important hub for the logistics sector. The area from Navi Mumbai to Pune has become a major center of international trade and industry due to the industrial estates of Taloja, Patalganga, Rasayne, Khopeli, Mahad, Roha, Chakan, Talegaon. Many large industries are operating in Navi Mumbai and the city has excellent transport connectivity. Major highways such as NH 17, Mumbai - Bangalore National Highway (NH-4), and Mumbai-Pune Expressway provide connectivity to Navi Mumbai. Inclusion of this region in international mega hub will be important for logistic connectivity. The strategy proposes to develop the Navi Mumbai-Pune International Mega Logistics Hub as an ambitious logistics hub of the state in line with the three major ports and the above-mentioned industrial areas in the planned new international airport complex at Navi Mumbai. It is planned to develop the said international mega logistics hub on 2000 acres of land in this area. The proposed International Mega Logistics Hub will facilitate the movement of goods like automotive, agriculture, marine products, iron and steel, engineering, pharmaceuticals and chemicals etc. from the ports of JNPT, Dighi, Vadhvan, and Navi Mumbai International Airport along the Panvel to Chakan stretch. The following are the indicative facilities under the proposed International Mega Hub:-

- ▶ Integrated and multimodal logistics parks, Mega and Ultra Mega Logistic Park
- ▶ Modular flexible Warehouses / Cold and Dry storage facilities
- ▶ Common facility centres
- ▶ Special Incentives for Green and Smart logistics parks
- ▶ Additional incentives for use of AI / Industry 4.0 based Technologies
- ▶ Truck Terminals
- ▶ Connectivity to JNPA, Airport & New Airport
- ▶ R&D and Testing Facilities
- ▶ Partnership for Skill development.
- ▶ Commercial Zones
- ▶ International Exchange centres
- ▶ PPP Model for Smart / Green logistics Hub

Exhibit 29: Navi Mumbai International Mega Logistics Hub



Navi Mumbai - Pune International Logistics Mega - Hub

- ✓ The upcoming international airport in Navi Mumbai, along with Mumbai airport, enhances its air cargo capabilities.
- ✓ Immediate proximity to JNPT creates a hub for international logistics operations.
- ✓ Access to major markets of Mumbai and Pune fuels its logistical connectivity and scope.

1.9 Planning Authority:

The planning authority for the approval of plans for developing Small, Large, Mega, and Ultra Mega Logistics Park, Integrated Truck Terminals and logistics activities (units) will be respective planning authorities designated for the area. The planning authorities concerned shall have the authority to approve layouts of projects, approve building plans, plan changes and improvements. Special Planning Authority such as Maharashtra Industrial Development Corporation, CIDCO, MMRDA. and Local Municipal bodies can develop, promote and disseminate logistics parks within their jurisdiction either on their own or under PPP mode.

1.10 Execution Authority:

Development Commissioner (Industries), Directorate of Industries will be the Nodal Officer for implementing the logistic policy across the state. The state level logistic cell under the chairmanship of Development Commissioner (Industries) will accept, scrutinize the proposals received under Small, Large, Mega and Ultra Mega Logistic Park, ICDs, CFS, Truck Terminals, FTWZ, PFT, etc and will recommend for approval of incentives to State Level Monitoring Committee. The proposals of independent private logistic units falling under MSMEs shall be received, processed, and scrutinized by GM, DICs and will be further approved by Development Commissioner (Industries). A separate portal for this shall be created by Directorate of Industries.

2. Promotion of Use of Technology and Sustainability Initiatives

Maharashtra Logistics Policy-2024 recognizes the importance of advanced technology for productivity, competitiveness and quality of services at various stages of the logistics sector and promotes the creation of an excellent logistics ecosystem such as smart logistics as well as skill development, sustainability and ease of doing business and thereby aims at creating sustainable economic development.

2.1 Promoting use of technology to reduce time taken for logistics

The main objective of logistics strategy is to reduce logistics costs by improving efficiency at various stages through smart logistics. In order to make more use of advanced modern technology, the proposed policy provides attractive facilities, incentives to start-ups, attractive incentives to developers and entrepreneurs who develop logistics facilities. Under the policy, the following measures are suggested for maximum use of advanced technology in the logistics sector:-

▶ 2.1.1 Usage of Blockchain within the Logistics Sector to ensure data authenticity and confidentiality:

The adoption of blockchain would ensure data authenticity, confidentiality, and protection against unauthorized access and tampering. Once recorded on the blockchain, data remains unalterable and transparent, fostering a secure environment where information integrity is maintained.

Through blockchain integration, the state logistics portal will offer a robust framework for real-time, authenticated access to logistics information, streamlining processes and enhancing efficiency. This approach not only aligns the vision of leveraging technology for economic development but also positions Maharashtra as a pioneer in the adoption of innovative and secure digital solutions within the logistics sector.

By integration of various digital systems (Integration of Digital System) e.g. Integrating data from multiple sectors such as road transport, railways, customs, aviation and commerce will help entrepreneurs to ensure better logistics performance.

► **2.1.2. Use of Artificial Intelligence (AI) to enhance visibility:**

The use of AI technology will be encouraged for the adoption / implementation of modern technologies to improve logistics terminals, transport systems, storage facilities and visibility of logistics in the state. Artificial intelligence (AI) technology will be used to ensure route optimization and sustainability, as well as data analytics technology to help efficiently utilize resources by predicting future demand. Internet of Things (IoT) sensors provide real-time tracking for timely delivery of shipments. The use of drones and autonomous vehicles can enhance service quality by improving the speed and ease of delivery.

The use of IT-based systems, CCTV cameras, recordable inspection, enforcement mechanisms, traffic cameras, RFID readers on freight vehicles, and integration of government data repository/portals can reduce reliance on physical presence and prevent multiple stops of vehicles.

Inventory management systems play a pivotal role in logistics by optimising stock levels, minimising excess inventory, and thereby reducing processing times and enhancing overall operational efficiency. The State will encourage support towards technology adoption cost that will improve / enable efficient process automation and quality of services.

► **2.1.3 Intelligent Logistics Management System (ILMS) for real time data and faster approvals:**

To increase transparency in the logistics ecosystem, streamline the value chain, and better manage the logistics network (transport), the State Transport Department will devise Intelligent Logistics Management System (ILMS), which will be integrated with respective state department's dashboard. This will have features like route optimization and planning, predictive analytics, cutting-edge vehicle safety systems, security and emergency systems, payment systems, and freight transport management on crucial cargo routes. ILMS will be synchronised with the central government Unified Logistics Interface Platform (ULIP) to link multiple data sources and develop cross-sectoral use cases logistics stakeholders.

This will monitor the progress of approved projects, information and data dissemination, grievances redressal, inter department coordination, transport, and communication related updates, etc. This portal will be further integrated with MAITRI. The portal on board will related nodal departments by integrating them for exchanging the database for efficient logistic and related activities. New logistics parks and godowns would be mapped by Maharashtra State warehousing Corporation with help of Maharashtra Remote Sensing Application Centre to be under the logistics policy.

2.2 Promote Sustainability of logistics sector

Maharashtra Logistics Policy-2024 proposes various measures for the sustainable development of the sector and under this the following actions have been proposed to strengthen the logistics sector by providing necessary reforms/incentives by incorporating the elements under the various stages of the process.

▶ 2.2.1 Transport Incentives under Green Logistics:

- Use of electric vehicles, and environment friendly fuels, such as "Green Hydrogen" for moving freight throughout the State.
- E-commerce and distribution businesses will be encouraged to use environmental friendly fuel or electric vehicles.
- Incentives specified under the Maharashtra E-Vehicle Policy – 2021 will be available for fleets of electric vehicles in the logistics sector.

▶ 2.2.2 Sustainable Design

Adoption of sustainable design standards and greening solutions that gets rating under LEED certification or GRIHA systems for the building of logistics infrastructure.

▶ 2.2.3 Modal Shift

The State Government will promote a modal shift from road to environment friendly rail and coastal shipping through development of terminal infrastructure including captive jetties and Gati Shakti multi-modal cargo terminals.

▶ 2.2.4 Green Logistics Park

Green logistics park focuses on green concepts and techniques that can help address socio-economic and environmental issues. It will address green concepts like water conservation, energy efficiency, reduction in fossil fuel use, warehouse management and overall supply chain management. Distinguishing Facilities may include:

1. Recycling from waste, Re-processing.
2. Working with non-conventional energy sources.
3. Extensive horticulture and plantation with adequate Effluent treatment
4. Water reuse for landscaping and horticulture
5. Use of natural materials like drystone cladding for exterior cladding
6. Use of bio-methanation for bio-waste processing and food production
7. Rainwater harvesting
8. Installing rooftop solar panels;
9. Increasing efficiency by using single/double glazed windows with optimized U-factor for increased energy efficiency.
10. Availability of adequate ventilation and sunlight in the project facility.
11. Sustainable and long-lasting packaging.

▶ Eligibility criteria for Green Logistics Park are as follows:

- At least 10% of power consumed should be through green energy sources
- Presence of recycling centres
- Ensuring bio-waste and water recycling, among others

The Maharashtra Logistics Policy of 2024 acknowledges the paramount significance of technology in enhancing productivity, competitiveness, and service standards within the logistics sector. By placing a strong emphasis on smart logistics, skill development, sustainability and ease of doing business. The policy endeavours to synchronize state's logistics ecosystem with international best practices.

It encourages local entrepreneurs to adopt processes in line with world class practices to optimize logistics processes. Adoption of state-of-the-art technology creates a competent and efficient logistics ecosystem committed to sustainable economic and social development as well as inclusive economic development of the State. Maharashtra Logistics Policy-2024 will play an important role for the overall development of the logistics sector by encouraging youth entrepreneurship by giving special encouragement to start-ups to inculcate innovative concepts in the logistics sector.

3. Incentives for Logistics Park Developers

Logistics sector plays a crucial role in the economy. Government of Maharashtra has accorded "Industry" status at par to the logistics activities. The robust logistics infrastructure is an enabler for boosting not only the industrial sector but also to the agriculture and service sector. State has the advantage of strategic geographical location and has the huge potential to explore it further for efficient logistic activities. The Maharashtra logistics policy-2024 will give further impetus to the sector. The policy execution pillars are based on exploring the various state activities in the logistics sector and logistics entities shall supported through fiscal as well non-fiscal incentives for establishing the required infrastructure.

The State welcomes and encourages private participation in the logistics sector for optimum utilization of available resources. Under the State Logistics Policy-2024, attractive incentives are offered to the entrepreneurs in order to provide employment opportunities at local places and to create logistics services at all locations by investing in the less developed areas of the aspiring entrepreneurs and investors in the logistics sector. For disbursement of incentives to the logistics sector, states have been classified into Zone 1, Zone 2 and Zone 3 as follows.

SN	Zones	Areas
01	Zones 1	Vidarbha Region & Marathwada Region (19 Districts) Vidarbha- Akola, Amravati, Bhandara, Buldhana, Chandrapur, Gadchiroli, Gondia, Nagpur, Wardha, Washim, and Yavatmal Marathwada- Chhatrapati Sambhaji Nagar, Jalna, Beed, Dharashiv, Nanded, Parbhani, Hingoli, Latur
02	Zone 2	Ratnagiri – Sindhudurg, Dhule – Nandurbar and Remaining D & D+ Areas in Maharashtra as per PSI 2019
03	Zone 3	This includes area other than Zone 1 and Zone 2 areas

To promote the logistics activities on the above-mentioned zones, incentives will be offered in terms of Fiscal and Non-fiscal benefits.

3.1 Fiscal incentives to Logistics Parks:

Under the Maharashtra Logistics Policy 2024, the following financial incentives will be entitled to Small, Large, Mega & Ultra Mega logistics parks and integrated truck terminals.

3.1.1 Special Capital Incentives: The logistics parks namely Small, Large, Mega, Ultra-Mega Logistics Park and Integrated Truck terminal will be incentivized with special capital incentives in Zone-1 and Zone-2 areas only. The details are as below.

SN	Classification of Logistics Infrastructure	Project/ Park Minimum Area (Acres)	Minimum Investment in FCI (Rs. In Crores)	Capital Subsidy (%)	Maximum Cap of Assistance (Rs. In Crores)	No of parks to be promoted	Development Period
01	Small Logistics Park	05	10	20%	2	First 50 (Max 2 in each district)	2 Yrs
02	Large Logistics Park	50	100	15%	15	9	3 Yrs
03	Mega Logistics Park	100	200	15%	30	6	4 Yrs
04	Ultra Mega Logistics Park	200	400	10%	40	3	5 Yrs
05	Integrated Truck Terminals	5 (If the area is adjacent to the National Highway 3 acres)	5	20%	1	First 100 (Max 4 in each district)	1Yrs

The above defined special capital incentive (Grant-in-aid) will be calculated based on fixed capital investment (FCI). The land cost will not form part of FCI. Fixed Capital Investment will not include the cost of land (In the case of Integrated Truck Terminals, only 25% of the cost of land shall be treated as FCI). Eligible mandatory project components (mandatory components as mentioned in paragraph 3.3) are necessary under fixed capital investment for granting special capital incentives grants to the above-mentioned logistics park projects. Project wise investment in mandatory components by logistics entities will be considered for special capital incentives. The detailed procedure for determining the incentives will be issued separately in the guidelines.

3.1.2 Power at Industrial Rate:

- Electricity will be made available at Industrial rates for activities other than business and commercial facilities for all eligible and approved logistics parks as per Maharashtra Logistics Park 2024.
- As per provisions of the Maharashtra Electricity Regulatory Company, the Power Distribution Franchises Model can be accepted for approved logistics park.
- Production of electricity using non-conventional energy sources, its distribution and selling will be allowed for logistics parks.

- An additional 10% incentive will be given to these types of parks to promote green logistics parks under the state's green initiatives.
- Logistic parks will be allowed to purchase electricity from any other electricity generation company as open access power, as per prevailing provisions in MERC.
- Line-In-Line-Out of power from the transmission lines to the substation/ switching station will be allowed.
- Uninterrupted 24X7 power supply will be made available to the Logistic Parks.

3.1.3 Development of Critical Industrial Infrastructure: Government of Maharashtra has earmarked the budgetary provisions to address the industrial infrastructure gaps in first and last mile connectivity. The financial support with the cap of INR 5 Cr for the connected infrastructure of road, and water. A committee constituted under the Hon. Chief Secretary will take the final decision on sanctioning projects on a case-by-case basis along with details of financial assistance.

3.1.4 Support to Green Logistics Initiatives (New Component/ Existing Component):

In order to support green logistics initiatives, following incentives will be given.

- Eligible entities may avail incentives for goods carriers in concurrence with Maharashtra EV Policy.
- Park developers may avail 100% road tax exemption for purchase of at least 50 Hybrid or Plug-in-Electric or Electric Cargo Vehicles of minimum load capacity of at least 1MT per vehicle.
- Green Industrialization Assistance for Logistics Park developers undertaking green and sustainable initiatives as listed in para 11 of Industrial Policy 2019.

3.2 Non-Financial Incentives

Additional non fiscal support and benefits for all classified Parks (Multi-Story Logistics Park, Small, Large, Mega, Ultra-Mega) to be established in Zone-1, Zone-2 and Zone-3 are as below.

(I)FSI for Multi-Story Logistics Park, Small, Large, Mega, Ultra Mega Logistics Park:

All over the state for Logistic Parks one or the permissible basic FSI, whichever is more, will be applicable to Multi-Story Logistics Park, Small, Large, Mega and Ultra mega logistics parks. FSI will be permissible over base FSI for development of all type of Multi-Story Logistics Park, Small, Large, Mega and Ultra mega logistics parks in the state with or without premium as follows*:-

SN	Minimum Road Width	Maximum Permissible FSI in MMR region	Maximum Permissible FSI in Rest of Maharashtra
1	12 mtrs	Up to 3	Up to 3
2	18 mtrs	Up to 4	Up to 3.5
3	27 mtrs	Up to 5	Up to 4

In addition, other applicable FSIs like Ancillary FSI will be applicable as per MIDC CDCPR norms in MIDC area.

*DCR, CDCPR, UDCPR, SPA Provisions under Maharashtra IT/ITES policy 2023 will be applicable for Logistics parks under Logistics Policy 2024.

The amount of premium for additional FSI shall be as below:

SN	Zones	Areas	Premium
01	Zones 1	Vidarbha Region & Marathwada Region	None
02	Zone 2	Ratnagiri – Sindhudurg, Dhule – Nandurbar and Remaining D & D+ Areas in Maharashtra as per PSI 2019	10%
03	Zone 3	This includes area other than Zone 1 and Zone 2 areas	15%

The concerned Special Planning Authorities will make necessary amendments in Development Control Rules (DCRs), Development Control and Promotion Rules (DCPR) and Unified Development Control and Promotion Rules (UDCPR), respectively.

(II) Industry and Infrastructure Status to logistics sector: As the logistics sector is the backbone for the empowerment of the industry, services and agriculture sectors, the logistics sector is being given the status of “Industry and Infrastructure Sector” to further empower the logistics industry in the state.

(III) Higher Ground Coverage concession: Integrated logistic parks shall be allowed higher ground coverage upto 75% (subject to setback and fire safety regulations and existing FSI norms being followed).

(IV) Relaxation on Zone Restrictions: Considering the need for logistic park for agriculture, industrial and commercial activity, logistic facilities will be permitted in any zone across the state. Except Agricultural, No-development & Industrial zones all areas where there is need for zone conversion premium will be charged at 15% of prevailing ready reckoner rate based on township policy.

(V) Relaxation on height restrictions: Height restrictions as per National Building Code provisions on multi-level stacking for open container yards will be relaxed for logistics parks taking into account fire safety requirements for maximum utilization of space. Maximum height for warehouse use shall be permissible up to 24 meters as per fire department norms and availability of road width and for other use (non- hazardous) it can be done above 24 meters.

(VI) 24X7 Operations: Logistics warehouses, MMLPs, CFSs, and other units / parks allied to delivery services shall be permitted to operate 24x7 while ensuring adherence to safety norms as prescribed by the Labour Department and other relevant authorities.

(VII) Facilitation for Skill & Entrepreneurship development: The ambitious integrated logistics master plan proposed in the policy for creating a smart and extensive logistics network across the state would require a professional and skilful manpower. Directorate of Industries Maharashtra in association with Maharashtra Skill Development Corporation (MSDC) and Entrepreneurship promoting institutions shall jointly map skill gaps and design appropriate short term and long-term courses to be implemented by the promoters of logistics park. The related schemes of the State and central government for skill enhancement, reskilling, upskilling and incubation will be dovetailed for the optimum results.

(VIII) Single Window Clearance, Ease of Doing Business: Necessary assistance and guidance will be provided to entrepreneurs/promoters through a single window investment facility cell “MAITRI” as

well as a dedicated logistics cell established under it to obtain necessary approvals, permits, non-exemption certificates for enterprises in the logistics sector.

Promotion of Central Government Schemes: State will extend the support and offer facilitation for getting benefits of Central government scheme.

3.3. Necessary and Indicative facilities in Logistics Park

Under the Logistics Park project included in Maharashtra Logistics Policy-2024, roads, water supply system, power distribution, fire fighting system, parking facilities, modular and flexible warehouses, packaging and repackaging facilities, goods handling facilities, loading and unloading facilities, waste disposal, recycling, temperature as required and Availability of basic/core services such as humidity control systems, security systems, rest rooms, washrooms, canteens, logistic support services and business services shall be mandatory. Availability of truck terminals, fleet management systems, use of modern technologies like robotics and artificial intelligence (AI), green initiatives, EV charging stations and digital warehouses will be mandatory in mega and ultra-mega logistics parks.

The indicative list of logistics facilities for respective categories of logistic parks are described below:

Small Logistics Park	Large Logistics Park	Mega Logistics Park	Ultra Logistics Park	Mega Logistics Park	Integrated Truck Terminals
<ul style="list-style-type: none"> • Fencing and security systems • Physical warehouses, open storage facilities • Fire-fighting system • Restroom & washroom • Office facilities • Infrastructure facilities 	<p>Along with the facilities required for a small logistics park, the following items are required:</p> <ul style="list-style-type: none"> • Cold storage • Commercial zone • Warehouses • Silos • Truck Terminal • Dormitory • General Convenience Centre • Sorting and grading facility • EV charging stations 	<p>Along with the facilities required for a Small, Large logistics park, the following items are required:</p> <ul style="list-style-type: none"> • Sustainable design initiatives • Energy efficiency and green energy • Recycling Centre • Non-renewable energy sources/solar energy infrastructure (minimum 10 % of total consumption) • Digital Warehousing • Use of Internet/ 4.0A/ and ML • Fleet management system • Smart temperature management 	<p>Along with Small, large, Mega logistics parks require the following along with the necessary facilities:-</p> <ul style="list-style-type: none"> • Use of robotics and other smart technologies • Mechanized warehouses • Use of telematics • Use of robots and drones 	<ul style="list-style-type: none"> • Truck Parking Area • Dormitory for Drivers • Restroom • Food court • Repair & Maintenance of Truck • Weight Bridges • Primary Medical facilities 	

The logistics sector is recognized as a crucial driver of the economy, serving not only the industrial sector but also agriculture and services. With its strategic geographical location, the state possesses immense potential to further enhance its logistics activities.

Logistics policy promotes efficient use of available resources, both public and private, and through joint ventures, by promoting the active participation of the private sector. The strategy intends to create attractive opportunities for potential investors and entrepreneurs in the logistics sector by promoting new sector capacity.

4. Incentives for Standalone/ Independent Logistics Units

State support shall be provided to Standalone/ Independent units in the MSME category engaged in core logistics activities/ facilities.

Particulars	Unit description	Support & Facilitation	Incentives
Excluding land cost logistics ventures with investments up to Rs 50 crores Warehousing and cargo handling units	<ul style="list-style-type: none"> Warehouses Silo Cold Storage 	<ol style="list-style-type: none"> Industry status Power at Industrial Rate. Higher Ground Coverage Relaxation on Zone Restrictions Relaxation on height restrictions Operations 24x7 EoDB, Single window clearance. 	<p>A. Interest Subsidy:</p> <ol style="list-style-type: none"> Units Inside the approved parks: Interest subsidy 3% for units inside the park. The cap of incentive Interest Subsidy will be Rs. 75 lakh p.a. up to 5 years. The said incentives will be sanctioned to the first 100 entities during the policy period. Units Outside the park: Interest Subsidy 2% for units outside park having min. 20,000 Sq.Ft. built up area with base FSI. The cap of incentive (interest Subsidy) will be Rs. 50 lakh p.a. up to 5 years. The said incentives will be sanctioned to the first 100 entities during the policy period. <p>B. Stamp duty exemption:</p> <ol style="list-style-type: none"> Units Inside the approved parks: 75% Stamp duty exemption for units inside the park on purchase or long-term lease agreement (Minimum 15 years) Units outside the approved parks: 50% Stamp duty exemption for units outside the park on

Particulars	Unit description	Support & Facilitation	Incentives
			<p>purchase or long term lease agreement (Minimum 15 years)</p> <p>C. Technology Adoption: MSME units situated inside as well outside approved parks will be incentivized for adoption of new age technology for smart warehousing and cargo handling purposes. These includes Use of AI, Blockchain technology, robotics and automation, etc. One time incentive of 25% of the investment in technology shall be reimbursed up to a limit of INR. 100 Lakh to the first 50 entities during the policy period</p>
Other Units in logistics Activities providing services / facilities (Independent/Standalone Units)	<ul style="list-style-type: none"> • Private Freight Terminal • Integrated Truck Terminals • Container Freight Station • Air Freight Station • Inland Container Depot • Free Trade and Warehousing Zones (FTWZ) 	<ol style="list-style-type: none"> i. Industry status ii. Power at industrial rate. iii. Higher ground coverage iv. Relaxation on Zone Restrictions v. Relaxation on height restrictions vi. 24x7 operations vii. EoDB, Single window clearance. 	<ol style="list-style-type: none"> i. Ease of Doing Business ii. Single Window clearances iii. Integration with other State and Central schemes

***For all above-described incentives (Fiscal & Non-fiscal benefits) the operational guidelines will issued separately.**

The proposed interventions in the Maharashtra Logistics Policy 2024 will help create an excellent ecosystem for the logistics sector by making maximum use of the state's unique geographical location and encouraging public and private investment. Through the logistics policy, the state of Maharashtra will contribute significantly to the social and economic development of the country and the state by becoming a leading logistics hub in the country.

5 Ease of Doing Business for the Logistics Sector:

5.1 Exemption from any kind of prior permission to MSMEs in logistics sector (factors with investment limit of Rs. 50 crores excluding land cost):

MSMEs are the backbone of Maharashtra's state economy contributing almost 25% of State GSDP and are also a prominent source of employment after agriculture sector. Parks / Units having investment up to Rs. 50 crores will get special relaxation under Ease of Doing Business (EoDB) to start their activities without prior permissions / approvals. MSME entities engaged in eligible logistic activities falling under Green / White category shall be allowed to start development from the date of possession of land / premise without prior permission, however the park / unit should obtain all the statutory clearances within 1 year. In the case of ready premises, units shall be allowed for obtaining statutory permissions within a period of 1 year from date of operation of unit. However, it would be mandatory for them to inform Directorate of Industries of their activities. Also, it would be mandatory for them to adhere to relevant rules and regulations and obtain necessary approvals from other related departments within 1 year from starting of operations. These activities would be permissible in agriculture, industrial and commercial zones. The detailed modalities of these shall be issued separately.

5.2 Assistance and guidance through Single Window Clearance (MATRI) for Logistics Units:

The Government of Maharashtra has created a completely online facility for the industries under the supervisory control & Industries Department to obtain necessary licenses, documents, registration certificates easily and within the prescribed time frame. Through the said single window facility in the state, the state government is providing the necessary facilities to the entrepreneurs to establish their business at a fast pace and to overcome their hurdles through facilitation cell. The state government has recently passed the Maitri Act and accorded statutory powers. The said facilities available through Maitri will be made available to the logistics units and a separate logistics cell consisting of experts from Maitri will be under the control of the Development Commissioner (Industries).

5.3 Industry & Infrastructure status:

Considering the necessity of having a strong logistic backbone for the successful operation of industries, the logistics sector has been accorded "Industry & Infrastructure status" to facilitate ease of doing business in the State.

5.4 Concession in Ground Coverage:

Logistic parks shall be allowed higher ground coverage up to 75% (subject to setback and fire safety regulations and existing FSI norms).

5.5 Zones permitted for establishing logistics park:

As per UDCPR 2020, logistics park can be established in agriculture, industrial, and commercial zones. The promoter shall be required to adhere with the guidelines provided under UDCPR 2020 and amendments therein.

5.6 Relaxation on height restrictions:

Maximum height for warehouse use shall be permissible up to 24 meters as per fire department norms and availability of road width and for other use (non- hazardous) it can be done above 24 meters.

5.7 Separate portal for logistics sector:-

For updating information, data availability of various departments of the state government related to the logistics sector, a separate logistics portal will be created and linked with the ULIP portal of the central government.

5.8 24X7 Operations:

Logistics warehouses, MMLPs, CFSs, and other units / parks allied to delivery services shall be permitted to operate 24x7 while ensuring adherence to safety norms as prescribed by the Labour Department and other relevant authorities.

6. Convergence of other policies and programs of Central and State Governments:

Sr No	Scheme/ Policy Name	Department	Details under the policy/ scheme
1	National Logistics Policy	Department of Promotion of Industry and Internal Trade (DPIIT) of Central Government	<p>State Engagement:</p> <p>In order to being holistic focus on logistics at state level, states and UTs are developing State Logistics Plans (SLPs) aligned with NLP. LEADS (Logistics Ease Across Different States index for logistics performance monitoring across states has been developed. Survey is conducted annually, and states are ranked.</p> <p>Maharashtra state developed the Maharashtra Integrated Logistics Masterplan that is aligned with the National Logistics Policy.</p>
2	ULIP (Unified Logistics Interface Platform)	Department of Industry and Trade Promotion (DPIIT) of Central Government	<p>The aim of this platform is to integrate all logistics and transport sector digital services into a single portal there by reducing the long and cumbersome processes.</p> <p>Under the technology interventions, Maharashtra state aims to create a dashboard for logistics integrating the ULIP Platform.</p>
3	PM Gati Shakti	Department of Industry and Trade Promotion (DPIIT) of Central Govt.	<p>PM Gati Shakti National Master Plan is a digital platform bringing 16 ministries including railways and roadways for integrated planning and coordinated implementation of infrastructure connectivity projects.</p>

			<p>This mechanism has been adopted by the states/ UTs and meetings are also being organized to assess the last and first mile connectivity gaps and ensure seamless movement.</p> <p>Maharashtra state will devise Intelligent Logistics Management System (ILMS), which will be integrated with respective state department's dashboard.</p>
4	Various policies of solar, wind, and other form of renewables Energy.	Ministry of New and Renewable Energy of Central Govt	<p>MNRE is the nodal ministry for the government of India on all matters relating to new and renewable energy.</p> <p>The policies will facilitate designing, development and deployment of green energy application in logistics parks.</p> <p>Under the Maharashtra Logistics Policy, the state aims to develop green logistics park with a minimum of 10% of green energy sources.</p>
5	National Highways Logistics Management Ltd.	Union Ministry of Road Transport and Highways (MORTH)	<p>National Highways Logistics Management Limited is an umbrella SPV for implementation of Multi-Modal Logistics Park and connectivity thereof, highway connectivity to the ports and other associated works.</p> <p>The MoRTH under Gol has undertaken the work of setting up 35 MMLPs at strategic locations in India out of which 4 are in Maharashtra.</p>
6	Maharashtra Maritime Policy	Maharashtra Maritime Board under the Department of Transport, Government of Maharashtra	<p>Port-led Development- The synchronization of industrial development with maritime development is important. Various steps are taken by the maritime board for synchronization of industries and maritime sector in Maharashtra like development of logistics services clusters, connecting logistics park in the state to ports.</p>
7	Maharashtra Electric Vehicle Policy 2021	Department of Transport & Environment, Government of Maharashtra	<p>Maharashtra Logistics Policy aims to promote use of EVs for last mile connectivity and incentives as per Maharashtra EV Policy 2021 will be made available.</p>
8	Sagarmala	Ministry of Ports, Shipping and Waterways of the Central Government	<p>The master plan proposed in the policy aims to further strengthen the planned Sagarmala Maharashtra projects. These shall further ease the connectivity with planned regional, state, national logistic units / hubs.</p>
9	UDAN	Ministry of Civil Aviation of Central Govt	<p>Under the Regional Connectivity Scheme of Ude Desh Ka Aam Nagrik (UDAN) scheme of Ministry of Civil Aviation, 9 districts of</p>

			Maharashtra are covered. Once the proposed logistic infrastructure starts generating expected volume of cargo, these proposed airports shall be of greater help to ease the logistics movement.
10	National Green Hydrogen Mission	Ministry of New and Renewable Energy of Central Govt	The scheme's focus is on exploring and enhancing the application of green hydrogen in vehicles, specifically buses, trucks, and 4-wheelers. The policy aims to promote sustainable and green initiatives in alignment with the objectives of National Green Hydrogen Mission.
11	Economic Railway Corridor Programs	Union Ministry of Railways	Energy, Mineral, and Cement Corridors, Port Connectivity Corridors, and High Traffic Corridors identified under PM Gati Shakti initiative has been announced in Union Budget 2024-25. These are expected to increase the connectivity and improve safety.
12	NLDSL's Logistics Data Bank	NLDS Central Government	Monitoring the movement/availability of containers in India using information technology and transporting them cost-effectively.

In order to coordinate and facilitate with various departments of the central government, measures will be taken with various departments of the central government related to railways, ports, national highways, airports and logistics sector. Under Maharashtra Logistics Policy- 2024 entities will be assisted/facilitated for speedy approval of connecting infrastructure and coordination with Government of India for obtaining necessary approvals.

7. Skill Development and Capacity Building

Presence of trained workforce is a crucial enable for attracting investments and the establishment of new enterprises in the logistics industry. Skill development for the logistics sector will be promoted by the State so that logistics companies can improve their service levels. Further it shall aid in creation of suitable / lucrative employment opportunities in Maharashtra. The activities of the department for skill development are as follows:-

Sr. No.	Particulars	Department Initiative	Partnership Department
1	Skilling and Upskilling Development	In conjunction with the Maharashtra Skill Development Society, the State will design a Logistics Sector Skill Action Plan to identify skill gaps, as well as logistics job roles anticipated to have high demand in the future.	Maharashtra State Skill Development Society and Directorate of Industries
2	Introduction of courses	The State will support the introduction of training programs and courses tailored to the logistics industry in the State in collaboration with the	Maharashtra State Skill Development Institute and

		Logistics Sector Skill Council, central, state, and local educational institutions, and governmental organizations.	Directorate of Industries
3	Centre of Excellence	Centers of Excellence (CoEs) will be set up across the state to promote innovation, innovative technology and entrepreneurship as well as employment opportunities in the logistics industry.	National Skill Development Institute
4	Standardization and Certification	With the Maharashtra Skill and Innovation Society, (loaders/unloaders, packers, and commercial drivers) can obtain a skill development certificate in accordance with the NSDC. Building private training facilities in the state shall offer training in logistical industries through its authorized vendors and training providers.	Maharashtra State Skill Development Society and Directorate of Industries
5	Skills University Affiliation	Courses with apprenticeship pedagogy may be developed in partnership with skill university	Maharashtra State Skill Development Institute and Directorate of Industries

Efforts are being made to develop the State Labor Market Database with the help of relevant stakeholders. The said information system will act as a database of information certified by appropriate organizations for the qualification of workers.

Under the Maharashtra Logistics Policy-2024, the emphasis has been placed on the integration of related policies and plans by aligning the state level initiatives with the national policy and coordinating the various departments as well as the integration of various sector-based policies. In this, special attention has been given to promote state development schemes by bringing coordination/harmonization in various regulations. The strategy aims to promote the development of the logistics sector by promoting efficiency through all-inclusiveness and thereby the economic development and competitiveness of the state.

8. Institutional Framework

To monitor the growth of the logistics sector in the state and smooth implementation of the Maharashtra Logistics Policy 2024, an institutional mechanism will be created that will follow the roles and responsibilities associated with the policy.

The roles and responsibilities of the committees

(A) State Level Empowered Committee (SLEC):

SLEC will be formed under the chairmanship of Chief Secretary, Government of Maharashtra. The SLEC will comprise of the following officials:

Sr. No.	Member	Designation
1	ACS/PS/Secretary, Revenue Department	Member
2	ACS/PS/Secretary, Forest Department	Member
3	ACS/PS/Secretary, Public Works Department	Member
4	ACS/PS/Secretary, Planning Department	Member
5	ACS/PS/ Secretary, Finance Department	Member
6	ACS/PS/Secretary, Industries Department	Member
7	ACS/PS/Secretary, Food and Civil Supplies Department	Member
8	ACS/PS/Secretary, Transport Department	Member
9	ACS/PS/Secretary, Agriculture Department	Member
10	ACS/PS/Secretary, Co-operation & Marketing Department	Member
11	ACS/PS/Secretary, Ports	Member
12	ACS/PS/Secretary, Aviation Department	Member
13	ACS/PS/Secretary, Environmental Department	Member
14	ACS/PS/Secretary, Energy Department	Member
15	ACS/PS/Secretary, Urban Development (1) Department	Member
16	Chief Executive Officer, MIDC	Member
17	Representative of GM, Central, Western, Konkan, South Central Railway	Member
18	Representative of BPT & JNPT	Member
19	Development Commissioner, Industries Department	Member Secretary

The SLEC shall be empowered for taking decisions on following tasks:

- Taking policy level decision as needed.
- To coordinate and resolve the interdepartmental issues/bottlenecks hindering the growth of logistic sector in the state.
- To decide and support first mile/ last mile connectivity to National Economic Corridors and major transportation projects including Rail, Air and Shipping / Inland waterways terminals.

(B) State Level Monitoring Committee (SLMC):

SLMC will be formed under the chairmanship of ACS /PS / Secretary (Industries), Government of Maharashtra. The structure of the committee is as follows:

Sr. No.	Member	Designation
1	ACS/PS/Secretary, Revenue Department	Member
2	ACS/PS/Secretary, Forest Department	Member
3	ACS/PS/Secretary, Public Works Department	Member
4	ACS/PS/Secretary, Planning Department	Member
5	ACS/PS/ Secretary, Finance Department	Member
6	ACS/PS/Secretary, Food and Civil Supplies Department	Member
7	ACS/PS/Secretary, Transport Department	Member
8	ACS/PS/Secretary, Agriculture Department	Member

9	ACS/PS/Secretary, Co-operation & Marketing Department	Member
10	ACS/PS/Secretary, Ports	Member
11	ACS/PS/Secretary, Aviation Department	Member
12	ACS/PS/Secretary, Environmental Department	Member
13	ACS/PS/Secretary, Energy Department	Member
14	ACS/PS/Secretary, Urban Development Department (1)	Member
15	MD, Maharashtra Warehousing Corporation	Member
16	Jt. Chief Executive officer, MIDC (Kokan)	Member
17	Representative, Director General of Foreign Trade	Member
18	Representative, Container Corporation of India Limited	Member
19	Representative, JNPT, BPT	Member
20	Representative of Logistics Industry	Invitee
21	Representative, Federation of Indian Export Organization (FIEO)	Invitee
22	Representative of prominent EPCs	Invitee
23	Industry Associations, Research Institutions, Experts, Exporters and Importers, Maharashtra Remote Sensing Application Centre, etc. (2)	Invitee
24	New age technology firms, startups, e-commerce, freight terminals and MSME units engaged in logistics ecosystem (2)	Invitee
25	Development Commissioner, Industries Department	Member Secretary

The SLMC shall have following responsibilities:

- Approvals and finalization of project cost and state grant for the proposals submitted and recommended by Directorate of Industries.
- To formulate the process for getting fast-track approvals to the Small, Large, Mega, Ultra Mega Logistics parks, multi-storeyed logistics parks and integrated truck terminals & Defining responsibilities and turnaround time (TAT) for each department.
- Evaluating the proposals for small, large, large and super large logistics parks and recommending the said proposals to the State Level Empowered Committee for final approval.
- To evaluate and approve the proposals of integrated truck terminals.
- To review progress of approved projects and give necessary directives to the implementing agencies/ promoters of the project.
- Inter-departmental coordination, resolve the issues / grievances for obtaining objectives of the Maharashtra Logistics Policy 2024.
- **To evaluate the proposals received from directorate of Industries & forward with recommendation to State Level Empowered Committee for final approval**

(C) District Logistics Coordination Committee (DLCC):

DLCC will be formed under the chairmanship of District Collector. The committee comprises of the following officials/ stakeholders:

Sr. No.	Members	Designation
1	Chief Executive Officer, Zilla Parishad	Member
2	District Transport Officer	Member
3	District Superintendent, Agriculture	Member

4	District Deputy Registrar	Member
5	Executive Engineer, PWD	Member
6	Executive Engineer, Irrigation Department	Member
7	Executive Engineer, Water Supply & Sanitation Department	Member
8	Superintending Engineer, MSEDCL	Member
9	Superintendent of Police/Deputy Commissioner of Police	Member
10	Assistant Director of Town Planning	Member
11	District Forest Officer	Member
12	Representative of local municipal bodies/ local authorities	Member
13	Representative of MSRDC/ NHA	Member
14	Representative of Railways	Invitee
15	Representative of Industries association/ Logistics associations	Invitee
16	Representative of Academic and Research institutes	Invitee
17	General Manager, DIC	Member Secretary

The responsibilities of the DLCC will be as follows:

- To make awareness about Maharashtra Logistics Policy 2024 for ensuring each district has good logistics network.
- To resolve the inter-departmental issues, bottlenecks in the infrastructure and local permissions/approvals/ NOCs within the stipulated time period.
- To promote local start-ups, technocrats and entrepreneurs in the logistics sector for tech-based logistics.
- To regularly monitor and review the approved logistics projects from state level committees.

Logistics Cell at MAITRI :-

A dedicated logistics cell will be formed at MAITRI under the guidance of Development Commissioner (Industries). The primary tasks of the logistics cell will be:

- To facilitate approval of Small, Large, Mega, Ultra Mega, and integrated truck terminals proposals.
- To facilitate fast-track approvals, NOCs required for the logistics park and units providing logistics facilities.
- To make awareness, promotion of the Maharashtra Logistics Policy 2024
- Grievance redressal on regular basis for resolving the issues relating to logistics.
- Guidance, handholding, and mentoring support for the new generation entrepreneurs/ start-ups in the logistics sector.
- To make inter department coordination for resolving the bottlenecks of the logistics sector.
- To designate senior level officer as a state level nodal officer for effective implementation of Maharashtra Logistics Policy 2024. The state nodal officer will be responsible for administrative work related to logistics policy implementation including receipt of proposals, scrutiny and confirming the eligibility of the proposals and submitting the proposal for approval with recommendations. The documentation standardisation, checklist will be finalized by the logistics cell.
- To conduct consultations and co-ordination with the stakeholders for regularizing the existing Bhiwandi logistics hub-District, Thane to have systematic growth plan due to the strong ecosystem generated over there.

The Institutional framework of Maharashtra Logistics Policy establishes organizational structures, coordination mechanisms, and partnerships to support the effective implementation, monitoring and coordination of logistics development initiatives. Through a dedicated institutional framework, the policy aims to enhance governance, promote collaboration, and leverage resources for the development of Maharashtra's logistics sector. The capacity building and regulatory framework through this structure will help the state to address the challenges and capitalize on the opportunities and eventually become a major logistics hub.

9. Council under the Chairmanship of Hon'ble Minister of Industries:

Maharashtra Logistics Policy 2024 contains ambitious initiatives and goals, the strategy aims to make the state a world-class logistics hub. A number of interventions proposed in the policy will help in achieving the set objectives. For regular review and guidance for effective implementation of Maharashtra Logistics Policy 2024. State Logistics Council will be constituted under the chairmanship of the Hon. Minister (Industries), Government of Maharashtra.

The main tasks of the committee are as follows:

- To resolve inter-departmental issues if any for smooth implementation of the policy.
- To take mid-term review of policy after every 2 years for implication and suggest necessary corrections/ amendments/ improvements, etc.
- To conduct consultations with National / International institutions, experts for best outcome of the policy.
- Executing necessary MOUs with investors willing to invest in Maharashtra's logistic infrastructure as part of Maharashtra Logistics Policy 2024.

The committee under the chairmanship of Hon'ble Minister of Industries serves as a high-level advisory and oversight body responsible for driving the development of Maharashtra's logistics sector. The Council will contribute to the objective of enhancing the development and competitiveness of the state's logistics infrastructure by promoting coordinated action, collaboration by bringing together diverse perspectives and expert advice.

List of Abbreviations

AI	Artificial Intelligence
ASI	Annual Survey of Industries
ATM	Automated Teller Machine
BOT	Build, Operate and Transfer
BPL	Below Poverty Line
CA	Controlled Atmosphere
CAGR	Compound Annual Growth Rate
CCTV	Closed Circuit Television
CEO	Chief Executive Officer
CFS	Container Freight Station
CIDCO	City and Industrial Development Corporation of Maharashtra
CO ₂	Carbon di oxide
CPCB	Central Pollution Control Board
DBFOT	Design-Built-Finance-Operate-Transfer
DFC	Dedicated Freight Corridors
DMIC	Delhi-Mumbai Industrial Corridor
EGoS	Empowered Group of Secretaries
EPF	Employee Provident Fund
EV	Electric Vehicle
EXIM	Export-Import Bank of India
FASTag	Fastag Authentication System Tag
FDI	Foreign Direct Investment
FIEO	Federation of Indian Export Organization
FSI	Floor Space Index
G2B	Government to Business
GDP	Gross Domestic Product
GPS	Global Positioning System
GRIHA	Green Rating for Integrated Habitat Assessment
GSDP	Gross State Domestic Product
GVA	Gross Value Added
ICD	Inland Container Depot
IDS	Integration of Digital System
INR	Indian Rupee
IoT	Internet of Things
IQF	Individual Quick Freezing
IT	Information technology
ITES	Information Technology Enables Services
ITMS	Intelligent Transport Management System
JNPT	Jawaharlal Nehru Port
LEED	Leadership in Energy and Environmental Design
MAITRI	Maharashtra Industry, Trade and Investment Facilitation Cell
MCGM	Municipal Corporation of Greater Mumbai
MD	Managing Director
MDA	Ministries, Departments and Agencies



MEAC	Maharashtra Economic Advisory Council
MH	Maharashtra
MIDC	Maharashtra Industrial Development Corporation
MIHAN	Multi-modal International Cargo Hub and Airport at Nagpur
MMB	Maharashtra Maritime Board
MMLP	Multi-Modal Logistics Park
MP	Madhya Pradesh
MSEDCL	Maharashtra State Electricity Distribution Company Ltd
MSME	Micro, Small and Medium Enterprise
MSRDC	Maharashtra State Road Development Corporation Ltd
MT	Metric Ton
NLP	National Logistics Policy
NOC	No Objection Certificate
NPG	Network Planning Group
NSDC	National Skill Development Corporation
OD	Origin-Destination
ODOP	One District One Product
ONDC	Open Network for Digital Commerce
PFT	Private Freight Terminal
PM	Prime Minister
PMC	Pune Municipal Corporation
PMGS	PM Gati Shakti
PPP	Public Private Partnership
PSI	Package Scheme of Incentives
PWD	Public Works Department
RFID	Radio-Frequency Identification
Tn	Trillion
TMC	Thane Municipal Corporation
TSU	Technical Support Unit
UD	Urban Development
ULIP	Unified Logistics Interface Platform
UP	Uttar Pradesh
USD	US Dollar
UT	Union Territories

Reach us:

Principal Secretary (Industries),
Department of Industries, Energy and Labour,
Government of Maharashtra, Mantralaya, Mumbai – 400 032
Tel: 022 – 2202 5393

Development Commissioner (Industries),
Directorate of Industries, New Administrative Building,
2nd Floor, Opp. Mantralaya, Mumbai – 400 032
Tel: 022 – 2202 3584, 2202 8616
Website: www.di.maharashtra.gov.in

Chief Executive Officer,
Maharashtra Industrial Development Corporation (MIDC),
MIDC, Udyog Sarathi, Mahakali Caves Road,
Marol Industrial Area, Andheri (E),
Mumbai – 400 093
Tel: 022 – 2687 0052
Website: www.midcindia.org

Chairman,
Maharashtra Industry, Trade and Investment Facilitation Cell (MAITRI),
'Krupanidhi' Building, 9 Walchand Hirachand Marg,
Ballard Estate, Mumbai – 400 001.
Tel: 022 – 2262 2322/62 MAITRI Dedicated Helpline No. 1860 233 2028/ 1800 120 8040
Email: Maitri-mh@gov.in, facebook: @ifcMAITRI
Twitter (X): @maitri_ifc
Website: www.maitri.mahaonline.gov.in

