



# THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

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GOVERNMENT OF ASSAM  
ORDERS BY THE GOVERNOR  
INDUSTRIES, COMMERCE AND PUBLIC ENTERPRISES DEPARTMENT

NOTIFICATION

The 20th August, 2022

**No.MI.35/2022/100.**- The Governor of Assam is pleased to enunciate the "**Assam Logistics and Warehousing Policy, 2022**". The Policy will come into effect from the date of notification and shall remain in force for a period of 5 (five) years or until further orders.

**LAKSHMANAN S.,**  
Secretary to the Government of Assam,  
Industries, Commerce and Public Enterprises Department.

## 1. Background:

### 1.2. About Assam:

Assam covers an area of 78,438 km<sup>2</sup> (30,285 sq. mi) and notably situated in a high rain fall zone, which makes the state naturally potential to support production of food grains in abundance with heterogeneous population with socio-cultural and ethnic diversity. Agriculture and allied activities are the primary source of livelihood engaging about half of the total working population and generating roughly one-third of the State's gross product.

Assam has taken many initiatives in the recent past to boost its production and services segment that include policies like Industrial and Investment Policy of Assam, 2019, Assam Startup Policy 2018, Assam Agarwood Promotion Policy, 2020, Electric Vehicle Policy of Assam, 2021 & Assam Ethanol Production Promotion Policy, 2021. This sets Assam as one of the highest Growth State in the North East region.

The State has dedicated Tea Park, food processing park and four oil refineries to capitalize on its pool of natural resources (tea, oil and natural gas to name a few). Industries in Assam contribute 39% to the State's GSDP and provide direct employment to approximately four lakh people and indirect employment to around 20 lakh people.

Although, Assam is known for its premium tea and petroleum refineries, the fact is that nearly 70% of its workforce is employed in agriculture or related activities, thus showing the huge gap between the state and rest of the country in terms of growth in industrial infrastructure. Agro-based industries of Assam broadly include tea industry, sugar industry, grain mill products industry (rice, oil, and flour mill), and food processing industry. Assam's proximity to some neighboring countries like Bangladesh, Nepal and Bhutan benefits its trade. Assam is situated in the north-eastern region of India, bordering seven states including Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Tripura, and West Bengal. Assam also serves as a regional hub for the north Eastern states of India given its vital role in connecting with the rest of India through the chicken's neck corridor. Assam's proximity to countries like Bangladesh, Bhutan, Nepal, Myanmar, and other ASEAN markets puts the state in a unique geo-strategic locational

advantage. Myanmar lies in about an hour's distance connected to the easternmost part of Assam. Assam has geostrategic locational advantage as not only a gateway to North-East India but also as a growth corridor to ASEAN countries.

Transport and logistics are vital factors in economic development. An efficient logistics system is a pre-requisite for economic and social transformation. Given the crucial role of logistics in facilitating mobility of goods and people for production, marketing, trade and commerce, public services delivery, social interaction/cohesion, and regional integration, it becomes essential to strategize interventions in the field.

### Locational Advantage



### Why Assam

- Strategic Geographic location and a strong connectivity network, makes Assam the ideal staging point for doing business with the ASEAN and Bhutan, Bangladesh & Myanmar.
- Assam is at centre stage of Act East Policy

India's trade with ASEAN stands at US\$ 81.33 billion, which is approx. 10.6% of India's overall trade. India's export to ASEAN stand at 11.28% of our total exports

An essential activity in the logistic function is to support economic utilities of space and time. Doing this in a "green" environmentally friendly, sustainable, and inclusive manner is a necessity. There is a need for a vision that serves the ambitions of Assam while addressing future constraints (resource depletion, environmental pollution, and congestion).

Three major areas of logistics development that Assam Government intends to address are:

- a) Establish, improve and maintain progressive policies and regulation, and institutional frameworks to ensure effective operation of logistics sector and to create a fair and equitable competitive environment.

- b) Ensure progressive development of logistics sector towards safe, green, energy efficient and inclusive services sector
- c) Develop policies where market mechanisms do not work effectively, for e.g. in improving infrastructure, in enhancing use of information technology and in developing technical standards of services.

With the above purpose and role of Government in mind, this policy aims at making Assam a regional Logistics hub to augment the economic development

## **2. Transport Infrastructure and Services:**

Transportation comprises an important part of logistics efficiency. The major modes of transportation in Assam are roadways, railways, airways, and inland waterways. At present, there are two roads-cum-rail bridges and one Road Bridge over the Brahmaputra River. Assam accounts for approximately 60% of the total road length in the north-east. The major towns in the state are connected by national highways.

With a total rail route length of 2435.13 kms, Assam has a railway network connecting the state to the rest of the country. Within the state, a broad-gauge rail network connects all the major towns.

The Lokapriya Gopinath Bordoloi International Airport at Guwahati is 22 km from the city centre, and is well connected to New Delhi, Kolkata, Mumbai, Hyderabad, Bengaluru and Chennai. There are also regular intra-state air services connecting six airports in Guwahati, Tezpur, Jorhat, Dibrugarh, Silchar, Kokrajhar and North Lakhimpur. Nearly 600 flights operate every week from LGBI Airport. Under the UDAN Scheme, Assam had proposed subsidized international connectivity from Guwahati to six destinations in South and SE Asia - Singapore, Dhaka, Yangon, Kathmandu, Kualalumpur and Bangkok.

Inland Waterways - 891 kms long National Waterways-2 & 121 kms long National Waterways-16 forms the inland waterways network in Assam. The Assam government aims to develop the rivers of the North East as viable and sustainable means for cargo and passenger transportation.

### **2.1. Excellence in Public and Business Service Delivery:**

Government of Assam in its endeavor for excellence in Public and Business service delivery in Logistics and Transport sector has launched 25 Aadhaar-based contactless services in the recent past

which has the potential to save over than 3.5 million person-days annually. Few of these contactless services are:

- Fully built Motor Vehicles shall be registered directly by the MV Dealers against Aadhaar-authentication of the customer. The RCs will also be printed at the dealer-point & thus there will be no requirement to visit DTO office
- Special permit is provided to Transport vehicles for allowing it to ply temporarily for a limited period not exceeding 10 days on special occasion/ground on route/routes, other than the permitted routes
- Periodic Permit may be taken by the owner of a transport vehicle for a period of either 1 year or 3 to 5 years
- On expiry of validity of PUC, it is required to pay Rs. 500 to get the PUC renewed, which can be deposited online now onwards without the requirement to visit DTO office

Assam government in its endeavor for excellence in Public service delivery has already launched 13 Nos of Aadhaar-based contactless services relating to Driving Licence and vehicles by making necessary arrangement in Sarathi & Vahan Software in collaboration with NIC.

Few of the contactless services are:

- Issus of Learners Licence
- Renewal of Driving Licence
- Duplicate Driving Licence
- Transfer of Ownership of Vehicle
- Change of address in RC

More than 7 Lakhs Citizens have availed the benefit of the above mentioned Online Contactless Services since September 2021 without visiting DTO offices. This has saved more than 20 Lakh productive man days in a year

After successful launch of the above contactless services, the department is ready to launch more contactless services related to Driving License and Vehicles, which is expected to reduce footfalls significantly in DTO Offices

### **Policy Vision & Objectives:**

#### **3.1. Policy Vision:**

This policy envisions remodeling Assam into a regional Logistics hub, which shall be enabled by state-of-the-art Logistics infrastructure, a regulatory

environment which facilitates ease of doing business, encourages sustainability and climate resilience, promotes innovative technology and at same time facilitates wider inclusive participation in economic activities.

### **3.2. Policy Objectives:**

Policy objectives cover multiple aspects of the logistics chain.

#### **3.2.1. Master planning of logistics infrastructure in Assam:**

Mapping of current facilities: The Policy aims to map logistics facilities across the state to assess the existing capacity & operational bottlenecks of existing logistics facilities, services and the proposed development of road and rail network at state and national levels.

Government of Assam, through this policy, shall prepare a logistics master plan for next ten years

Assist municipal and City level transport departments in logistics development planning to streamline urban logistics, setting up dedicated logistics zones and last mile connectivity.

Implementation of the policy shall be aligned with the PM Gati Shakti Program which will incorporate the infrastructure schemes of various Ministries and State Governments like Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN etc.

#### **3.2.2. Economic Corridor as the backbone for development of north-eastern region:**

Assam's geographical location places the state at the core of the northeastern region's economic corridor. The state's linear layout and adjoining borders with multiple states as well as neighboring countries, logically leads to key alignments which are critical for economic activities not just within Assam but in the entire region

The policy aims at strengthening the corridor approach which will lead to focused development of infrastructure and industries

Special emphasis shall be provided to regional connectivity with Bangladesh, Bhutan, Nepal and other South East Asian Countries and connectivity with neighboring states

### **3.2.3. Logistics infrastructure development and augmentation:**

Through the policy, Government of Assam envisages Mission mode approach towards development of strategic and critical logistics infrastructure in Assam. The policy focus will be on improving logistics efficiency and infrastructure in key sectors like Food processing, Bamboo, Sugar, Jute, Plastics, Pharmaceuticals, IT- ITES including Hardware and Software development, Textile, Engineering, Rubber, Automobile and Tourism and Hospitality as identified in the 2019 Industrial Policy of Assam.

The policy will also lay the foundation of flagship programs including One District One Product (ODOP) and District as Export Hubs (DEH). Private investment projects selected for incentives under the policy shall be aligned with priority export products under ODOP and DEH. The policy shall be instrumental in developing targeted/product-specific logistics infrastructure and services to facilitate greater trade, both international and domestic, in key economic sectors.

The policy aims to promote development of facilities for trucking / truck drivers. The focus will be on developing truck terminals for their repair and maintenance, rest areas for the truck drivers and dedicated parking spaces at strategic locations, like near industrial parks and around areas of high cargo-handling.

Integration of multiple modes of transportation is a key objective of the policy.

### **3.2.4. Focus on Inland Water Transport for Logistics Movement:**

With 15 National Waterways (NW), Assam has nearly 10% of cumulative navigable length of all 111 NWs in India. 24-hour Night navigation facilities are put in place by IWAI from Dhubri up to Dibrugarh. Government of Assam has identified four ports which will be used as immigration checkpoints, namely, Silghat, Pandu, Karimganj and Dhubri.

IWT is an energy efficient and cheaper mode of transport for bulk commodities, especially those originating and terminating on the water fronts. It is environment friendly and has high employment potential. It is estimated that 1 litre of fuel can move 24 MT on road, 85 MT on railways and 105 MT on inland water.

Government of Assam, through this policy shall strive to promote and incentivize logistics movement through Inland Water Transport especially on National Waterway-2 and National Waterways-16.

**3.2.5. Safe transportation of hazardous materials (Hazmat), Dangerous Goods (DG) and Over Dimensional Cargo (ODC):**

The policy aims to streamline the process of transportation and storage of Hazmat, DG, and ODC, with a unified oversight mechanism that ensures compliance by the consignor/ carrier and provides visibility to the concerned stakeholders.

**3.2.6. Attract private sector investment in the logistics sector:**

Private sector participation in IWT sector has been encouraged for a long time in Assam. The policy envisages to promote various PPP models to engage the private sector in developing an excellent logistics infrastructure in the State. Model Concession Agreements and Financial support framework to PPP shall be developed.

Will foster the growth of modern logistics service providers that apply state of art logistics concepts and advanced transport management models.

**3.2.7. Encourage use of technology in logistics sector:**

Policy also promotes and incentivizes use of modern technology to monitor cargo in transit, specifically time and quality sensitive cargo such as perishables, Tea, Minerals, Pharmaceuticals, Agro-products etc

Use of digital technology like RFID, GPS, geo fencing technologies by logistics service providers to ensure enforcement of regulations in Assam shall be encouraged

Construct and effective system to strengthen the technical capacity of transport operators

**3.2.8. Enhance ease of doing business:**

Single window clearance mechanism: All permissions/licenses such as Trade License, building plan approval, Labour approvals etc. pertaining to Logistics and Warehousing will be granted on submission of dedicated common application form through Ease of Doing Business Portal of Single Window Agency of Department of Industries, Commerce & Public Enterprises. Dedicated relationship



managers shall be appointed assisting the projects in obtaining necessary clearances.

Promote the creation of unified technical standards

Encourage the formation of responsible trade associations in the transport industry

### **3.2.9. Focus on skill development:**

Through this policy, Government of Assam envisages to create over 15,000 jobs in the logistics sector within the State. With such projections and adoption of new & sophisticated technologies and specialized procedures; need for skilled manpower will surge to maintain the quality of services in this sector. Training for managerial and ground level roles will be essential to upgrade the overall capability matrix of the workforce involved in logistics.

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, IIT Guwahati, Gauhati University and Assam Skill Development Mission, among others.

Reports suggest that despite of a large potential, women's participation in logistics and transport has been limited. One of the biggest entry barriers for women in the sector has been a lack of skills and training that enables women to work. Government of Assam, through this policy seeks to provide adequate training support to women enabling them to participate in the logistics and transport workforce. There are 28 Industrial Training Institutes in Assam of which 5 of them are dedicated for development of female workforce. These ITI's offer Draughtsman (Civil), Surveyor, Turner, Machinist, Mechanic (Motor vehicle), Information Communication Technology & System Maintenance, Fabricator and several other engineering and non-engineering trades.

The upcoming Assam Skill University Project will assist the Government of Assam in strengthening its skills education and training system to ensure decent employment for all and accelerate sustainable and inclusive infrastructure and industrial development. It will create pathways for skills progression and mobility between technical and vocational education and training (TVET) and higher education through the establishment of a skill university and will raise skill levels to enhance the productivity and competitiveness of

industries in Assam. The project will enhance skills and employability of youth and adults, especially women and those from disadvantaged groups, and improve their prospect of getting higher-paying, decent jobs.

**3.2.10. Steps towards ensuring sustainability in logistics sector:**

Government of Assam shall adopt several interventions to promote use of clean fuel in logistics activities:

Promoting use of Electric Vehicles (EVs) for internal/ short movement at logistics facilities and intra city level to reduce carbon footprint.

Identify priority corridors for development of charging infrastructure for EVs for freight and e-commerce activities as part of logistics master plan.

Explore feasibility and promote use of alternate greener modes of transport for suitable commodities to reduce vehicular emissions.

In this effect, the Electric Vehicle Policy of Assam 2021 envisages to bring about a material improvement in Assam's air quality by bringing down emissions from transport sector. To do so, this policy will seek to drive rapid adoption of Battery Electric Vehicles (BEVs) in a manner where they contribute to 25% of all new vehicle registrations by 2026.

The Electric Vehicle Policy of Assam 2021 also aims at phasing out all fossil fuel based commercial fleets and logistics vehicles in all cities by 2030.

**3.2.11. Enable robust crisis management:**

The recent pandemic affected the supply chains and transportation across sectors and highlighted the importance of crisis management for logistics sector. To ensure hassle free movement of commodities and to address bottlenecks created by emergency situations, a Logistics Crisis Management Group (LCMG) will be established within the state to facilitate the movement of commodities under emergency circumstances.

**3.2.12. Standardization:**

Assam Government will work with Government of India and with standard setting bodies for logistics in India such as the Bureau of India Standards, Indian Institute of Packaging to customize

international standards and facilitate the development of relevant standards

**3.2.13. Packaging:**

The policy will focus on reducing, reusing and recycling in packaging, to promote green and sustainable logistics operations

**3.3. Policy Period:**

The Assam Logistics Policy 2022 shall come into force from the date of notification and shall remain in operation for a period of 5 (five) years or till date the declaration of new or revised policy, whichever is earlier.

**3.4. Priority Status to Logistics Sector:**

Government of Assam accords Priority Status to Logistics sector in the State.

**3.5. Urban Mobility Plan:**

Government of Assam, under this policy shall prepare an urban mobility plan including urban freight movement for all major cities in the State

**4. Institutional Setup for Policy Implementation:**

**4.1. Dedicated Agency for policy implementation:**

The State intends to set up a dedicated Logistics Division headed by a Secretary rank officer under Department of Industries & Commerce, Government of Assam. This dedicated division will ensure better coordination between Departments including Industries and Commerce, Act East Department, IWT, PWD, Transport, Power, Agriculture, and other related departments in setting up logistics infrastructure in the state. The division will be staffed with appropriate mix of external experts and government staff. This division will be the nodal agency for implementation and monitoring of this policy. Detailed guidelines including implementation mechanism of schemes and incentives stated herein to achieve the objectives set under this policy shall be developed by the division. Internal monitoring

mechanism for each of the identified objectives and implementation strategies will also be developed.

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

The State Single Window Agency shall develop a separate portal for facilitating disbursement of incentives under the policy. Once, the investment application is received on the portal, the Logistics Division shall evaluate it and put forth the recommendations on the proposal to the State Level Empowered Committee (SLEC) for approval. Upon approval, the Logistics Division will disburse the incentives under this policy and provide necessary support to the Unit/ project.

**4.3. State Logistics Empowered Committee-for approving the proposals under the Scheme:**

A State Level Committee (SLC) shall be constituted with the following members, viz:

Sr. most Secretary to the Govt. of Assam, Industries, Commerce & PE Deptt.	Chairman
Sr. most Secretary to the Govt. of Assam, Finance Department	Member
Sr. most Secretary to the Govt. of Assam, Revenue and DM Department	Member
Sr. most Secretary to the Govt. of Assam, Environment & Forest Department	Member
Sr. most Secretary to the Govt. of Assam, Agriculture Department	Member
Sr. most Secretary to the Govt. of Assam, Power Department	Member
Sr. most Secretary to the Govt. of Assam, Urban Development Department	Member
Sr. most Secretary to the Govt. of Assam, Transport Department	Member
Sr. most Secretary to the Govt. of Assam, PWD Department	Member
Regional Director, Airport Authority of India or his/her representative	Member
Chief General Manager, NF Railway or his/her representative	Member
Regional Director, Customs or his/her representative	Member
Managing Director, APDCL or his/her representative	Member
Managing Director, AIDC Ltd or his/her representative	Member
Representative from APEDA or his/her representative	Member
Commissioner of Industries & Commerce, Assam	Member Secretary

**4.4. State Logistics Vision Group:**

The State intends to setup a Logistics Vision Group (LVG) through relevant stakeholder consultations and comprising of the government, private sector & industry associations. The key objectives of the Cell would be to support the development of the transport and economic Corridor passing through Assam into an efficient, sustainable, highly efficient transportation route, to ensure a favorable climate for investment and new opportunities for stakeholders on the corridor.

**4.5. Grievance redressal and feedback system:**

The Single Window Portal developed by State Single Window Agency under EoDB Act. Shall ensure robust Know Your Approval and Know Your Incentive modules for logistics sector. A logistics sector grievance redressal and feedback system at par with existing system for Single Window System shall ensure a robust feedback mechanism from the private sector.

**4.6. Land bank support to the Logistics Sector:**

Any Industrial Park developed by AIIDC, AIDC and AIDC in the State shall earmark 15% of its land for development of Logistics Infrastructure including Logistics Park, Truck Terminal, Cold Storage, Warehouses, Primary Processing Centres etc. The same shall be applicable for existing industrial infrastructure under these corporations.

**4.7. Support/Priority in Land conversion:**

As Government of Assam, through this policy, has accorded logistics as priority sector, Department of Revenue and Disaster Management shall prioritize conversion of land wherever required for setting-up of logistics facility.

**4.8. Land for State Transmission/Distribution Utility:**

In order to ensure stable power supply in the MMLPs, necessary power distribution infrastructure will be required. For this purpose, adequate land shall be earmarked and provided to State Transmission/Distribution Utility.

**4.9. Other conditions:**

The Department of Industries and Commerce, Government of Assam reserves the right to amend any provision(s) including amendment or withdraw any of the incentives/subsidies as and when necessary for development of Logistics and in the interest of the general people of the State from time to time under the provision of the policy. A set of operational guidelines including application forms, procedures, checklist, etc for getting various incentives will be issued separately.

**5. Definitions and Eligibility:**

Applicability	<p>Incentives under the policy shall be applicable to the Proprietorial firm, Partnership firm, Cooperative Societies, Limited liability Companies (LLP), Private Limited Company, Limited Company, Trust, Non-Government Organization(NGO),FPO/FPC as well as such infrastructure created by State Government/SPSUs.</p> <p>Central Government agency/ Public sector undertaking shall not be eligible for any incentives under the Policy.</p>
Integrated/Multi Modal Logistics Park (MMLP)	<p>An Integrated/Multi Modal Logistics Park (MMLP) is defined as a multi-modal freight and link facility with a minimum area of 75 acres with a total investment of at least Rs. 75 Crores, comprising mechanized warehouses, specialized storage solutions such as cold storage, facilities for mechanized material handling and inter-modal transfers container terminals, bulk/break-bulk cargo terminals. Multimodal logistics parks are expected to provide the following key services: Freight aggregation</p>

	<p>and distribution, Multimodal freight transportation, ICD, Storage and Warehousing, Value added services etc. MMLP's developed under this policy mandate that the developer allows other logistics operations to operate from the MMLP i.e. any player willing to pay terminal usage charge and other additional charges specified by the operator shall be allowed to avail the logistics services provided.</p> <p>MMLP is a logistics facility with access to more than one mode of transport. This allows it to serve as a point of inter modal change and will help drive higher usage of rail, coastal shipping, inland waterway, and higher capacity trucks for long haul. Integrated/ Multi Modal Logistics Park (MMLP) shall have the following provision:</p> <p>MMLP's should be accessible, at minimum, by a 2-lane paved road, with a minimum approach road of 60 ft.</p> <p>MMLP's should have access to a rail siding. The development of the rail siding should be completed within three years of initiating the MMLP development.</p>
Warehouses	<p>A warehouse can be defined as any premise (including any protected place) which includes a place for storage and /or accumulation of goods under controlled conditions and also equipped for providing handling, transportation as well as value added services such as sorting, grading, packaging etc. A warehouse may be characterized as Integrated Inland Container Depots / Custom Bounded Areas, Warehouse for Agriculture Produces/Grain Godowns, Warehouse other than agriculture produces.</p> <p>For the purpose of this policy, a warehouse storage system may include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>Warehousing complex with fixed facilities, moving units, rolling stocks.</li> <li>Open and closed storage, ambient condition storage for transit period</li> <li>Fulfillment centres (in case of e-retailing), distribution centres</li> </ul>
Logistic Park	<p>A logistic park should have contiguous stretch of minimum</p>

	<p>30acre of land for development, with minimum built up area of 3,00,000 sq ft. The minimum fixed capital investment should be Rs.30 Cr for development of infrastructure in the Logistic Park.</p> <p>A logistics park will include but not be limited to the following activities:</p> <ul style="list-style-type: none"> <li>Warehousing storage system</li> <li>Modern Weighting Facilities</li> <li>Industrial plots and ready to move in sheds</li> <li>Logistic services</li> <li>Infrastructure for value added and ancillary services, commercial activity</li> <li>Sector specific in-bound and out-bound logistic</li> <li>Inter-modal transfer arrangements / facilities, truck terminals.</li> </ul>
Container Freight Station/Inland Container Depot	For Container Freight Station (CFS) / Inland Container Depot (ICD), minimum land area should be 10 acres and with minimum investment of Rs.30 Crores.
Integrated Cold Chain	For creation of Integrated Cold Chain facility, IQF, Irradiation, VHT, laboratory minimum land area should be 1acre with minimum investment of Rs.10 Cr.
Primary Processing Centre (PPC)	For creation of Primary Processing Centre(PPC) land area should be minimum of 1bigha with minimum investment of Rs.1(one) Crore
Cargo Electric bicycle	<p>A vehicle will be classified as an 'Cargo electric bicycle' if it is an electrically assisted pedal cycle and if the below specified conditions are met:</p> <ol style="list-style-type: none"> <li>1. Vehicle is equipped with an electric motor having power less than 0.25KW; whose output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 kmph, or sooner, if the cyclist stops pedalling</li> <li>2. Maximum speed is less than 25 kmph</li> <li>3. Vehicle is fitted with suitable breaks and retro-reflective devices</li> <li>4. The vehicle should be either 2-wheeled or 3-wheeled</li> <li>5. The vehicle should have a factory fitted front or rear or both cargo carrying racks/carriers with a minimum load carrying capacity of 60 Kg (excluding weight of cyclist and the vehicle)</li> </ol>



**5.1. Applicability of other policies/schemes:**

Logistics and Warehousing units availing incentives under this policy are also entitled to avail incentives/benefits of other State/Central sector schemes/policies provided the same kind of benefits/incentives are not being availed from any other policy. e.g. If a unit is avails capital subsidy under this policy, the same entity for the same project is not allowed to avail capital subsidy under any other scheme/policy.

**5.2. Other Eligibility Criteria:**

Fixed Capital Investment means and includes investment in plant and machinery and land and building connected directly for the infrastructure. The investment in land shall mean the cost of land (used only for utilities) derived from registration value of land or the actual cost of the land, whichever is lower. The cost of development of land, preliminary and pre-operative expenses, interest during the period, consultant fees, margin money for working capital shall not be considered as construction fixed capital investment in the purpose of calculating subsidy.

The applicant unit should have loan component of minimum 50% of the project cost from any Bank or Financial Institution and should provide the project appraisal of Bank/Financial Institution to competent authority.

**6. Fiscal Incentives**

Parameter	Incentives
1. Capital Subsidy	<p><b>Multi Modal Logistics Park</b>            Financial assistance@ 25% of the fixed capital investment up to a maximum of INR20 Crore for developing infrastructure in Integrated/ Multi Modal Logistics park            Applicable for Parks setting up in any district except Kamrup Metro            Financial Assistance shall be provided to a maximum of 3 MMLPs during the policy period</p>

**Logistics Park**

Financial assistance@ 30% of the fixed capital investment up to a maximum of INR10 Crore for developing infrastructure in Logistics park  
Applicable for industries setting up in any district except Kamrup Metro  
Financial Assistance shall be provided to a maximum of 5 units during the policy period.

**Warehouse**

Financial assistance @30% of the fixed capital investment up to a maximum of INR 7.50 Crore for developing warehouses  
Applicable for industries setting up in any district except Kamrup Metro  
Financial Assistance shall be provided to a maximum of 33 Warehouses during the policy period

**Cold Storage Infrastructure**

Financial assistance@ 30% of the fixed capital investment up to a maximum of INR 3 Crore for developing Cold Storage Infrastructure  
Financial Assistance shall be provided to a maximum of 34 units during the policy period

**Primary Processing Centers**

Financial Assistance for setting up of Primary Processing Centre (PPC) for Agri-Horticulture produces @30% subject to a ceiling of Rs.0.75 Crore.  
Financial Assistance shall be provided to a maximum of 136 units during the policy period

**Refrigerated Vehicles**

Financial Assistance for purchase of insulated, reefer transport / mobile pre cooling units @30% subject to a ceiling of Rs.10 Lakhs  
Financial Assistance shall be provided to a maximum of 136 units during the policy period

**Centre of Excellence for Logistics and Warehousing**

Financial Assistance for development of Centre of Excellence@ 30% subject to a ceiling of Rs.2 Crore  
(Financial Assistance shall be provided to a maximum of 5 units during the policy period)

<b>2. Stamp Duty</b>	Reimbursement of 100% of Stamp Duty
<b>3. Capacity Building Incentives (gender focus)</b>	<p>Reimbursement to logistics and warehousing units on technical training cost of the worker (mainly in operational, frontline, supervisory roles) subject to a maximum of 50% of the training cost for male workers and 60% for female workers, limited to maximum INR 10,000 for males and INR 12,500 for female workers, which will be provided one time per worker per training program. The training cost can be claimed by the Entrepreneur within 1 year from the date of commencement of commercial production of the Enterprise. The training can be arranged from any Government recognized/approved institution. An entity can claim upto a maximum of Rs. 7.5 Lakhs under this incentive in the entire policy period.</p> <p>(*The incentive is only applicable for workers with Assam domicile)</p>
<b>4. Start-up Incentive for research and innovation in Logistics Sector</b>	During the policy period 10 start-ups will be provided fiscal incentives with a ceiling of INR 50 Lakhs per unit, the subsidy will be provided to the Start-ups in two parts i.e., INR 10 lakhs after proof of concept and INR 40 lakhs for scaling up of the business in Logistics and Warehousing Sector.
<b>5. Green Logistics: Promotion of Electric Bicycles in for last mile deliveries in cities</b>	A purchase incentive of 30% of the Maximum Retail Price, up to a maximum of INR 10,000/- per vehicle will be provided to buyers of first 5,000 Cargo E-cycles. This incentive is available for fleet owners including Restaurants, Courier Service Providers, Food Delivery Service Providers for last mile delivery. This incentive is available upon purchase of a minimum of 5 Cargo E-cycles.
<b>6. Green Logistics: Hybrid or Plug-in-Electric or</b>	In case of purchase of at least 15 Hybrid or Plug-in-Electric or Electric Cargo Vehicles of minimum load capacity of at least 1MT per vehicle, by the developer, 100% road tax will be exempted and 50% exemption in vehicle registration fee will be provided fleet owners

<b>Electric Cargo Vehicles</b>	like restaurants, courier agency, food delivery agencies (last mile delivery providers)
<b>7. Inland Water Transport</b>	<p>Government of Assam, through this policy shall create an INR 50 Cr Viability Gap Fund for incentivising cargo vessel movement between Jogighopa and Nimati Ghat in NW-2.</p> <p>Government of Assam shall float bids for private sector shippers with bid variable as Lowest Viability Gap Funding or Highest Revenue share. The private sector player would be selected through transparent bidding process and bidder offering the minimum VGF or highest revenue share would be declared as preferred bidder for allotment of said project.</p> <p>Approval processes in case of Viability Gap Funding asked by preferred private sector player:</p> <p>In case the demand for Viability Gap Funding is equal to or up to INR 50 lakhs annually, it would be approved by Senior Most Secretary, DoIC&amp;PE</p> <p>In case the demand for Viability Gap Funding is more than INR 50 lakhs and is equal to or up to INR 5 crores annually, it would be approved by Minister, DoIC&amp;PE</p> <p>In case the demand for Viability Gap Funding is more than INR 5 crore annually, same would be approved by State Cabinet</p>