


MANIPUR GAZETTE
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**GOVERNMENT OF MANIPUR
DEPARTMENT OF TEXTILES, COMMERCE & INDUSTRY**

NOTIFICATION

Imphal, the 7th June, 2022

No.TnC-204/27/2021-TCI-T,C&I: In pursuance of the Cabinet approval of the proposed "Manipur Integrated Logistics Policy, 2022" in its meeting held on 21.4.2022, the Governor of Manipur is pleased to notify "The Manipur Integrated Logistics Policy, 2022" for implementation within the State of Manipur with immediate effect.

2. The Manipur Integrated Logistics Policy, 2022 shall be in force for a period of 5(five) years or till the declaration of a new or revised policy, whichever is earlier from the date of notification.

3. The State Government will issue necessary instructions and guidelines to facilitate implementation of the Manipur Integrated Logistics Policy, 2022 and Logistics Policy Cell in consultation with relevant government departments, shall have the right to review the provisions of this policy from time to time and include / amend / delete provisions as it may deem fit for the growth of this sector.

MICHAELACHOM,
Secretary (Textiles, Commerce & Industry),
Government of Manipur.

Manipur Integrated Logistics Policy, 2022

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1. Abbreviations

AIDC : Automatic Identification and Data Capture

CFS : Container Freight Stations

CRWC : Central Railside Warehouse Company Limited

CWC : Central Warehousing Corporation

EFCI : Eligible Fixed Capital Investment

FCI : Food Corporation of India

GFCI : Gross Fixed Capital Investment

MIDC : Manipur Industrial Development Corporation

GPS : Global Positioning System

ICD : Inland Container Depots

ICT : Information and Communication Technology

LEADS : Logistics Ease Across Different States

LP : Logistics Parks

MMLP : Multi Modal Logistics Parks

MoCI : Ministry of Commerce and Industry

MoR : Ministry of Railways

MoRTH : Ministry of Road Transport and Highways

NABARD : National Bank for Agriculture and Rural Development

NAFED : National Agricultural Cooperative Marketing Federation of India

QR Code: Quick Response Code

RFID: Radio-Frequency Identification

RTO: Regional Transport Office

SLEC: State Level Empowered Committee

2. Introduction

2.1. Background

The logistics sector is considered as the backbone of economic growth. Even the growth of other sectors depends heavily on the efficiency of the logistics network. However, Manipur being a land-locked State the cost of logistics continues to remain high in comparison to other States. A key contributor to this high cost is the sole dependency on the road network for freight movement. Air transport accounts for next to nil. One of the challenges in selling products manufactured in the State such as cane and bamboo articles, handicrafts and textile items, black pottery, biomass briquette, kauna (water reed) craft outside the State is uncompetitive transportation cost which put the State's entrepreneurs in a comparative disadvantage position.

At the national level, the Ministry of Commerce and Industry (MoCI) ranks states based on their performance in the logistics sector as per the Logistics Ease Across Different States (LEADS) index. It aims to serve as an indicator of logistics efficiency including services needed to promote exports in particular and economic growth in general. Some parameters of the LEADS index 2019 included availability and quality of logistics infrastructure, ease of track and trace, quality of logistics services, timeliness of cargo delivery, state facilitation and coordination, efficiency of regulatory processes, etc.

To improve the bottleneck in freight movement, Manipur Government has developed Manipur Integrated Logistics Policy, 2022 (hereafter "Policy"). This policy endeavors to broaden and streamline the network of logistics facilities by creating new facilities and enhancing the utilization of existing infrastructure, encouraging private players to adopt new technologies, and creating skilled professionals in logistics.

Logistics play a primary role in the economic growth and economic development of the State. Besides, various infrastructure development projects such as railway connectivity, Trans - Asian Highway, Act East Policy, etc., to convert Manipur into an industrial hub and generate employment, an Integrated Logistic Policy is the need of the hour. From a regulatory point of view, the policy aims to reduce the existing number of check posts to ensure seamless transportation on National/State highways. This policy is in line with the guidelines of the Logistics Division, Department of Commerce, Ministry of Commerce and Industry, and Government of India.

With this policy, Government proposes the preparation of a state logistics masterplan for a unified and integrated development.

Logistics Policy Cell has been set up by the state government which will coordinate with various stakeholders to support the development/ enhancement/ up-gradation of logistics facilities in conjunction with the master plan.

3. Policy period

This policy shall come into force with effect from the date of its notification and shall remain valid for a period of 5 (five) years or till the declaration of a new or revised policy, whichever is earlier.

4. Vision and mission

4.1. Vision

"To develop an integrated logistics ecosystem in Manipur, to reduce the cost of Transportation/ freight by adopting technology, minimal Integrated Check Post and training of skilled manpower to increase operational efficiency and sustainability; to consolidate Manipur's strategic location as India's Gateway to South East Asia"

4.2. Mission

Following mission statements have been identified for the policy:

- a) Reduce logistics costs and enhance efficiency by setting up a multi-modal logistic park.
- b) Promote and support private investment in developing integrated logistics facilities in the state.
- c) Create an efficient and competitive logistics ecosystem to facilitate Manipur's industrial growth to export outside the state for higher economic growth.
- d) Ensure availability of skilled manpower through continuous learning/ skilling/upskilling
- e) Promote the use of technology and innovation for competitiveness and cost efficiencies.

5. Policy objectives

The policy identifies clear and targeted objectives for the state along with its implementation strategies. These are mentioned below:

5.1. Mapping of existing facilities and development

The policy aims to survey logistics facilities across the state to identify areas for intervention/ improvement and development.

This exercise will consider the capacity & operational bottlenecks of existing logistics facilities, services, and future development taking into account the Act East Policy, the proposed expansion of roads at the State level, Trans - Asian Highway, rail network at the national/international level.

Moreover, it will ascertain the existing capacity and future requirements of logistics infrastructures such as warehouses, inland waterways facilities, rail networks, airports, and logistics facilities. Furthermore, this survey shall also consider Manipur Industrial Policy, 2017, and other relevant policies of the Government of Manipur.

5.2. Effective utilization of existing infrastructure facilities

This policy intends for proper utilization of existing logistics facilities that are under the control of either private developers or various state government departments/ public sector undertaking/agencies. This will be achieved by designing various performance parameters and regular monitoring including consultation with the concerned stakeholder.

5.3. Development and augmentation of logistics facilities across the state

The policy promotes the development and augmentation of logistics facilities across the state scientifically as per the state-wide survey document (i.e., aligned with objectives 5.1 and 5.2 above).

For the expansion of existing facilities, this policy shall be explored for the establishment of Logistics Parks/ Multi Modal Logistics Parks/ Truck Terminals/ Inter-State and/or International Truck Terminal, Container Freight Station (CFS) in coordination with Transport Department, Revenue, and all the concerned departments.

To effectively utilize Manipur's long international border with Myanmar, this policy will consider a proposal for setting up Land Ports and/or Border Haats at strategic locations and improving facilities at the existing Land Port.

5.3.1. Development of storage and handling facilities

The policy focuses on the development of storage and handling facilities at strategic nodes to improve logistics efficiency such as essential goods, e-commerce, perishable agriculture products, etc. Integration of existing facilities and development

facilities such as agriculture consolidation & deconsolidation centers, light processing centers, cold/ ambient storage, distribution centers close to farms, etc., shall be taken up through inter-departmental discussion & coordination. Such development shall aid in reducing the wastage of food and other perishable commodities, thereby improving efficiency in the logistics chain.

These developments shall be undertaken in coordination with different government departments/ agencies such as the Food Corporation of India (FCI), Central Warehousing Corporation (CWC), Central Railside Warehouse Company Limited (CRWC), National Bank for Agriculture and Rural Development (NABARD), National Agricultural Cooperative Marketing Federation of India (NAFED), Agriculture/Horticulture Department, Manipur Industrial Development Corporation (MANIDCO), Directorate of Trade, Commerce & Industries, State Department of CAF & PD, Farmers Associations, etc.

5.3.2. Air Cargo Terminal/Complexes

Assessment of air cargo potential, air connectivity, etc., shall be carried out. Accordingly, the future requirement of air cargo terminals shall be incorporated while mapping the facilities to boost air cargo.

Handling facilities, advanced cargo and container handling equipment for efficient operations, development of parking spaces for trucks and other vehicles to avoid congestion at approach roads, etc., shall also be evaluated, as required.

5.3.3. Growth of e-commerce

This policy promotes the development of e-commerce centers near demand locations inter alia periphery of Imphal, district headquarters, etc. This would streamline the rapidly growing e-commerce sector and also arrest traffic congestion in Imphal and district headquarters.

5.3.4. Inter State Truck Terminal/ International Truck Terminal, amenities for drivers and parking spaces

The policy aims to promote the development of Inter-State Truck Terminals (ISTT) and International Truck Terminals for their repair & maintenance, amenities for drivers such as restrooms, and, parking spaces at strategic locations (national/ state highways, expressways intersection points, etc.), close to Industrial Estates. Moreover, it will ease congestion and provide proper waiting areas for Inter-State and International trucks.

5.4. First & last-mile connectivity

This policy aims to expedite projects related to first and last-mile connectivity to existing and upcoming logistics facilities such as cold storage, warehouses, etc., through prioritization and inter-departmental coordination.

This will also improve capacity utilization, reduce wastage of perishable commodities, and improve the cost-efficiency of logistics facilities.

5.5. Enhancing ease of doing business

5.5.1. Ease of doing business

Aligned with the vision of the Government of India, Manipur's Integrated Logistics Policy, 2022 aims to improve the attractiveness of the logistics industry for private sector participation. This policy also adopts "Ease of Doing Business" as one of its key objectives.

Simplification of procedures such as business registration, single source to check business eligibility for availing incentives/ subsidies, availability of desired information on current processes and procedures, minimal physical interface in the approval process and time-bound approval processes, effectively utilizing

Manipur Public services Delivery Guarantee Act, 2021, etc., are some of the strategies to enable ease of doing business.

Other initiatives which will be taken under this policy for enhancing the support system for logistics players are stated below:

1) Expedite availability of power, water, right of way, and other support infrastructure to logistics facilities developed under this policy through coordination with relevant departments. Similar support shall also be extended to existing logistics facilities for enhancing capacity utilization.

5.5.2. Single Window for all logistics related matters in the state

1) A Logistics Policy Cell has been incorporated in the Directorate of Trade, Commerce & Industries, Manipur with a focused aim of promoting the logistic sector in the state. The Logistics Policy Cell shall be the nodal agency for processing applications received under this policy and shall develop an internal approval mechanism for the same.

2) A separate category for logistics shall be made available on the Single Window portal for the Unit/ project applying for approvals, incentives, and other support under this policy.

3) A grievance redressal mechanism for providing time-bound and effective resolution to issues and challenges shall also be established under this policy.

5.5.3. Information dissemination of state's logistics sector and regulatory environment on national portals

The Logistics Policy shall act as the nodal agency to improve the visibility of logistics infrastructure and services in the state.

5.5.4. Trade facilitation through active stakeholder involvement

The setting up of a Trade Facilitation Cell (TFC) is also envisaged under this policy through relevant stakeholder consultations involving the government, private sector & industry associations.

5.6. Promoting private sector participation in logistics capacity creation

Private sector participation in the roads sector has been encouraged for a long time in India. To give a boost to the logistics sector in the state, private sector participation is encouraged under this policy. The private sector can contribute to the development of the logistics sector by providing capital, technical expertise, management practices, and flexibility in operations. The policy will provide a list of incentives to encourage private sector investment in logistics capacity creation.

The Logistics Policy Cell shall further explore new PPP models for developing logistics facilities to promote private sector participation.

5.7. Standard of logistics facilities and services in the state

The policy aims to improve the overall efficiency of the sector. Initiatives shall be undertaken to generate awareness to adopt relevant national and international quality standards.

5.8. Promote the use of technology & innovation in logistics

5.8.1. Use of modern technology

The policy also promotes and incentivizes the use of modern technology to monitor cargo in transit, specifically time and quality sensitive cargo such as perishables, pharmaceuticals, agro products, etc.

5.8.2. Use of technology and innovation for the overall growth of the logistics sector

I) Policy promotes and incentivizes the use of new technologies to improve sector efficiency in Manipur such as,

- Automation in material handling, cargo transportation, and de-congesting cargo traffic at logistics facilities.

II) Policy also aims to promote innovation in logistics by incentivizing technical patent registrations by technology providers, start-ups, and other business units developing and/ or implementing specialized technology solutions during the policy period. Further, annual awards/ rewards for the best technology & innovative solutions in the logistics sector shall also be introduced.

5.8.3. Integrated Check Post and use of Information and Communication Technology across the supply chain to increase efficiency

The trucks carrying and transporting the essential commodities from outside to the state mainly ply on the NH-2 (Imphal to Mao), NH-37 (Imphal - Jiribam), and NH-102 (Imphal – Moreh). One of the main obstacles to the seamless movement of these trucks is the existence of numerous checkpoints on these highways of various departments, namely, Police, Forest, Excise, Army/Paramilitary, Transport Department Government of Manipur. This policy will explore the establishment of a minimal number of Integrated Check Posts through consultation with relevant departments for seamless movement to increase efficiency and cost-effectiveness.

Multiple technology interventions have been introduced globally for enhancing the utilization of resources and ensuring seamless visibility of cargo throughout the supply chain. Some of these technologies include Automatic Identification and Data Capture (AIDC), Network optimization tools, Quick response (QR) code, Real-Time Locating systems and Radio Frequency Identification (RFID), etc.

At the national level, Information and Communications Technology (ICT) is being promoted by various authorities through initiatives such as the creation of the National Logistics e-marketplace, harmonization, and simplification of import and export customs procedures, conceptualization of real-time data system, pilot run of Global Positioning System (GPS) based tracking of vehicles on Delhi Mumbai Industrial Corridor, FASTag, implementation & up-gradation of Port Community System, etc. to bring in increased efficiency.

This policy will also encourage the digitization of processes at existing and upcoming logistics facilities in the state through ICT enablement and the use of new technologies to enable real-time monitoring of Truck/Cargo, equipment and assets in line with the national agenda.

Capturing quality data digitally and availability for the logistics sector will also enable the state to deploy advanced and predictive analytics tools for optimal use of resources and assets. Digital initiatives such as ERP implementation and the use of standardized software solutions shall be promoted for existing and upcoming logistics facilities to promote digitization.

Adopting ICT solutions such as RFID, GPS, Geofencing, etc., by logistics service providers shall be promoted.

5.9. Promote skill development

Currently, the State has limited skilled professionals in logistic sectors. Considering the importance of the logistic sector under Act East Policy, there will be a surge in demand for skilled manpower for rendering quality services. Training for managerial and ground-level roles will be essential to prepare a workforce for the sector.

For this, sector-specific skilling programs/ courses shall be initiated to build manpower capability in the sector. This shall be undertaken through tie-ups with national and state-level educational institutions and government bodies such as Manipur University, National Institute of Technology, Imphal, Manipur Skill Development Mission, among others.

5.10. Work towards sustainability and decarbonizing the sector

This policy aims to encourage green and sustainable logistics through the use of rail and inland waterways; improve vehicle utilization; raise energy efficiency; practice the 'reduce, recycle, reuse' principle, and switch to greener fuels.

Measures for minimizing vehicular noise, effluent emissions, and wastage will reduce the carbon footprint are already being undertaken at the national level. At the international level, Sustainable Development Goals (SDGs) encourage the use of green technologies.

Contributing to the environmental considerations globally and at the national level, this policy also promotes green logistics through the installation of solar panels, rainwater harvesting, solid/ liquid waste management, scientific disposal techniques, setting of ETPs/STPs, use of biodegradable items, adopting recycling techniques and

use of renewable energy at logistics facilities. The policy supports the development of new logistics and encourages existing facilities to adopt Green Norms, GRIHA norms, and other sustainable development norms as prevalent in the logistics sector. The following interventions can be adopted to promote the use of clean fuel in logistics activities:

- I) Identify priority corridors for the development of charging infrastructure for EVs for freight and e-commerce activities as part of the integrated state logistics master plan.
- II) Explore the feasibility of alternate greener modes of transport to reduce vehicular emissions.
- III) Adoption and implementation of green concepts and green rating systems.
- IV) Promote and encourage battery-operated vehicle for transportation of goods.

5.11. Building resilience for crisis management

The recent pandemic affected the supply chains and transportation across sectors and highlighted the importance of crisis management for the logistics sector. This policy aims to build resilience in logistics supply chains to withstand such unprecedented situations in the future.

To do so, the policy aim at preparation of State Logistics Masterplan and the State Warehouse Policy expeditiously. Logistics Policy Cell has been set up by the state government which will coordinate with various stakeholders to support the development/ enhancement/ up-gradation of logistics facilities in conjunction with the master plan.

Moreover, policy aims at establishment of a Logistics Coordination Group (LCG) within the state for seamless movement of commodities, and real-time tracking of goods/cargo/trucks to conquer the logistic bottlenecks in operations under emergencies. LCG shall have representation from key authorities/departments of the Government of Manipur and prominent Industry Associations.

5.12 Compulsory structures inside Industrial Estates

To provide better logistics facilities to the entrepreneurs in Industrial Estates, all new Industrial Estates in the State shall invariably have a Logistics Park and sufficient warehousing facilities. Similar facilities shall also be explored for the existing Industrial Estates in the State, wherever possible.

5.13 Promotion of Make in Manipur

The policy aims to promote the export of various products manufactured/produced in the State such as handloom and handicrafts items, black pottery, biomass briquette, kauna craft, etc., outside the state for higher economic growth through improving cost competitiveness. For this, some of the interventions are, inter alia,

I) State shall explore the possibility of dedicated safe passage of goods manufactured in Manipur for export to other States and countries to promote "Make in Manipur".

II) Study on the feasibility of providing Transport or freight subsidies on goods manufactured or produced in the State to alleviate the challenges of high cost in comparison to manufacturers in other developed states.

6. Institutional framework for implementation of the policy

Logistics Policy Cell shall work in tandem with other stakeholders for the implementation of this policy through the following mechanism.

I. Evaluation of applications and disbursement of incentives proposed under the policy:

A separate category for logistics shall be made available in Single window clearance to the Unit/ project availing incentives/support under this policy. This will support the objective of the policy to provide single window clearance for setting up logistics facilities and providing logistics services in the state.

Once, the investment application is received, the Logistics Policy Cell shall evaluate it and put forth the recommendations on the proposal to the State Level Empowered Committee (SLEC) for approval. Upon approval, the Logistics Policy Cell will disburse the incentives under this policy and provide the necessary support to the Unit/ project.

II. Fulfilment of policy objectives through targeted implementation of strategies:

The Logistics Policy Cell shall undertake all necessary actions to achieve the objectives stated in this policy including coordination with relevant stakeholders, both private and government.

The Logistics Policy Cell shall undertake the role of unifying the direction of development of the logistics sector in Manipur. It shall thus play a crucial role in easing the logistics challenges in Manipur and undertaking activities that will boost the development of this sector.

The Logistics Policy Cell shall coordinate with various sectors to maximize the value to be derived from factors in favor of Manipur such as its industrial growth, strategic geographical location, long land international border, availability of natural resources, skilled manpower, and enterprising spirit of its population to spurt long term benefits for the state.

The Logistics Policy Cell shall also review and suggest amendments and revisions to this policy at regular intervals.

III. Enhance utilization of existing facilities

There are various warehouses, cold storage units, and other logistics facilities in Manipur owned by private Units/ projects and public departments/ organizations. The Logistics Policy Cell, in consultation with relevant stakeholders, shall work towards enhancing the utilization of these existing facilities.

IV. Monitor the development of the sector

The Logistics Policy Cell shall measure the performance metrics across the logistics value chain and enable data-driven decision-making for future infrastructure and logistics projects. This would help understand the availability of capacity and growth trends for logistics infrastructure and facilities.

In addition to the Logistics Policy Cell, a State Logistics Co-ordination Committee would be formed under the Chairmanship of the Chief Secretary and comprise of administrative secretary of relevant departments inter alia Transport, MAHUD, Finance, Planning and, from industry bodies. The Committee would provide overall direction to the growth of the logistics sector in the state.

7. Incentives and interventions identified for the policy

7.1. Definitions

- **Eligible Unit/ Project:** Eligible unit/ project means a legal entity registered as Proprietorship, Partnership firm, Cooperative Society, Company, Trust, Non-Government Organization (NGO).
- **New unit/ project:** A new unit/ project means a unit that will commence operation during the operative period of this policy, provided it satisfies all the following conditions:
- Should have obtained a separate Letter of Intent or Letter of Approval as prescribed by the competent authority.

- Should have separately identifiable fixed capital investment which means new plant and machinery/ equipment should be housed in separate premises/buildings and shall have to maintain separate books of accounts. However, the new project will not lose its eligibility if the utilities of an existing project such as water, electricity, steam, gas, etc. are utilized.
- Existing unit/ project: Unit that commenced commercial operations before the date of announcement of this policy.
- Gross Fixed Capital Investment (GFCI): Means investment made in land, building, plant & machinery/ equipment, and other related fixed assets. Assets acquired and paid during the permissible period of execution/ completion of the project under this scheme shall be considered for determining the GFCI.
- Project cost: This means the total cost of the project minus the margin for working capital.

Explanation: However, while deciding the final eligibility of the project for the incentive, the total fixed capital investment made in the project or the cost appraised by the bank or the financial institution, whichever is lower, will be considered.

- Eligible Fixed Capital Investment (EFCI): This means the capital investment made in fixed assets (except land cost) to create infrastructure facilities as may be required. SLEC may consider additional specific facilities as may be required for carrying out the operations. The eligible cost of construction of such infrastructure facilities will be worked out under prevalent SOR norms of the concerned Manipur Government Department or its undertakings.

New building: means a new building constructed, or the acquisition of a new and unused building, for the project, including administrative building. The cost of the new building shall be calculated as per the actual cost or the Schedule of Rates (SOR) of the relevant year of the PWD, Government of Manipur, whichever is lower.

- The cost of new buildings constructed for installation of plant and machinery, R&D activities, in-house testing facilities, storage facilities, and other buildings related to logistics operation, shall be considered as per the actual expenditure incurred. Building acquired under lease or on a rental basis will not be considered as eligible fixed capital investment. No cost incurred on the acquisition of old buildings or the expenditure incurred on repairing a building will be considered an eligible fixed capital investment.
- Other construction: means construction such as compound walls and gates, security cabins, internal roads, bore well, water tanks, drainage, internal pipeline network for water and gas, and other related constructions.

- Plant and machinery mean new plant & machinery and imported second-hand plant & machinery having usable life for at least further ten years which is duly certified by Chartered Engineer, utilities, including the cost of transportation, foundation, erection, installation, and electrification, capitalized under the head of plant and machinery. The electrification cost will include the cost of the sub-station and transformer installed.

Plant and machinery shall include:

i) Plant for non-conventional energy.

ii) Vehicles for transportation only within the premises of the unit, and material handling equipment exclusively used in transporting goods within such premises.

iii) Plant for captive power generation/ co-generation.

iv) Plant for pollution control measures, including a facility for collection, treatment, and disposal.

v) Diesel generating sets of capacity not more than 50% of the connected electric load or 5 MW, whichever is less.

- Project-related infrastructure: Fixed capital investment made in the following assets/ items will be considered as project-related infrastructure. Direct expenditure incurred for the following items will also be considered to determine the eligibility under this head:
 - Facilities to be created for workers and staff.
 - Roads to the new unit/ project from the nearest approach road.
 - Dedicated facilities to be created for carrying water and gas required by the project through a pipeline.
 - Non-refundable deposit paid to the electricity company for transmission of electricity from the nearest sub-station.
 - Expenditure on electronic telephone exchange and laying of telecommunication/ network cables.
- Date of commencement of operation (DCO):- This means the date when the unit starts rendering services which should fall under the operative period of this policy.
- Eligible term loan: Means loan sanctioned by a financial institution/ bank (except NBFC) for investing in GFCI or equivalent to GFCI of the enterprise. However, only the amount disbursed against the sanctioned amount will be considered for incentives under this policy.

- **Logistics facilities:** Logistics facilities have been defined as all or any of the below-mentioned facilities:
- **Logistics Parks/ Multi-modal Logistics Parks** means facilities that provide services such as cargo aggregation/ segregation, distribution, inter-modal transfer of cargo and containers, open and/ or closed storage, temperature-controlled and/ or ambient storage, custom bonded warehouse, material handling equipment, parking, value-added services, and other related facilities as per requirement for efficient movement and distribution of semi-finished or finished products.

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

- **Inland Container Depot** means a land port facility having such fixed installations or otherwise, equipment, machinery, etc. providing services for handling and/or clearance of laden import/ export containers, under customs control and with storage facility for customs bonded or non-bonded cargo. These facilities shall have road connectivity, rail connectivity, customs/non-customs bonded warehousing, truck terminals, etc., and other common user facilities required to carry out efficient operations.
- **Air Cargo Complexes** means such facilities developed to enhance the air cargo movement capacity of the state. These facilities may be located within airport/ off-airport locations and provide facilities such as handling, storage, and clearance of cargo, among others.
- **Cold Chain Facility** means a facility for storage and minimal processing of perishable/ temperature-sensitive cargo such as agriculture, horticulture, dairy, fish, poultry & meat products, pharma, etc., with a linkage from source to the consumer. The key components of a Cold Chain Facility may include:
- **Controlled Atmosphere (CA)/ Modified Atmosphere (MA) chambers, Variable Humidity Chambers, Ambient Storage, Individual Quick Freezing (IQF), blast freezing, etc.**
- **Minimal Processing Center** may have a facility for weighing, sorting, grading, cleaning, waxing, packing, pre-cooling, fog treatment, irradiation facility, etc.
- **Mobile pre-cooling vans and reefer trucks** may also be attached with cold chain facilities on a dedicated basis to provide end-to-end services.
- **Warehouse** means an open/closed area developed to provide storage facilities for any cargo. Warehouses shall provide facilities for handling and storage of cargo in bulk/ breakbulk form.

- **Truck Terminals** means such facilities which are developed to ease traffic congestion on strategic locations such as the district logistics nodes, industrial areas, national/ state highways, expressways intersection points, etc. Truck terminals may provide facilities such as repair and maintenance of the trucks, stores for spare parts, ATMs, fuel stations, parking spaces, transport offices, sanitary facilities, weighbridges, etc. These facilities may also have lodging facilities for drivers and helpers along with areas for loading/unloading (cross-docking) of cargo among other facilities. A facility to check vehicle fitness automatically may also be provided at truck terminals.
- **Ineligible Expenditure:** Expenditure incurred towards the purchase of land and land development.
- **Goodwill fees, commissioning fees, royalty, preliminary & pre-operative expenses.**
- **Interest capitalized, technical fees/consultant fees, working capital.**
- **Any amount not specifically expressed as eligible investment or any other expenditure specified as non-eligible expenditure by the State Level Empowered Committee will not be eligible for any assistance.**

7.2. Eligibility

- **Unit/ project registered as Proprietor, Partnership firm, Cooperative Society, Company, Trust, Non-Government Organization (NGO) can avail incentives under this policy. State Government/ Central Government departments shall not be eligible for any incentives under the policy.**
- **A unit that has availed any incentive for the same assets under any other scheme of the state government, or any agency of the state government shall not be eligible for incentive under this scheme.**

7.3. Incentives

Such incentives/subsidies along with operational guidelines will be provided to eligible applicants under the policy as may be notified by the State Government from time to time.

7.4. Guidelines

- **The unit/ project availing assistance under any other scheme/ similar schemes of State Government shall not be entitled to avail incentives under this policy.**
- **Unit/ project may avail incentives under any scheme of the central government. However, the total incentives from state and central government schemes should not exceed the maximum limit of assistance under the relevant scheme.**

- Unit/ project availing incentives under this policy shall continue their operation at least 10 (ten) years from the date of receipt of the incentives under the policy. In case of closed down of the unit (unless the closure is due to reasons outside management's control) within the stipulated time, the amount so far released as incentives shall be recovered with the prevailing rate of interest within three months.
- Unit/ project should have a positive net worth.
- Condition for minimum employment to the domicile of Manipur will be notified separately by Government for availing incentive/subsidies.
- Eligibility for grants, subsidies, and incentives will be subject to the fulfillment of minimum employment conditions as well as the minimum work performance envisaged.
- Facilities layout should conform to applicable rules & regulations as applicable viz. environment consent/ clearance for establishment, Town & Country Planning as per Government of India and Government of Manipur guidelines.

7.5. State Level Empowered Committee

- A State Level Empowered Committee (SLEC) consisting of members from the following departments/ agencies will be constituted for sanctioning of assistance concerning various proposals received under the policy:
 - Department of Textiles, Commerce & Industry
 - Finance Department
 - Transport Department
 - Public Works Department
 - Labour Department
 - Planning Department
 - CAF & PD
 - Horticulture
 - Agriculture

Other departments may be added if required.

- The proposals received will be processed as per the priority of sectors/ sub-sectors/facilities and financial provisions.
- The Committee is authorized to the interpretation of any provision and to give clarification/ decision regarding any provisions under this policy and associated resolution and it will be final and binding to the applicants. The committee shall be competent to include/ exclude any facility from the ambit of resolution to ensure all-inclusive growth of the logistics sector in the state.

7.6. Amendments to the policy

Logistics Policy Cell, in consultation with relevant government departments, shall have the right to review the provisions of this policy from time to time and include/ amend/ delete provisions as it may deem fit for the growth of this sector.

8. Conclusion

Manipur Integrated Logistics Policy, 2022 envisages seamless movement of goods along the National Highways and State Highways, integrated and holistic development of the logistics sector in Manipur. The policy adopts some features such as effective utilization of existing infrastructure, a single nodal agency for approvals and grievances in a time-bound manner, incentives for technology implementation and skilling, sustainability in logistics, etc., to reduce transport cost, promote make in Manipur alleviating comparative disadvantage position of manufacturers in the State for taking the economic growth to next higher orbit. The policy shall help Manipur to improve its position in the LEADS Index and effectively contribute to improving the competitiveness of Manipur's industry and trade.