

Department of Industries

Notification

3/10/2023-IND/119

Sub: **Goa Logistics and Warehousing Policy, 2023.**

1. *Preamble.*— 1.1. Goa's economic growth is driven by the strong presence of its industrial sectors such as Tourism & Hospitality, Pharmaceuticals and IT & ITeS. The special income tax exemption scheme attracted over 80 reputed pharma companies that have invested in the State, generating a revenue of approximately NIR 2500 crore, constituting approximately 12% of the total drug production in the country. Besides these, there are other booming sectors in the State such as Light Engineering, Machinery and allied equipment manufacturing and Agro & Food-processing. Over the years, the State witnessed this industry-led growth contributing to Goa's economy. At current prices, Goa's Gross State Domestic Product (GSDP) was Rs. 914.17 billion (US\$ 11.09 billion) in 2022-23. The GSDP (in Rs.) increased at a CAGR of 6.41% between 2016-17 and 2022-23.

1.2. Beyond various factors that have attracted industry in the State, it is the

unrivalled culture, weather and quality of life that has supported the ecosystem to thrive over the years. Although, Goa has been taking steps to foster innovation and technology to improve the business ecosystem in the State, the infrastructure index has coped poorly. The State has several intrinsic strengths in terms of port, airport, rail, and road network connecting to other parts of the country and world. Further to this, the State is strategically located around the growing ecosystem of vast economics of Maharashtra and Karnataka. The Government of Goa comprehends the potential of the logistics sector which is considered as the economic backbone of any industry and thus understands the immediate need of improving the current logistics ecosystem with adequate supplements to support the existing businesses in the State.

1.3. This policy intends to lay down a robust institutional framework that will upgrade the existing system which will lead to faster, better communication with fewer errors and will benefit the sector significantly. This policy has drawn guidelines from the 8-pillar (Integration of the Digital System, Standardization, Human Resource Development, State Engagement, Service Improvement, Sectoral Plans & Development of Logistics Parks) approach of the National Logistics Policy leveraging the Gati Shakti framework and has aligned the strategic objectives to the State's strengths. From optimizing the operational clearances to setting up Grade A warehouses and generating employment through skill development, this policy aims to contribute to the nation's economy and augment corporate competitiveness by establishing an integrated, seamless, effective, dependable, green, sustainable, and cost-efficient logistics network that makes use of best-in-class tools, procedures, and qualified personnel.

2. *Definitions.*— 2.1. *Logistics:*— "Logistic" means Transportation & hand handling of goods between points of production and consumption, storage, value addition and allied services.

2.2. *Warehouse:*— Warehouse means any premises (including any protected place)

conforming to all the requirements including manpower specified by the Authority by regulations wherein the warehouseman takes custody or the goods deposited by the depositor and includes a place of storage of goods under controlled conditions of temperature and humidity.

2.3. *Third-Party Logistics (3PL)*: They specialize in integrated operations of warehousing and transportation services that can be scaled and customized to customers' needs, based on market conditions, to meet the demands and delivery service requirements for their products.

2.4. *Inland Container Depot (ICD)*:— An off-seaport (or port) facility having such fixed installations or otherwise, equipment, machinery, etc., providing services for handling/clearance of laden import and export containers for home use, warehousing, temporary admissions, re-export etc., under customs control and with storage facility for customs bonded or non-bonded cargo.

2.5. *Container Freight Station (CFS)*:— CFS is an extension of a Customs port set up with the main objective of decongestion, where only a part of the customs processes mainly the examination of goods is normally carried out by Customs.

2.6. *Air Freight Stations (AFS)*:— Air Freight Station (AFS) is an off-Airport common user facility equipped with desired machineries to handle storage of import/ export goods and cargo in bulk/loose for home consumption, warehousing, temporary admissions, temporary storage for onward transit and outright export.

2.7. *Multi-Modal Logistics Parks (MMLP)*:— MMLP is a freight-handling facility, with access from various modes of transportation, mechanised warehouses, specialised storage options like cold storage,

facilities for mechanised material processing and inter-modal transfer container terminals, as well as bulk and break-bulk cargo terminals. Additionally, logistics parks offer value-added services like testing facilities, quarantine zones, and customs clearance with bonded storage yards.

2.8. *Cold Chain Facilities*:— As defined by the Ministry of Food Processing, Cold Chain covers creation of infrastructure facility along the entire supply chain viz. pro-cooling, weighing, sorting, grading, waxing facilities at farm level, multi-product/multi-temperature cold storage, CA storage, packing facility, IOF, blast freezing in the distribution hub and reefer vans, mobile cooling units for facilitating distribution of non-horticulture, horticulture, fish/marine (except shrimp), dairy, meat and poultry.

2.9. *Truck terminal*:— It is a facility used for the purpose of loading or unloading materials or goods from trucks, for the primary purpose of decongestion, transferring materials and goods, either for distribution or changing from one transportation carrier to another. It also includes related facilities like dormitories, a cafeteria, godowns, parking spaces and repair shops.

3. *Logistic Statistics of Goa*.— 3.1. Goa is the smallest State in India by area and the fourth smallest by population. Industrial activity in Goa is an offshoot of the mining industry. Development in the mining industry in Goa gave rise to Industrial activity in supporting areas of barge construction, infrastructure, servicing and job works of mining equipment, vehicles etc. Due to Government efforts, the Goan industrial scenario has undergone a vast change. From Corlim, the first ever industrial estate in the State in 1966, today the State has as many as 23 industrial estates. Presently, Goa has over 4000 small-scale industrial units as well as 150 large and medium-scale industries employing over 55,000 people.

3.2. Some key statistics for Goa as of 2021 are shown below:—

#	Parameter	Status
1.	Road Length	10,768 km. (260 km. National High-ways).
2.	Railway Track	184 km. (106 km —Konkan Railway and 78 km South-Western Railway).
3.	Navigable internal waterways	255 km.
4.	Number of seaports	1 Major (Mormugao), 5 Minor
5.	Number of airports	2 (Dabolim and Manohar Parrikar International Airport).
6.	Number of Industrial Estates	23
7.	Number of operating Industrial units	4000 units.
8.	Inland Container Depot (ICD)	1
9.	Air Cargo Terminals	2
10.	Railway Goods Sheds	4 (1 on Konkan Railway at Verna and 3 on Southwestern Railway at Vasco, Sanvordem & Kalem) 1 Private Siding of Zuari Chemical Fertilizers at Sankval on Southwestern Railway.
11.	Non-captive covered warehousing space (sq. ft.)	25 lakhs
12.	Warehouse Capacity (incl. State, Central, Private owned) (MTPA)	12902 MT
13.	Cold storage capacity	7705 MT

4. Objectives of the Policy.— The core objectives of the policy are:

- (a) Development of logistics sector as a common goal among the different departments.
- (b) To develop an ecosystem for Logistics players by creating opportunities in warehousing and container logistics.
- (c) To provide an institutional and regulatory framework to provide time bound clearances to logistics-led investments in the State.
- (d) To strengthen the existing logistics blocks of the State by granting industry status to the logistics and warehousing sector.
- (e) Promote accessibility to agricultural produce by increasing the mobility from fields to markets.
- (f) To promote growth of waterborne cargo movement by modernizing existing jetties and developing key inland river routes.
- (g) To promote environment-friendly commercial carriers by implementing green logistics and decarbonization in transportation.
- (h) To enhance skill development in the logistics and warehousing sector, increase employment and generate revenue for the State.

(i) To establish a common interface for data sharing and enhance automation through smart logistics for performance monitoring and network planning.

5. Chapter 1: *Logistics Infrastructure*.— 5.1. *Road Transport*:— (A) With 85% of the logistics transport contributed through road transport, the road logistics sector is expected to keep its growth trajectory. The Government of Goa realises that with the rapidly thriving upward trend of the e-commerce sector and the growing retail sales market among the inter-city/inter-State, the road logistics in India is expected to grow at a compounded annual growth rate (CAGR) of 8% making it a USD 330 billion market by 2025. The road topography of Goa has rolling terrain and upward gradient at stretches which hinders heavy truck movements. Also, the acute right-angled turning hinders cargo movement within the State. The Government of Goa has recently completed construction and renovation of State highways and district roads at Bicholim, Bardez, Tiswadi, Salcete and Ponda. Also, major developments along the National Highways are under progress, such as:

(a) The 8 lane Zuari Bridge (North-bound) construction on the Margao-Panaji National Highway which is considered as an important link between North and South Goa.

(b) The upcoming Goa-Mumbai 4-lane highway widening project which is expected to be completed by 2023, is going to reduce the transportation time from 13 hours to 8/9 hours.

(c) The Goa-Karnataka highway widening project is nearing completion and will serve as an important coastal highway link between west and south India.

(d) Construction of 4-lane port connectivity road from Varunapuri junction to Sada junction at Mormugao Port is under progress and is expected to be completed by June 2023.

(e) A dedicated access controlled 6-lane approach road is planned to connect the Manohar International Airport to the nearest National Highway-166S.

(f) Upgradations of roads and construction at Canacona Bypass, Dhavali Bypass, Khandepar Bridge, etc., have been completed.

(g) The Government is in progress of dualling national highway in North Goa and construction of Margao western by-pass.

(B) *Further to this, the Government will also undertake:—*

(a) Development of major roads such as the Kochi-Mangalore-Goa stretch and roads leading from Hubli and Karwar to Goa, especially the stretch between Ramnagar-Anmod and Canacona-Cuncolim. This is expected to improve last mile connectivity to the industrial clusters.

(b) Construction and widening of roads to be undertaken to facilitate movement of 40 feet container carriers and low-bed trailers.

(c) The Public Works Department will expedite projects to improve first and last mile connectivity between existing/upcoming logistics facilities to industrial clusters.

(d) The Government also needs to set up mechanism to fast-track repairs and road construction activities at city and district levels.

5.2. *Inland Navigation Waterway*:— (A) The State is blessed with 255 km. of inland waterways which may be developed to enhance the inland waterways logistics in the State. Goa has widely spread network of inland waterways with two main rivers Zuari and Mandovi and other smaller rivers such as Terekhol, Chapora, Mapusa, Sal etc., that has the desired depth of water a ship or boat can safely navigate. Hence, there is need to develop inland water transport in Goa. The State has minor Ports in Panjim, Chapora, Betul, Talpona, and Tiracol, which are situated

on the mouth of various rivers. Being fuel-efficient and environment friendly, waterways transportation could ease the pressure on the road and rail networks. The operational cost per tonne per kilometre of inland waterways is Rs. 1.06 as compared to Rs. 1.41 by rail and Rs. 2.38 by road. The total cost of inland navigation, after accounting for accidents, congestion, noise, air pollution and other environmental impacts is estimated to be one-seventh of that of road transport. The Government of Goa has taken a proactive step towards setting up the maritime cluster at Verna Industrial Estate. A total of 14,380 sq.m. of land was allotted to Konkan Maritime Cluster (KMC) to set up a world-class common facility for manufacturing, design and allied services for the shipbuilding industry.

(B) Following initiatives have been initiated to develop the Inland Water Transport in Goa:

(a) The Captain of Ports Department has completed the construction of four floating jetties in the Mandovi and Chapora river. Dredging around the sites is in progress to enable placing of Floating Jetties. The nine existing jetties are being modernized under the Sagarmala scheme.

(b) The Inland Waterways Authority of India (IWAI) constituted in 1986, has been tasked with the development and regulation of inland waterways for shipping and navigation. The body has undertaken various projects which also cover major rivers (Chapora, Cumberjua, Mandovi, Mapusa, Sal and Zuari) of Goa for the development and maintenance of fuel-efficient inland transport.

(C) There is vast potential to leverage State's inland water resources to promote tourism and to provide easier connectivity of the region to roads via ferries and for bulk and intermodal transport. Therefore, the State further envisages to undertake the following:

(a) The State will develop a phase-wise action plan for connecting inland waterways to maritime ports of coastal States like Gujarat, Maharashtra and

Karnataka facilitating the trade from the hinterland of these States.

(b) The State will explore increasing the trade volume through the rivers by increasing the bridge heights and thereby allowing larger vessels to ply.

(c) A route map will be established for cities and villages to promote local transportation of goods through rivers and canals.

5.3. *Rail Freight Transport*:— The Konkan Railway covers over 150 k.m. of rail journey within Goa and is the first rail service in India to provide an intermodal freight transport Ro-Ro service. South-Western Railway handles around 70,000 MT cargo per month at Vasco, Sanvordem, Kale, Sankval and around 9 Lakhs MT of freight traffic at Marmugao Port. With the electrification of 741 k.m. route of the Konkan railway, the rail logistics sector in Goa will achieve higher operational efficiency and lower unit cost of transportation. To further boost the rail logistics sector, the Government of Goa is planning the following key initiatives:

(a) Engage with Konkan and South-Western railways to ensure dedicated freight schedules from Goa along with infrastructure support like railway sidings on the freight corridors, cold-chain, Ro-Ro service warehouses etc. Also, efforts shall be made to incentivize rail logistics sector.

(b) Promote the development of economic clusters along the freight corridors to boost rail transport.

(c) Collaborate with neighbouring states for trade promotion and development activities to boost rail freight along key routes.

(d) Develop cold storages along the freight corridors to boost volume for export reefer wagons plying to JNPT through PPP mode.

(e) Promote phase-wise development of an efficient cargo rail network that connects with North, Central and Eastern

India for commodity traders and agricultural goods transportation.

(f) The State shall endeavour to improve rail-based logistics by developing enabling infrastructure, a bonded zone, a clean berth, increased warehousing capacity and availability of skilled labour.

5.4. *Airway Corridor*:— Goa is poised to transform into an air cargo-led regional multi-modal logistics hub. The new Manohar International Airport (MIA) at Mopa is expected to provide the impetus to the logistics sector in the State. The upcoming green airport has a strong potential for exports especially pharma, agri perishables goods such as fruits and vegetables and marine products, etc. The large storage capacity of 7000 MT at the MIA can be customized to suit storage needs of different types of cargo. The Government of Goa will aim to promote multi modal connectivity to the airport and enhance the ancillary businesses to support the airway logistics by:

(a) Enabling swift cargo movement to and from the airport with robust logistics planning integrated with a multi-modal transport system.

(b) Exploring opportunities for developing a Free Trade Warehousing Zone (FTWZ) in proximity to the MIA.

(c) Exploring opportunities for developing an Integrated Logistics Park (ILP) near MIA to integrate cargo management and storage.

(d) Promoting development of truck terminals and transport hubs near MIA for easy availability of commercial carriers.

(e) Using advanced technology to explore and augment maximise air cargo capacity in Dabolim Airport, particularly using plug-and-play model.

(f) Engaging with the international market players to maximise airfreight business.

5.5. *Sea Port Infrastructure*:— (A) The State is home to one major seaport namely Mormugao and 5 minor ports. Mormugao Port handled coastal traffic of 2.11 million MT during 2021-22 as compared to 1.41 million MT during FY 2020-21 with an increase of 6% in Break Bulk cargo during the year as compared to FY 2020-2021. In the year 2021-22, 27 container ships called at the port and handled 14055 TEUs as against 36 ships that handled 22043 TEUs in 2020-21. The modernization of port infrastructure at Mormugao Port is a critical aspect of logistics in the State. Hence, Mormugao Port Authority (MPA) is redeveloping berths and barge jetties on PPP basis. The Mormugao Port has identified space within the port, available for storage which will be facilitated for the optimum utilization in terms of warehousing and consolidation of EXIM cargo. Such identified spaces are:

(i) About 34000 sq. m. of land available for long-term lease basis in Bogda.

(ii) Area of 40000 sq. m. available at Baina.

(iii) Two Ready warehouses at Baina with two separate sheds of about 1600 sq. m. each are available on lease basis.

(B) The Government of Goa will be aiming to boost the container logistics while coordinating with the Ministry of Ports for the standardization and containerization of cargo at Mormugao Port. The State plans to:

(a) Increase the containerized cargo base in Goa with initiatives like port-linked economic clusters.

(b) Improve the container services to and from Goa with direct connectivity to nearby ports such as Mangalore, Cochin, Colombo, JNPT, Mundra, Kandla.

(c) Increase the number of feeder vessel services to JNPT which can act as shuttle service with several sailings per week, for faster turnaround times and promoting export volume.

(d) Introduce modern container handling equipment such as the Harbour Mobile

Cranes (HMC) at the port allowing fast turn around of vessels.

(e) Improve the other infrastructure of Mormugao Port such as reefer plug points, expansion of existing berth and separate berth for container vessels.

(f) Operationalize government-owned ports that are lying idle and dilapidated along with addition of new minor ports.

(g) Facilitate the export process, improve facilities for in-port storage and packaging services, especially for fertilizers, hazardous goods, and perishables.

(h) With the increase in volume of movement of containerized EXIM cargo through the Mormugao Port, the State will facilitate establishment of CFS/ICD close to the seaport.

(i) Similar determinations will be made to develop storage facilities for declared cargo based on assessment on the number of imports that needs to be stored.

(C) The Government of Goa will facilitate setting up a seaport within the State port limits and develop it in a Public Private Partnership (PPP) mode to boost the EXIM trade to and from Goa.

5.6. *Transportation/Truck Terminals*:— The Government plans to set up transportation/truck terminals to decongest movement of cargo within cities which will serve as distribution junctions to simplify city logistics. These terminals will include dedicated parking spaces for incoming trucks, rate charts, driver restrooms, booking counters, loading/unloading zone and other State-of-the-art facilities. The Government of Goa will develop these projects through Public Private Partnership (PPP) mode or accept evaluating/inviting project development proposals from private developers.

5.7. *Green Logistics*:— The State aims to develop a strategic plan for the adoption of EV cargo vehicles in last-mile delivery. The State will explore opportunities for developing a fleet of electric buses as commercial carriers. This fleet shall carry commercial

cargo from bus depots within Goa and neighbouring states to the airports, seaports and truck terminals. Also, the State shall encourage renewable sources of power for logistics sector such as adoption of green technologies in vessel operations for Inland Water Transport.

6. Chapter 2: *Warehouses*.— Warehousing not only makes it easier to receive, store and distribute the goods, it helps in reducing transportation costs and increasing the value of goods as products are available at the right place, at the right time. Various other operations such as consolidation, assembling, mixing and cross-docking of products etc., can take place under one roof, thereby adding value to the overall logistics system. The State has identified some of the crucial initiatives to develop the storage capacity within the State:

6.1. *Cold Chain, Processing and Testing Facilities*:— The vision document for Goa's Agriculture and allied sectors emphasises on creating a value chain of supply network by post-harvest management and value addition. Large unfulfilled gap exists in the agricultural sector for investments in cold storage, CA storage, reefers, ripening chambers, IQF, milk chilling and processing etc. Hence, the Government aims to develop adequate and efficient cold chain infrastructure from farm gate to consumers to arrest the high losses in supply chain of perishables. The Government will facilitate setting up cold chain facilities near the logistics hubs to provide a sales and distribution network to promote export of Agri and Marine products from Goa. In addition to this, the Government of Goa is strengthening power supply to avoid power cuts and reduce voltage fluctuations as it can damage the cold chain equipment. Such cold chain infrastructure will also cater to the needs of Pharma sector along with Marine and Food processing sectors.

Thus, the State plans to:

(a) Facilitate setting up of multipurpose cold storages rather than conventional

single commodity storage for agro-products, fisheries and pharmaceutical products in the city and suburbs.

(b) Facilitate Integrated cargo complexes at major airport and seaports which will be equipped to handle different kinds of goods, including testing centres for perishable and semi-perishable commodities.

(c) Setting up of Agricultural and Processed Food Products Export Development Authority (APEDA) and Marine Products Export Development Authority (MPEDA) approved testing labs through PPP mode, to carry out leaf and tissue analysis, residue testing, quality checking of food materials and sample testing for imported food items.

(d) Accrediting the existing food and drugs laboratory with NABL standard.

(e) The State Government will coordinate with the Ministry of Food Processing to develop a food park based on the model of Mega Food Park Scheme. This initiative will establish a direct linkage from farm to processing and then to consumer markets through a network of collection centres and primary processing centres.

6.2. *Logistics Parks*:— The existing Multi-Modal Logistics Park (MMLP) at Balli is connected to JNPT and other destinations. It offers efficient and cost-effective services like cargo aggregation and dis-aggregation, inter-modal transfer sorting, packing, and re-packing. The Government envisages to augment MMLPs in the State along with development of additional MMLPs, Integrated Logistics Park (ILP) and mini-MMLPs.

The Government shall:

(a) Explore the development of strategic nodes on the transportation network where cargo can 'dwell' to fulfil one or several functions such as aggregation, storage, trans-shipment distribution and value-added services.

(b) Facilitate enhancement of the Balli ICD to handle both domestic and international cargo and promote the

development of a warehouse of around 7000 sq.m. for accommodating cement storage and other cargo along the rail siding.

(c) Facilitate development of MMLP near the Mormugao Seaport to promote trade of containerised cargo.

(d) Identify locations in the State to develop MMLP through the support of Government of India.

(e) Explore the development of mini-logistics parks through PPP mode.

(f) Enhance the connectivity of MMLPs to the National Highway.

6.3 *Trade Facilitation Centres*:— The two airports in Goa, at Mopa and Dabolim are in proximity to well-connected national highways passing through the entire State from Pernem to Canacona. The Konkan railways route runs parallel to these national highways. This amplifies the state's strategic location as an important multi-modal hub for the western region of the country.

The State plans to undertake following initiatives to facilitate trade:

(a) Mini trade development centres alongside highways shall be identified as 'Highway Markets' providing all the state-of-the-art facilities of parking, terminals for truck & other transport vehicles, common cold storage, packaging and warehousing centres, courier services etc. The local farmers will be able to sell their agro produce in such designated locations.

(b) The State will facilitate development of multi-storey retail cum storage market complexes with loading/unloading zone, parking, etc., especially for durable goods. Such market complexes will reduce the extra transportation cost from warehouse to shops by providing separate floor for storage within the market complex.

(c) The government-owned buildings which are commercially less active such as multi-storey parking lots, will be assessed for conversion into cargo consolidation centres.

(d) Large scale development of the common facilities shall be explored for wholesale and retail trade alongside the highways, which will benefit the local community in terms of employment generation.

7. Chapter 3: *Regulatory Framework and Convergence.*— 7.1. *Faster Approvals through Online Single Window:*—

The Government of Goa proposes to upgrade its existing single window system through introducing the Combined Application Form to ensure faster sector-based approvals for the investments made in the State. Currently, an investor can log on to the Goa online portal (www.goaonline.gov.in) and utilise the know your approvals to get the list of requisite clearances and subsequently apply for each approval through the same. The State shall ensure faster clearances and approvals through single window for logistics and warehousing projects. A grievance redressal mechanism for providing time bound and effective resolution to issues and challenges will also be established.

7.2 *Ease of Registration:*— Commercial/ /Cargo goods carrier are an essential part of road logistics and the Government intends to incentivize the same by introducing rationalised registration and permit charges for reefer and non-reefer trucks with various carrying capacities such as 15MT, 20MT and 30MT.

7.3 *Standardization:*— The State Government will set up standards in parity with the National Logistics Policy to promote cost-effective warehousing services and a scheme for grading, rating and awarding for demonstrating operational efficiency, use of technology, safety, etc. The Town and Country Planning Department may adopt the standards compiled by Warehousing Association of India in the 'e-handbook on Warehousing Standards'. The State will also promote standardization of shipping services through a multi-modal transport system. The

existing logistics facilities including ports and jetties shall be evaluated on various performance parameters to improve their utilization through relevant stakeholder consultations.

7.4 *Logistics and Warehousing as Industry:*— Warehouses provide a centralized location for goods, making it easier to track and manage inventory. The development of warehouse will promote storage, shipping and distribution of products more efficiently. The increasing demand for warehousing space has resulted in massive growth of new logistics parks and single unit warehouses. The Goa Investment Promotion and Facilitation Board (GIPB) is the prime body to grant in-principle approvals to set up industries in the State.

(a) The GIPB will undertake suitable modifications in its role to provide special assistance to logistics and warehousing projects.

(b) A special assistance would be in the form of earmarking 20% of land bank for logistics and warehousing projects in existing and upcoming industrial estates wherever possible.

(c) The State will assess reserving plots in the industrial zones and come up with guidelines and procedures for the allocation of these plots for developing e-commerce business in the State. Such plots will be kept specifically for warehousing activities.

(d) It is recommended to carry out certain amendments in the Goa Industrial Development Corporation (GIDC) regulation for simplification of transfer and sub-lease rules, reduction in sub-lease charges and removal of restriction on sub-leasing plot for logistics and warehousing.

(e) In addition to the above, based on market demand, plot allottees could be provided with the option to set up warehouse facility, subject to payment of prescribed fees/procedures.

7.5. *Implementation of Government of India Schemes:—*

(a) The State shall aim at converging with the central schemes to utilize funds for development of logistics sector in the State.

(b) The State shall also explore funding options from the Government of India schemes like Bharatmala, Sagarmala, Economic Corridor Development, Industrial Corridors, Atmanirbar Bharat, PM Gati Shakti, TIES Scheme, Micro and Small Enterprises Cluster Development Program (MSE-CDP), etc., which would be integral in achieving the expected outcomes in qualitative and time-bound manner.

8. *Chapter 4: Technological Interventions.—*

8.1. *State Master Plan under PM Gati Shakti:—*

(a) A plan will be developed for digitally monitoring the logistics operations of State warehouses capturing date, time, quantity, etc. Similarly for transport operators, the State will leverage merging technology such as IoT sensors, RFID, Blockchain etc., to track the Movement of cargo carriers.

(b) Under the PM Gati Shakti State Master Plan, the State is working to adopt demand-centric planning and prioritize projects having major social and economic impact in the State.

(c) With the mapping of infrastructure development and holistically integrating individual interventions of various departments of the State to the Gati Shakti Portal, the existing infrastructure of logistics facilities can be identified and monitored for routing connectivity plans.

8.2. *Transportation Management Systems:—* The growing complexity of logistics and its importance as a major economic activity has enhanced the significance of Information and Communication Technology (ICT) as means to improve the level of visibility, responsiveness and efficiency in supply chains relying on multimodal transport operations. With the use

of wireless vehicular networks, Intelligent Transport Systems (ITS) have the potential to shape the future of multimodal logistics.

(a) The State will come up with the Intelligent Transport Management System (ITMS) with features such as traffic and travel information systems, advanced vehicle safety systems, security and emergency systems, payment systems and freight transport management in key cargo routes. The plan will include traffic regulation strategies on key logistics routes.

(b) The State will connect Intelligent Transport Management System (ITMS) to the central Unified Logistics Interface Platform (ULIP) to link multiple data sources and develop cross-sectoral use cases for logistics stakeholders.

8.3. *Smart Enforcement:—*

(a) The State will implement a risk-based enforcement system that will prioritize and identify vehicles that need to be interdicted based on previous offence data. This technology will primarily focus on bulk and semi-bulk cargo carriers operating in the mining zone.

(b) The State-level data base will be integrated to that of the integrated enforcement management application developed by the Government of India such as M-Parivahan Sewa.

(c) The State will install portable scales, CCTV cameras, mandatory GPS-enabled tracking devices, RFID tags for Containers, recordable inspection, etc., as measures for smart enforcement.

9. *Chapter 5: Skilling and Capacity Building.—*

The Government acknowledges the importance of a skilled workforce in the logistics sector. One of the pillars of the National Logistics Policy is to develop an overarching logistics human resource strategy wherein states should develop action plans to address skill development and internal capacity building in logistics and

warehousing sector. As the sector continues to transform, the Government of Goa has laid emphasis on skills that are in demand to support the ecosystem.

(a) Government of Goa will establish a Centre of Excellence (CoE) under the District Skill Development Plan (DSDP) to provide end-to-end training needs of the logistics sector along with other skilling programs.

(b) The CoE will envisage the development of skills of blue-collar logistics workers and capacity building of all the stakeholders focusing on the specialized needs of logistics sector like agri products cargo, processed foods, e-commerce logistics, consumer durables, latest warehouse facility training etc., in line with the globally recognized best practices.

(c) Government of Goa will explore opportunities for institutional tie-ups to design and create appropriate courses catering to the need of the logistics sector such as exploring skilling through the upcoming Goa Institute of Maritime Excellence at Britona.

(d) The State's Directorate of Skill Development and Entrepreneurship will take up a skill gap study and identify courses which would be relevant for logistics sector and assist in devising courses in colleges and ITI's especially with private sector.

(e) The State shall engage with the engineering colleges to identify innovative and sophisticated mechanisms to develop logistics and take up various technological advancement at project level for students.

10. Chapter 6: *Ancillary Developments*.— In addition to the above major infrastructure upgrade and capacity building, the State plans the following ancillary developments:

(a) With the advancement in Logistics infrastructure, institutional backup, packaging, storage, freight, transport, and connectivity to the internal production system backed by market access the agriculture exports

will increase which will further transform agricultural economy.

(b) With the ease of logistics in the State, the State aims to create an employment opportunity for personnel under skilled/ /semi-skilled/unskilled categories.

(c) Further, with the rise in warehousing space, the decongestion of existing industry will cater to the expansion of the business which will further lead to increase in GDP, revenue, and employment generation in the State.

(d) The advancement of the inland waterways will attract employees from the field of hydrography, navigation, civil engineering, and mechanical engineering apart from personnel handling the operation of inland vessels.

(e) The development of Export-Import (EXIM) infrastructure bundled with logistics infrastructure in the State will promote EXIM trade and generate foreign currency earnings for the nation.

(f) The logistics sector does not involve processes which are a threat to the environment. With the implementation of green logistics, the State can earn revenues without compromising on the impact on the environment.

(g) The transformation of Goa into a logistics hub will provide for reduced transportation cost and reduced turnover time to the manufacturing units falling in South Maharashtra and North Karnataka, which will make their end products very competitive.

11. Chapter 7: *Incentives for Logistics Sector*.— The proposed incentives may initially be extended as specified in the table. Further, to promote private sector participation and speed up investments, the proposed benefits of the Policy will be applicable for the first 2 years from the date of issuance of the Policy by the Government. After 2 years, the effectiveness of the Policy may be assessed and a suitable decision may be taken on the extension of incentives.

11.1. *Tailor Made Incentives for Mega Projects:*— Multi-Modal Logistics Parks/Dry Ports/Integrated Logistics Parks and other Logistics Infrastructure projects developed under the 'Mega Projects' category will receive tailor-made incentives based on requirements of the project as per "Goa Industrial Growth and Investment Promotion Policy, 2022".

11.2. *Incentives for Technology Enhancements:*— (a) Upgradation in Transportation: The Government of Goa will reimburse 50% of the cost of installation of tracking devices or INR 1,000 per tracking device per truck under operators registered in Goa, whichever is lower in cost.

(b) Upgradation in Logistics Management Software: The Government of Goa will reimburse onetime, 50% of the cost of installation of logistics management software or INR 20,000 per installation per company, whichever is lower cost.

(c) Upgradation in Quality: The Government of Goa will reimburse 50% of the cost incurred for the implementation of a Quality Management System (IMS/ISO 9001/ISO 14001/OHSAS 18001/SA 8000) in their infrastructure. The incentive in this category will be capped at a maximum of INR 5 Lakh to improve the quality of delivery of goods and services.

A separate detailed notification may be published laying down the guidelines and procedures to avail the above-mentioned incentives.

11.3. *Capital and Interest Subsidy:*—

Categories	Interest Subsidy Rate	Capital Subsidy Rate	Period for Interest Subsidy	Capped Amount	Applicable for Type of Project
MMLP/Dry Port (ICD/CFS) Integrated/ Logistic Park (ILP) - Non-Mega Project Category	5% of the annual interest payable by the company on loans taken for the construction of the projects	10% of fixed capital invested through loans in building plant and machinery	5 years	INR 25 Lakhs/ /year/unit	Projects covering a minimum area of 18 Acres for ICD and Mini-MMLP, 5 Acres for CFS and 1000 sq. metres for AFS.
Large Warehouse Cold Storage and Testing Facilities	5% of the annual interest payable by the company on loans taken for the construction of the projects	10% of fixed capital invested through loans in building plant and machinery	3 years	INR 25 Lakhs/ /year/unit	Minimum Area: 1) Warehouse-10000 sq.m. 2) Cold Storage and Testing Facilities- 2000 sq.m.
Warehouse, Cold Storage and Testing Facilities constructed in backward taluka	5% of the annual interest payable by the company on loans taken for the construction of the projects	15% of fixed capital invested through a loans in building plant and machinery	5 years	INR 50 Lakhs/ /year/unit	Minimum Area: 1) Warehouse-1000 sq.m. 2) Cold Storage and Testing Facilities- 200 sq.m.

11.4. *Development Charges:*— The developers of logistics units and warehouses can avail 50% concession on land conversion charges. The Government of Goa will strive to subsidise charges such as stamp duty, registration charges, etc., on case-to-case basis for development of ICDs/Dry Port/projects not falling under Mega Project Category (Rail based) and to Integrated Logistics Parks.

11.5. *Incentives for Skilling*:— The Government of Goa will reimburse 50% of the cost involved in skill upgradation and training local manpower, per business unit, limited to Rs. 5000/- per person, up to a maximum of 1000 persons for the initial two years.

11.6. *Other Supporting Measures*:— (a) The Town and Country Planning Department shall come up with specific guidelines on

(i) Increasing the FSI upto 200% for Logistics and Warehousing Units.

(ii) Increasing the ground coverage for Logistics and Warehousing Units.

(iii) Depending on the capacity of the fire department & availability of road width, the limit of maximum height for the building of the logistics and warehousing unit will be increased up to 24 meters.

(b) Logistic Parks and Warehouses will be permitted to work 24x7.

(c) The State may institute a special innovation Fund of INR 1 crore for supporting start-ups in Logistics (for the first two years).

(d) The incentives for the adoption of green practices in the logistics sector like solar-powered vessels, Electric Cargo Vehicles, etc., will be applicable as per the procedure laid out in "Goa Industrial Growth and Investment Promotion Policy, 2022".

12. Chapter 8: *State Logistics Coordination Committee*:— 12.1. *The State Logistics Coordination Committee was formed in 2021 to spearhead the implementation of the logistics policy. In addition to its existing mandate, the committee shall*:—

(a) Conduct monthly review, monitor and report on the progress of implementation of this policy.

(b) Conduct mid-term policy review to be held after 3 (three) years from the date of commencement of the Policy in every term.

12.2. *State Logistics Cell*:— The Government of Goa has designated the Goa

Investment Promotion and Facilitation Board (GIPB) as the State Logistics Cell to liaise with Government of India and regularly coordinate with the State Logistics Coordination Committee to discuss the policy formulations or modification and progress of implementation. The State Logistics Cell shall also strive to strengthen the coordination between forward and backward linkages between logistics and other State projects, explore the funding sources and take crucial decisions with the State Logistics Coordination Committee.

13. Schedule A: *Action Plan*:— The tripartite collaboration of the Government, academia and industry stakeholders in the implementation of this policy is imperative and will go a long way in realizing the State vision of 'Swayampurna Goa 2.0 and Aatmanirbhar Bharat'.

13.1. *Short Term (Within a year)*:—

(a) Guidelines from concerned departments to avail all incentives proposed in the Policy.

(b) Mapping of all layers of infrastructural developments in Gati Shakti.

(c) Complete the ongoing road repairs and construction.

(d) Identification of issues at key corridors connecting major industry and freight clusters and developing plan of action.

(e) Action plan to be prepared for developing inland waterways logistics.

(f) Action plan to be prepared in collaboration with Railways and neighbouring states on developing trade in the rail freight corridors.

(g) Identification and approval on destined regions near the Airport and Seaport for development of Logistics Parks and Warehouses.

(h) Approval to establish logistics parks on hub & spoke model where spokes to be identified as seaport, airport, industrial hub, warehouses and truck terminals.

(i) Facilitate infrastructural development for enhancing container logistics through Mormugao Port.

(j) Facilitate augmentation of existing ICD at Balli and develop action plan on development of mini-MMLPs through PPP.

(k) Every urban local body in Goa to launch an initiative on the city logistics plan. It can include programs on sustainability in logistics, reverse logistics, green logistics etc.

(l) Identification of existing food and drug laboratories and facilitating accreditation to NABL standards. Also, facilitating establishment of APEDA and MPEDA testing facilities.

(m) Develop action plan on establishing food processing centres in collaboration with DITC and GIDC.

(n) Guidelines on earmarking area within industrial estates for logistics and warehousing activities.

(o) Established standards for rating and grading logistics and warehousing services.

(p) Evaluation of current performances of existing logistics (including transport) and warehousing facilities.

(q) Modification in GIDC laws related to limit on sub-leasing plots for logistics and warehousing activities.

(r) Developing plan for smart enforcements and Intelligent Transport Management.

(s) Establishment of CoE for skilling in logistics and warehousing sectors. Facilitation of related skills in existing institutes.

13.2. *Medium Term (Within next 4 years):—*

(a) Complete construction of major roads and removal of gaps in last mile connectivity.

(b) Establish a seaport within the State port limits under Public Private Partnership (PPP) mode.

(c) Establish transportation through the inland rivers, backwaters and canals.

(d) Establishment of warehouses along the railway sidings appropriate for designated cargo.

(e) Establishment of Logistics Parks, Truck Terminals, testing centres and warehouses near Airport and Seaports.

(f) Operationalize idle seaports and ensuring adequate infrastructural support for smooth movement of sea cargo.

(g) Adequate availability of certified testing labs for export and import of food and drugs.

(h) Emergence of mini-MMLPs well connected to National and State highways.

(i) Warehouses and Logistics service providers accredited with established standards and performances digitally monitored.

(j) Facilitate completion of Government of India funded programs such as Sagarmala, Bharatmala, etc.

(k) Establish development in logistics the key to promote investment in the State.

(l) Establish pool of workforce available for logistics and warehousing industry.

13.3. *Long Term (Within 7 years):—*

(a) Establish a network of multi-modal transportation in Goa.

(b) Reduced cost of logistics in Goa.

(c) Improve the logistics performance and LEADS ranking of Goa.

(d) Create data driven decision support mechanism for an efficient logistics ecosystem.

(e) Improved efficiency in regulatory matters and order processing.

(f) Establish Goa as a Logistics hub ideal for transshipment and multi-modal shipment.

14. Schedule B: *Shelf of Projects*.—

SL. No. PROJECTS

A. ROADS

1. Goa-Mumbai 4-lane highway widening project.
2. Construction of 4-lane port connectivity road from Varunapuri junction to Sada junction at Mormugao Port.
3. A dedicated access controlled 6-lane approach road to connect the Manohar International Airport to the nearest National Highway-166S.
4. Development of Kochi-Mangalore-Goa stretch and all roads leading from Hubli and Karwar to Goa, Ramnagar-Anmod and Canacona-Cuncochim.
5. Development of all roads connecting MMLPs, ILPs, ICDs, CFS, ports and Industrial Estates.

B. INLAND WATERWAYS

1. Modernizing the nine existing jetties under the Sagarmala scheme.
2. Inland waterways connecting maritime ports of coastal States like Gujarat, Maharashtra and Karnataka.
3. Increasing the bridge heights along the rivers, allowing larger vessels to ply.
4. Inland waterways transport for cities and villages.

C. RAIL FREIGHT

1. Development of railway sidings along the freight corridors.
2. Development of a warehouse of around 7000 sq. m. along the rail siding for accommodating cement storage and other cargo.
3. Development of more efficient cargo rail network connecting with North India, Central India and Eastern India.

4. Development of a bonded zone, a clean berth, large warehousing and capacity and availability of enough labour along the freight corridors.

D. NEAR AIRPORT

1. Development of a Free Trade Warehousing Zone (FTWZ) near MIA.
2. Development of an Integrated Logistics Park (ILP) near MIA to integrate cargo management.
3. Development of truck terminals and transport hubs.
4. Testing centres for perishable and semi-perishable commodities.

E. PORT INFRASTRUCTURE

1. Operationalizing idle and dilapidated government-owned ports and addition of minor ports.
2. Setting up of a seaport within the State port limits under PPP mode.
3. Feeder Vessel services to nearby ports such as Mangalore, Cochin, Colombo, JNPT, Mundra, Kandla.
4. Modern container handling equipment, reefer plug points, expansion of existing berth and separate berth for container vessels at MPA.
5. Development of CFSs and ICDs including bonded warehouse, near Mormugao Port.
6. More empty container yards near Mormugao Port.
7. Improved facilities for in-port storage and packaging services, especially for fertilizers, hazardous goods and perishables.
8. Testing centres near MPA for perishable and semi-perishable commodities.

F. LOGISTICS AND WAREHOUSING FACILITIES

1. Development of multi-modal transportation terminals at strategic nodes connecting economic clusters.
2. Fleet of Electric buses carrying commercial cargo, connecting neighbouring States.
3. Setting up of multipurpose cold storages at intermediate points for agro-products, fisheries and pharmaceutical products.
4. Setting up of APEDA & MPEDA testing laboratories at areas identified by Directorate of Agriculture and Directorate of Fisheries.
5. Integrated Agro-Processing Centres at areas identified by Directorate of Agriculture.
6. Development of Agri consolidation, de-consolidation centres, distribution centres and tank storage for liquid cargo close to farms, silos, etc., at areas identified by Directorate of Agriculture.
7. Development of mini trade development centres alongside highways as 'Highway Markets'.
8. Development of multi-storey retail complex near towns with in-house storage and loading/unloading zone.
9. Conversion of under-utilized multi-storey parking complexes into multi-storey consolidation centres.
10. E-Commerce warehouses at Industrial Estates at relaxed clearances.

G. TECHNOLOGY INTERVENTION

1. Smart Enforcement applications for cargo carriers.

2. GPS enabled Intelligent Transport Management Systems (ITMS).

H. REGULATORY DEVELOPMENTS

1. Approval for development of all logistics and warehousing facilities through single window approval system.
2. Standards for grading logistics and warehousing services.
3. Earmarking 20% area of industrial estates for logistics and warehousing businesses.
4. Fast track ongoing Central Government initiatives under the PM Gati Shakti program.

I. SKILLING

1. Centre of Excellence to provide training needs of the logistics sector.
2. Institutional tie-ups to design and create appropriate courses catering to the need of the logistics sector.
3. Programs and courses on supply chain, transportation, Hydrography, water navigation, shipping and operational optimization etc., in the existing professional institutes and ITI institutes.

This is issued with the approval of the Council of Ministers in the XXIVth Cabinet Meeting held on 24-05-2023.

This Notification shall come into force with effect from the date of its publication in the Official Gazette.

By order and in the name of the Governor of Goa.

Amalia O. F. Pinto, Under Secretary (Industries).

Porvorim, 30th May, 2023.