



# Logistics and Warehousing Policy for Haryana 2018

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# 1. Policy Preamble

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## 1.1 Introduction

The logistics and warehousing industry in India is a thriving one, valued at INR 550 billion and experiencing an upward growth trajectory. In terms of revenue, this industry is set to expand at CAGR of 7.5% between 2015 and 2024 and by volume, at a CAGR of 6% between 2016 and 2024<sup>1</sup>. Continuing on the high growth trajectory, the industry is expected to attain an industry size valued at INR 13,000 crores by 2019. As per the World Bank's, **Logistics Performance Index 2016**, India's ranking has been improving, shooting up by 19 places to 35<sup>th</sup> position. Going forward, with the emergence of evolving technologies, demand sophistication as well as advanced business models, the logistics industry is set to grow stronger.

In India, the logistics sector primarily freight transportation comprises of road (about 60% of total freight traffic), rail, coastal shipping (about 32% and 7% share, respectively) and inland waterways transportation and air (constituting about 1% share each). This highlights large untapped potential of inland waterways as a mode of freight transportation and thus has been accorded high focus by the Government, lately. The logistics and warehousing space in the country is largely concentrated in Bengaluru (39%) and Chennai (13%) while States like Haryana fast emerging as the major logistics hubs. At a sectoral level, the consumer durables and Fast Moving Consumer Goods (FMCG) has the largest logistics and warehousing demand at 49% followed by sectors such as automobiles, electronics, food and beverage players.

## 1.2 Logistics and Warehousing in Haryana: Current Sector Outlook

Haryana's enjoys a locational advantage, characterized by its geographical confluence with economic corridors (DMIC, AKIC, Eastern peripheral corridor) Special Economic Zones (7 in no.) , investment regions and big ticket infrastructure projects with both, the eastern and the western freight corridors and several industrial corridor passing through the state. The state has over 60% of its area under **Delhi-Mumbai Industrial Corridor (DMIC)** covering major districts such as Faridabad, Palwal, Rewari, Hisar, Sonapat, Manesar, Gurugram and sizeable confluence of **Amritsar-Kolkata Industrial Corridor (AKIC)**; resulting in increasing demand for advanced logistics mainly container traffic, bulk and break-bulk cargo. The Kundli- Manesar- Palwal expressway and the Integrated Multi Modal Logistics Park at Bawal (spread over 1200 acres) will result in large scale development of logistics and warehousing infrastructure. The 1-km stretch on both sides of KMP expressway will be declared as an investment zone.

The proposed **Faridabad-Palwal Industrial Area** (Node No.3 under DMIC) is located in close proximity of the western Dedicated Freight Corridor at Dadri as a result of which setting up of logistic units in Gurugram-Faridabad belt which is contiguous to Western Dedicated Freight Corridor (DFC) is expected in coming years. Another upcoming economic corridor within the state is **Delhi-Hisar-Sirsa** which is expected to connect the KMP expressway to

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<sup>1</sup> Transparency International Report, 2016

Mumbai and provide a more seamless cross border movement to Punjab. In addition, the state has over 15 highway upgrades planned on national highways.

Haryana boasts of well-connected quality network and transport infrastructure which offers strong prospects for the development of multi-modal logistics infrastructure. As in 2016, the state has 1710 km of railway route and 39 km/1000 sq.km of railway route density. The lane kilometre density (national and state highways) stood at 100 km/000 sq. km; one of the highest in the country. A direct rapid railway network is also being planned between Delhi and Hisar. In terms of road network, 48% of state highways fall within the primary network (national and state highways), again one of the highest amongst the northern states.

Currently, Haryana has a very prominent access to international airport in Delhi along with an Integrated Aviation Hub coming up at Hisar. The proposed aviation hub is expected to be developed over an area of over 3,000 acres with state of the art MRO services. Therefore, the State requires creation of efficient logistics network to leverage these economic opportunities and boost trade competitiveness.

*Existing Logistics and Warehouse Ecosystem-* Haryana is one of the leading logistics hubs in the country with a total of 9 inland container depots (ICDs), 3 container freight stations and 8 private freight terminals<sup>2</sup>. Overall, the state has around 33 functional logistics and warehousing related units handling approx.10 lakh TEU (Twenty Foot Equivalent Unit) of container traffic. Some of the major ICDs in the state are-

- Garhi Harsaru, Gurugram (critical for automobile and agro processing-mainly rice exports) handles upto 2,60,000 TEUs per year. It is strategically located to cover the industrial hubs in NCR (Gurgaon, Manesar, Faridabad, Ghaziabad), Haryana (Hisar, Panipat, Sonapat) and Rajasthan (Bhiwadi, Rewari, Dharuhera, Neemrana).
- ICD Piyala, Faridabad handling around 1,50,000 TEUs of container traffic and strategically located to serve the industrial hubs of Faridabad, Ballabhgarh, Palwal and Noida. It is connected to the Kundli-Manesar- Palwal Expressway and the Faridabad-Ghaziabad-Noida corridor.

With Haryana's emergence as a **preferred consolidated logistics hub on the lines Mumbai, and Bengaluru** along with burgeoning export orientation and industrial sector growth especially in consumer durables & FMCG segment as the cost for consumer durables is set to halve (decrease by 25-30%) for fast-moving consumer goods (FMCG) after the implementation of the Goods and Services Tax (GST). There is a need for developing advanced sector focussed logistics infrastructure for consumer durables & FMCG as well as further galvanise the export oriented sectors mainly agro-products (rice/basmati, automobiles, electric machinery, cotton, fibre and textiles). Additionally, there are strong prospects for inland container depots (ICDs) in Haryana's to serve as an alternative to container inflow/outflow from the neighbouring hilly states such as Himachal Pradesh (given the high cost of transport users).

The state at present, is one of the leading exporters in the nation with the total value of state exports valued at INR 69,485 crores (3 year average-2014-2017). Therefore in line with

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<sup>2</sup> Logistics Ease Across Different States - Jan 2018

its global orientation towards facilitating exports, the State Government endeavours to provide the necessary support by way of creating the necessary land bank, technology ecosystem and logistics facility. The state through its ambitious Haryana Enterprise Promotion Policy (EPP) 2015, has accorded large focus to developing big ticket logistic projects in the state, along with a special package of incentives under the Maha Nivesh Yojana as well supporting the smaller logistic units as ancillaries. The Logistics and Warehousing Policy for Haryana 2018 takes ahead the vision and mission of Haryana's EPP 2015 and provides incentives for developing supporting ecosystem for logistics sector in Haryana.

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## 2. Policy Targets

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Policy Objective: This policy provides the strategic direction for development of logistics industry in the state over the next 5 years (2018-2023). The policy sets out broad based objectives for setting up state of the art logistic facilities in the state with backward and forward linkages as well as enhance the logistics & warehousing capacity. The broad policy objectives are-

1. Enabling quality and cost competitive multi-modal logistics and warehousing infrastructure creation in the state
2. Attracting private sector investments as well as PPP investments in logistics and warehousing sector.
3. Creating strong ecosystem for delivering on big ticket industry & infrastructure projects as well as long-term freight planning.
4. Creating strong regulatory framework for freight logistics towards increased productivity and reduced red-tape.
5. Enhancing the upgradation and adoption of modernized technology and ICT in logistics and warehousing.
6. Promoting research & development (R&D) and skill development in logistics and warehousing.

The policy envisages the following targets for the five year period (2018-2023)-

1. Creation of atleast **5 Integrated Logistics Parks** across Haryana.
2. Creation of **Logistics Park and Warehousing Complex** in every district of Haryana.

### 3. Definitions

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- a. **Warehouse-** 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 Agro Produces/Grain Godowns, Warehouse other than agriculture produces, Gas godowns.

For the purpose of this policy, a warehouse storage system may include but not be limited to the following-

- i. Warehousing complex with fixed facilities, moving units, rolling stocks. ii. Open and closed storage, ambient condition storage for transit period
  - iii. Fulfilment centres (in case of e-retailing), distribution centres  
In-bound and out-bound logistic services handling backward and forward linkages including storage processing, assembling, packing, handling, distribution such as cold storages, silos, refrigerated warehouses, In-bound material handling and moving equipment, retail space. The warehouses to also earmark dedicated area for idle parking.
- b. **Logistics** - Logistics can be defined as any commercial activity of transportation, storage and distribution of any article & thing or services by bringing together several functionalities to bring products and services at the right place, at the right time, in the desired condition with the minimum cost and highest return on investment fall under the ambit of Logistics. The definition of logistics includes the following:
- i. **Assembly:** Creating an assembly from basic component either through automation or manually.
  - ii. **Customizing:** Customizing core product as per customer requirement through the use of automation, semi automation or manual process including module assembly.
  - iii. **Deconsolidation:** Creating from bulk to small packaged goods for retailing e.g. deconsolidation activities in stores/warehouses for retailing and last mile delivery.
  - iv. **Packing/Packaging/Labelling/Bar-coding/RFID tagging.**
  - v. **Ancillary, value addition<sup>3</sup>, processing activities and supply chain management.**
  - vi. **Specialized warehouse storage.** vii. **Testing & Inspection facilities.**

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<sup>3</sup> Value added services include sorting, grading, packaging, re-packaging, palletization, Bagging, Kitting & Unitizing Facilities etc.

Ancillary services include equipment maintenance & repair, testing/inspection

- viii. Reverse distribution/logistics i.e. collection of damage, out-dated, unsold, returned goods and bringing them back to supplier or manufacturer that includes transportation and warehousing.
- **Logistics Park-** Logistics park is defined as an agglomeration of a given set of logistics activities (core, value added, ancillary<sup>4</sup> as well as commercial) at a particular, well-defined location. From a policymaking point of view, these terms refer, fundamentally, to the physical organization of logistics activities where co-location of various industrial/units and collaboration among various complementary activities creates value, reduces cost and improves service levels. For the purpose of this policy, a logistics park system may include but not be limited to the following-
    - a) Warehousing storage system, open, closed and special storage/ambient condition storage for transit period, dedicated warehousing for transit & bonded cargo, domestic cargo, inventory cargo (under long term contracts).
    - b) Industrial plots and ready to move in sheds.
    - c) Logistic services like inter-modal transfers container terminals, bulk / break-bulk cargo terminals.
    - d) Infrastructure for value added and ancillary services, commercial activity. The logistic parks shall also earmark dedicated area for idle parking.
    - e) Sector specific in-bound and out-bound logistic infrastructure for focus sectors such as automobiles, food processing, pharmaceuticals.
    - f) Inter-modal transfer arrangements/facilities, truck terminals.
  - **Integrated Logistics Park-** For the purpose of this policy, in addition to the provisions of a logistics park ( as mentioned above), an integrated logistics park may include but not be limited to the following-
    - a) Road & rail linked inland container depot, free-trade warehousing zone, domestic cargo zone and commercial development space. For integrated inland container depots/custom bounded area, availability of railway siding is a pre-requisite.
    - b) Dedicated infrastructure for commercial activities such as business, exhibition centres, hotels, offices etc.
    - c) Multi-modal transfer arrangements/facilities, truck terminals.
    - d) Common Infrastructure such as Rail Yard, Stacking and circulating Area, Internal Roads, and Parking etc.

The minimum area norms for each of the above have been specified in section 5 (point 1.3).

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<sup>4</sup> Value added services include processing, sorting, grading, packaging, re-packaging, palletization, Bagging, Kitting & Unitizing Facilities etc.  
Ancillary services include equipment maintenance & repair, testing/inspection

#### 4. Operative Period of the Policy

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- 1) This Policy shall come into effect from the date of its notification in the official Gazette.
- 2) The Department of Industries & Commerce shall constitute a committee to review the impact of policy every 3 years to review and revise the policy to take into consideration the latest changes in the logistics sector
- 3) Any unit availing similar benefits under any other Government of Haryana scheme shall not be eligible to avail assistance under the Logistics and Warehousing Policy for Haryana 2018.

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## 5. Policy Framework

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### 1. Action Plan for Logistics and Warehousing Sector-

1.1 **Haryana Logistic and Warehousing Facilitation Cell-** The state shall set up a dedicated Logistic and Warehousing Facilitation Cell which will act as a converging body to monitor the progress of logistics and warehousing in the state. The cell shall be responsible for enabling ease of doing business and attracting private investments into the state overseeing time bound clearances, sanctioning special packages for logistic projects and approving any policy initiative(s) for activities such as container depot, freight forwarding and warehousing. The cell shall be positioned as a specialized cell and manned by officials from the Department of Town and Country Planning, HSIIDC, Department of Industries, HEPC. The summary of major functions of the cell shall include:

- i. Attracting investors, framing and executing broad strategies for developing warehousing and logistics facilities in the state.
- ii. Project monitoring and review of existing projects within state and attract fresh investments in the logistics and warehousing sector.
- iii. Expedite the approvals process for investors as per the citizen charter.

1.2 **Special taskforce on logistic and warehousing-** A special taskforce shall also be constituted for ensuring an overall orderly development of logistics in the state. The taskforce shall be responsible for creation and implementation of Logistics Masterplan for the state with a dedicated roadmap for Kundli-Manesar-Palwal expressway. The taskforce shall be provided with a statutory backing.

1.3 **Minimum Area Norms for setting up of warehouse, logistics parks and integrated logistics parks-**

#### a. Warehouse

- i. Warehouses to be developed in minimum of 2 acres in case of warehouses set up for agriculture produce/ grain godowns in hyper, high, medium, low potential zones. The approach road width will be minimum of 25 feet.
- ii. Warehouses to be developed in a minimum of 5 acres other than agriculture produce/grain godowns within hyper, high, medium and low potential zones. The approach road width will be minimum of 30 feet.
- iii. Gas godown warehouses to be developed in a minimum of 0.18 acres

in case within hyper, high potential, medium, low potential zones. The approach road width for the warehouses will be 25 feet.

Note- As per the provisions of laid out by the Town & Country Planning Department, in case the site of warehouse falls in more than one potential zones then the norms of area and approach will be applicable for the potential zone wherein more than 50% of applied land falls.

- b. **Logistics Park:** A logistics park can be developed on no more than 50 acres of land area.
- c. **Integrated Logistics Park:** An integrated logistics park can be developed on a minimum of 50 acres of land. This shall include-
  - i. Inland container depots/ custom bonded areas to be developed in a minimum of 50 acres. The approach road width will be minimum of 30 feet.
- 1.4 **Development Control Norms for logistic facilities and warehouse-** The prevailing ground coverage norms are 60% of the total area. The state may relax the ground coverage norms upto 70% and FAR relaxation upto 1.50. Additional FAR beyond 1.50 may be purchased by paying premium on case to case basis.
- 1.5 **Adoption of environment friendly practices and green logistics and warehouse-** The State shall promote and incentivize the adoption of GRIHA III norms in terms of granting higher FAR. An additional FAR upto a max of 20% may be provided to logistics and warehousing units adhering to GRIHA III norms and Green Norms Incentives (LEEDS ratings). This may be provided subject to the inclusion of the following:
  - i. Extensive horticulture and plantation along with adequate sewage treatment
  - ii. Recycling of water for landscaping and horticulture
  - iii. Use of natural materials like dry stone cladding for exteriors
  - iv. Use of bio-methanation for treatment of bio waste and for generation of cooking gas
  - v. Rainwater harvesting
  - vi. Installation of roof top solar panels
  - vii. Provision of single/ double glazed windows with matched U-Factor for increased energy efficiency
  - viii. Provision of adequate ventilation and natural day light
- 1.6 **Industry status to logistics and warehousing-** Status of industry shall be accorded to logistic and warehousing related units set up within the state. With grant of industry status, all logistics and warehousing units in the state shall be eligible for the following-

- i. Financial assistance under the Haryana Enterprise Promotion Policy 2015.
- ii. Power tariff rates as applicable for industrial units across the state.
- iii. All logistics and warehousing related units shall fall under the purview of Factories Act 1948/Shops and Establishments Act - (To be discussed).

**1.7 Ease of Doing Business-** Towards providing regulatory ease and conducive business climate, all logistics and warehousing units in the state shall be eligible for the following-

- i. Online clearances through Single Window System with a provision of deemed clearance, if clearances are not granted within 45 days.
- ii. An official from HEPC shall be appointed as a liaison officer (as part of Haryana Logistics Facilitation Cell) and will be serving as an interface between the investors and State Government. The officer shall work closely to address issues raised by the industry players in the state and be responsible for handholding entrepreneurs by providing relevant information on business approvals, clearances required for starting and running business in the state.
- iii. Deputy Commissioner shall be the nodal officer at the district level for approval of projects with investments less than INR 10 crores.

**1.8 Identification and Spatial Planning of Logistic Hubs-**

- i. The state shall identify additional logistic hubs- integrated logistic parks, logistic parks and related facilities, particularly along the Kundli-Manesar- Palwal expressway, economic corridors (DMIC, AKIC), freight corridor, Integrated Multi Modal Logistic Hub, Bawal and Pinjore-Kalka Urban Complex.

Special focus shall be accorded to creating logistic hubs contiguous to the four DMIC nodes-

- ▶ Node No.3: Faridabad- Palwal Industrial Area
- ▶ Node No.4: Rewari- Hissar Industrial Area
- ▶ Node No.5: Kundli- Sonapat Investment Region and
- ▶ Node No.6: Manesar-Bawal Investment Region

- ii. The state shall also expedite creation of logistics zones along the upcoming Delhi-Hisar-Sirsa Economic Corridor and the Integrated Aviation Hub at Hisar. The Department of Town and Country Planning shall also prepare a roadmap for creation of advanced logistic zone as part of the Development Plan for Kundli- Manesar- Palwal corridor to leverage the potential of KMP Global Economic Corridor for development of sector specific industrial hubs and logistic centres (e.g. auto, agro-processing).
- iii. In addition to the already proposed Integrated Multi Modal Logistic Hub in Bawal, five Integrated Logistic Hubs shall be set up across the state

and a dedicated logistic park shall be set up across every district of the state.

- iv. The Department of Town and Country Planning shall conduct need assessment survey in identifying logistic hubs around Kundli- Manesar- Palwal expressway and industrial hubs like Ambala, Hisar, and Panipat. A development master plan shall be prepared for the proposed logistic hubs.
- v. The state shall designate spaces/hubs for creation of logistics zones and provision the same in the development master plans and town planning. The sectoral hubs shall be identified based on the freight generating and terminating at the respective location/ node.
- vi. Panchayat land wherever available may also be made available on long term lease along with the provision for mixed land use. Alternately, on a case to case basis, the state may consider land allocation on a freehold basis. Concessional land conversion charges of setting up logistics zones will be offered as part of this policy.

#### **1.9 Land Availability for Setting up of Logistic Hubs-**

- i. The state shall promote the creation of iconic projects in Logistic and warehousing under the MahaNivesh Yojana (Haryana Enterprise Promotion Policy 2015) including allotment of large tracts of HSIIDC land and special dispensation with mix land use etc. The project should invariably be developed over minimum 500 acres with a minimum investment of US\$ 1 billion (Rs. 6000 crore). Such project would also be eligible for a special package of incentives through the Haryana Enterprise Promotion Board (HEPB).
- ii. The state shall enhance the area available for setting up logistic infrastructure by expanding the area coverage under Transport & Communication Zones to the extent of 50% from the existing 5% of net area available for creating warehouses and logistic infrastructure. The total area under transport and communication in the state stands at about 391 hectares.
- iii. The state shall also utilize the area under the Transport & Communication Zones for development of comprehensive Transport zones (Transport Nagar) in every city. A large focus shall be accorded to strengthening the road circulation across the state.
- iv. To enable smooth movement of trucks and decongest the road freight movement, the state shall facilitate creation of Truck Terminals across the major logistics hubs. The truck terminals may include idle parking space, Cross Docking/ Bulk Breaking Yard, Restaurant and Retail shop,

medical, banking facility etc. A dedicated scheme for setting up of truck terminals shall be introduced.

- v. The policy shall include the provision of key facilities within the logistics park-
  - a. Minimum of 50% of covered area for core logistics activities and industries, including warehouse storage, intermodal freight transfer, value added services, EXIM clearance and industrial area.
  - b. Upto 10% of the covered area allocated for ancillary logistics activities.
  - c. Upto 15% of the covered area for creation of infrastructure for commercial activities primarily retail & administrative activities
  - d. Minimum of 10% of the covered area allocated for landscaping and development of open green zones.

#### **1.10 Strengthening of Inland Container Depots (ICDs) and warehousing infrastructure-**

- i. The state shall focus on creating commodity specific infrastructure, value added logistic and transport services in the ICDs such as agro-parks, auto hubs with large focus on export oriented commodities from the state. The state shall also incentivize creation of testing and inspection facilities within the ICDs and Warehouse.
- ii. The state shall incentivize logistic service providers and warehouse for adopting standardized and technologically advanced logistics infrastructure including standardized layout for inter-modal transport and logistics hubs to include containers, pallets, cranes, etc. To enhance the warehousing service quality, the state shall also incentivize creation of certified warehouses.

#### **1.11 Logistics Research & Development (R&D), Technology Adoption/Upgradation-**

- i. Towards adoption of better logistics and warehouse management, the state shall encourage adoption of advanced technology (infrastructure, hardware and software) with a special focus on automatization of operations. This shall include larger transport units (e.g., larger -trailers, unit trains, vessels first- and last-mile consolidated logistics, such as the provision of less-than-truckload (LTL) services.
- ii. The state shall promote ICT enablement in provision of logistics services in areas such as ERP, digital supply chains, internet of things (IoT), block chains, analytics, cloud computing, telematics etc. The state shall incentivize adoption of RFID technology and real time track and trace

system to ensure real time tracking of cargo, planning and waste minimization.

- iii. To promote the R&D in advanced logistics technology, the state shall also incentivize the setting up of Centres of Excellence on Logistics Research across the state, leading in cutting edge research in areas such as digital supply chains, internet of things (IoT), block chains, analytics, cloud computing, telematics etc.

1.12 **Logistics Skill Development** - With an expansion in logistic and warehousing sector, the demand for skilled personnel such as warehouse managers, logistics managers, professional heavy vehicle drivers (truckers), etc. is expected to mount. The state shall focus on upgrading the training infrastructure and will collaborate with institutes of technology, engineering colleges, and driver training institutes, in order to meet the growing demand towards creating a pool of skilled workforce for logistics management & handling offerings through specialized courses and trainings so as to mitigate risks of high inventory levels and poor services.

## Incentives

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The units set up in logistics sector (integrated logistics park and logistics park) shall be eligible for financial incentives. The incentives shall be applicable for units, both existing and new, that are set up in the logistics sector.

Financial Assistance	Proposed contribution as per the Haryana Logistics Policy 2018 ( Draft)
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Scheme for Development of Integrated Logistics Park and Logistics Parks	<p><b>Financial assistance @ 25% of the eligible fixed capital investment up to a maximum of INR 50 Crore in support infrastructure</b> for developing supporting infrastructure in logistics park.</p> <p>The supporting infrastructure facilities eligible for financial assistance will include internal roads, power distribution system, communication facilities, water distribution system and water augmentation facilities, sewage and drainage system, effluent treatment and disposal facilities.</p>
Scheme for Creation of Truck Terminals	<p><b>Financial assistance @ 25% of the eligible fixed capital investment up to a maximum of INR 2.5 Crore in support infrastructure</b> for developing truck terminals.</p> <p>The supporting infrastructure facilities eligible for financial assistance will include idle parking space, dormitory, sanitary facility, cross docking/ bulk breaking yard, restaurant and retail shop, medical facility, banking facility, weigh bridge, service station.</p>
Scheme for Interest Subvention for Logistic parks and warehouses	<p><b>Financial assistance in the form of interest subvention @ 5% on term loans subject to a maximum of INR 20 lakhs over a period of 3 years.</b></p>
Scheme for Technology Acquisition in Integrated Logistics Park and Logistics Park	<p><b>Financial assistance @ 25% of the eligible fixed capital investment for plant &amp; machinery</b> in warehouse storage, godowns, silos, cold storage, container depots, and other logistic facilities <b>subject to ceiling of INR 1 crores.</b></p>
Scheme for ICT Adoption in Integrated Logistics Park and Logistics Park	<p><b>Financial assistance @ 25% of the eligible fixed capital investment for plant &amp; machinery</b> for adopting ICT and related technologies for max. of INR 25.00 lakh.</p>
Research & Development Promotion Scheme in Logistics and Warehousing	<p><b>Financial assistance @ 50% of project cost for acquiring machinery and equipment towards establishing R&amp;D laboratories</b> for logistic and warehousing sector by eligible industries association subject to maximum INR 50 lacs.</p>
<b>Financial Assistance</b>	<b>Proposed contribution as per the Haryana Logistics Policy 2018 ( Draft)</b>

Skill Development & Training in Logistics and Warehousing	Re-imbusement to logistics and warehousing units on technical training cost of the worker ( mainly in operational, front-line, supervisory roles) subject to a <b>maximum 50% of the training cost limited to maximum INR 10,000/- per worker</b> per training program in span of 6 months.
Warehousing Support Scheme	<b>Capital subsidy @ 20% of the project cost</b> (excluding land cost) subject to maximum of <b>INR 25 lacs.</b>

The units shall also be eligible for exemptions and subsidies on lines of those provided under Haryana's Enterprise Promotion Policy (EPP) 2015 on case to case basis. The following incentives shall be applicable for logistics parks and warehousing:

1. **Relaxation in CLU Charges-**  
The conversion charges shall be uniform throughout the state. Applicable lowest prevailing rate in the state shall be considered for conversion charges for both industrial and commercial category.
2. **Stamp duty** - 100% refund of stamp duty on purchase/ leasing of land for establishment of logistics park including Industrial Estates developed by HSIIDC/ private developer in 'D' category blocks, 75% in 'C' category blocks and 50% in 'A', 'B' category blocks within 5 years from the date of filing of EM. The incentive will be available for logistic park and ancillary logistic units.