



# Maharashtra's Logistics Parks Policy - 2018

With the objective of making Maharashtra part of the global supply chain, Government of Maharashtra has formulated the Logistics Parks Policy. The objectives of the policy include upgrading from traditional warehousing to a fully integrated value added logistic activity, improving efficiency and reduction in logistics costs and improving the overall logistic infrastructure of the State to ensure last mile connectivity.

The policy envisages at least 25 integrated multi-modal logistics parks and promoting a minimum of 100 logistics parks across the State. Eligible logistics activities include cargo aggregation/segregation, sorting, grading, distribution, storage, freight station etc.

## 1. LOGISTICS PARKS:

### A. Integrated Logistics Park (ILP) -

An "Integrated logistic park" will be defined as one that is spread over a minimum of 5 acres of land and having minimum 15 meters wide access road. A minimum of 70% of the total area notified as 'Integrated Logistic Park' shall be used for providing logistic service and upto 30% of remaining area will be permitted for support services and common facilities. The development of notified Integrated Logistics Park shall be completed within 5 years from date of issue of Letter of Intent (LOI) by Directorate of Industries.

### B. Logistics Park (LP) -

Logistics park/building with a minimum of 20000 sq. feet Built Up Area with base FSI will be designated as Logistics park (LP). 80% of total area notified as 'Logistic Park' should be used for providing logistic services, and up to 20% of the remaining area will be permitted for support services and common facilities. The development of a notified Logistics Park shall be completed within 3 years.

## 2. PROMOTIONAL INCENTIVES

### A. Floor Space Index (FSI) -

Integrated Logistic Parks & Logistic Parks will be allowed a base of one or permissible FSI whichever is higher, up to 200% additional FSI will be admissible over the base FSI for development of Integrated Logistic Park & Logistics Park with or without premium as follows:

Location of parks (As defined under PSI 2013)	Premium
No Industries district and Naxalism affected areas	Nil
Areas other than PMC, TMC, MCGM, KalyanDombivali, Mira Bhayendar, Panvel, Ulhasnagar, Ambernath, Navi Mumbai Municipal Corporation, NID and Naxalism Affected Areas	10%
PMC, TMC, MCGM, KalyanDombivali, Mira Bhayendar, Panvel, Ulhasnagar, Ambernath, Navi Mumbai Municipal Corporation	15%



Government of Maharashtra

**B. Higher Ground Coverage -**

Integrated logistics parks shall be allowed higher ground coverage up to 75% (subject to setback and fire safety regulations and existing FSI norms being followed)

**C. Relaxation on Zone Restrictions -** Logistic facilities will be permitted in any zone across there is need of zone conversion, zone conversion premium will be charged at 15% prevailing ready reckoner rate.

**D. Relaxation on height restrictions -** After taking into consideration fire safety requirements, height restrictions as per the provisions of the National Building Code on multi - level staking for open container yards would be relaxed, if applicable, to ensure optimum space utilization. As per the capacity of the fire department & availability of road width maximum height of the building will be admissible up to 24 meters.

**E. Power at Industrial Rate -** In all approved Integrated Logistic Park & Logistics parks, electricity will be made available at industrial rates for activities other than business and commercial facilities. Further, as per provisions of Maharashtra Electricity Regulatory Company, Power Electricity Distribution Franchise model will be accepted.

**F. Critical Infrastructure Support -** Wherever needed, State Government would ensure last - mile - connectivity access to critical utilities such as water, power and access roads up to the Integrated Logistic Park & Logistic Park.

**G. Single Window Clearance -** State will facilitate issuance of applicable industrial clearances through single window investor facilitation cell - MAITRI. MAITRI will have representation from the transport department and will support in liasoning with the RTO and grievance redressal assistance.

