



UP GLOBAL
INVESTORS SUMMIT
10-12 FEBRUARY, 2023 | LUCKNOW
New India's Growth Engine

UTTAR PRADESH LOGISTICS & WAREHOUSING SECTOR





GLOBAL SCENARIO

Logistics plays a huge role in the global economy. The essence of a business is to exchange goods or services for money via trade. Logistics is the path these goods and services take to complete the transactions. The logistics industry is not only a key contributor to economic development but also plays a significant role in resolving environmental and social issues. As the markets evolve the companies are adopting different supply chain strategies to provide better services to their customers.

The Global Logistics market was valued at USD 7,641.20 billion in 2017 and is projected to reach USD 12,975.64 billion by 2027, registering a CAGR of 6.5% from 2020 to 2027 (Global Logistics Market Statistics, 2021-2027). The Asian market is projected to be at the centre of global logistics activity-both in terms of growth and global investment in the world. It is expected to account for 57% of the growth of the global e-commerce logistics market between 2020 and 2025 (Statista, 2022) led by China, Japan and India. With the emergence of new technologies, ever-changing customer expectations and new business models, the logistics industry is rapidly expanding around the globe.

The global logistics market reached a value of US\$ 4.92 trillion in 2021 and is expected to reach US\$ 6.55 trillion by 2027, exhibiting a CAGR of 4.7 % during 2022-2027. Logistics is a critical determinant of trade within the country and is significant for India's competitiveness in global trade as a whole. The cost of logistics as a percentage of the GDP in India is as high as 13%-14% compared to 7%-8% in developed countries and 9%-10% in other BRIC countries. A reduction of even 1% in the logistics cost would mean a saving of approximately INR 1.4 Lakhs crore per annum. Therefore, there is an inherent need to develop a robust, well integrated, and efficient logistics ecosystem in the country.

INDIA SCENARIO

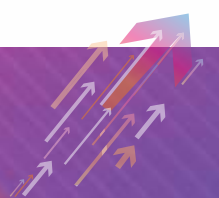
The global growth of E-commerce logistics market between 2020 and 2025 led by China, Japan and India. Being one of Asia's biggest economies, India endeavours to become and "Atma Nirbhar" (Self Reliant) USD 5 trillion economy by the year 2025.


India's rank on Logistics Performance Index 2018 has jumped 10 positions from 54 in 2014 to 44 in 2018 (World Bank 2018). The Logistics Industry in India was valued at US\$150 billion presently (FY2021) and accounts for 14.4% of the nation's GDP and is expected to reach US\$380 billion by 2025 (Logistics Skill Council, 2022).

Post recovery from the global pandemic, the logistics industry in India is poised for high growth at a CAGR of 10-12% owing to digitization (Statista, 2022). Currently, freight transport in India is majorly road-dominated—accounting for 59% of freight movement. Approximately 35% of freight demand is met by rail, 6% by waterways and less than 1% by air (Niti Aayog, 2021).

The inter-city road logistics spend in India stood at USD 209 billion in 2021, accounting for around 87% of total road logistics spend. The Indian freight transport sector constitutes a share of 85% of the entire logistics sector. The rest, 15%, is constituted by warehousing and storage and other value-added services.

¹ Logistics Market Size, Share | Industry Trends, Growth Report & Forecast 2022-2027 (imarcgroup.com)





Freight transport in India is majorly road dominated- accounting for 59% of freight movement. 35% of freight demand is met by rail, 6% by waterways and less than 1% by air. Logistics cost as a percentage of the GDP in India is as high as 13-14% compared to 7-8% in developed countries and 9%-10% in other BRIC countries. A reduction of even 1% in logistics cost would mean a saving of approximately INR1.4 Lakh crore per annum.

ECOSYSTEM SUPPORT

In order to ensure comprehensive development of logistics infrastructure in the country, the Union Government of India has been taking multiple initiatives. These are primarily based on 4-pillars viz. infrastructure development, logistics planning, pro-active governance and adoption of technology.

This includes easing of FDI norms, implementation of GST, stimulating growth of ecommerce, positive changes in regulatory policies, and all round infrastructure & industrial development through programmes like “Gatishakti”, “Sagarmala”, “Make in India” etc. The Government of India is coming up with 2-Dedicated Freight Corridors (DFC) i.e. Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC) as high speed and high-capacity railway corridor for the transportation of freight.

As these corridors reduce the logistics costs and timing of transportation, 2-prominent Industrial Corridors i.e. Delhi-Mumbai Industrial (DMIC) and Amritsar-Kolkata Corridor (AKIC) are coming up around both these DFCs. Other projects include Multi Modal Logistic Parks, Rapid Rail Transit System, Expressways, UDAN - Regional Air Connectivity Scheme etc. are also being implemented to reduce the cost of logistics spending from 14% of GDP to less than 10%.

The Central Government is also emphasizing pro active and effective governance for focused development of Logistics sector in India and has set up a dedicated Logistics Division to ensure coordinated growth of the logistics industry started in India in 2017. The Union Government has launched PM Gati Shakti National Master Plan in 2021 for integrated and comprehensive project planning for infrastructure and industrial development in India which will further improve the logistics in the country.

Recently, the National Logistics Policy 2022 has been launched by the Central Government that envisions to improve efficiency in services (processes, digital systems, regulatory framework) and human resource by providing a Comprehensive Logistics Action Plan (CLAP).

- ✓ A Rs. 100 lakh crore master plan has been announced for multi-modal connectivity in October 2021, with the goal of developing infrastructure to lower logistic costs and improve the economy.
- ✓ 100 PM-GatiShakti Cargo Terminals for multimodal logistics facilities will be developed over the next three years.
- ✓ A new Unified Logistics Interface Platform will be introduced to ease data interchange between operators across various modes of transportation, with the goal of applying a just-in-time approach to logistics management and providing operators with real-time data.

² Infrastructure Development in India: Market Size, Investments, Govt Initiatives | IBEF



- ✓ Development of 2 prominent industrial corridors i.e. Delhi-Mumbai Industrial (DMIC) and Amritsar- Kolkata Corridor (AKIC) are coming up around which implementation of other projects like Multi modal logistics Park, Rapid Rail Transit System, Expressways, UDAN-Regional Air Connectivity Scheme etc are being implemented to reduce the cost of logistics spending from 14% of GDP to less than 10% of GDP.
- ✓ With this effect, the Ministry of Road Transport and Highways saw a share of INR 1,99,107.71 crore (68% increase) set aside for it, out of which INR 81,006 crore will be allocated entirely to NHAI (133% increase).
- ✓ The Government is also planning to finance road development projects through innovative financing to an extent of INR 20,000 crore, which will supplement the public investment in the sector.
- ✓ National Logistics Policy 2022 has been launched by the Central government that envisions to improve efficiency in services (Processes, Digital Systems, Regulatory Framework) and human resource by providing a Comprehensive Logistics Action Plan (CLAP)

UTTAR PRADESH SCENARIO

Uttar Pradesh is 4th largest state in India in terms of area and accounts for 17% of the population of India. Being strategically located adjacent to National Capital Region it offers a lucrative gateway to eastern exporting ports and central India. The State offers a vast consumer and labour market to investors. Presently, the gross state domestic product (GSDP) of Uttar Pradesh at current prices has been estimated to be US\$ 294.90 billion (INR 21.74 trillion) in 2021-22 (MoSPI, 2022).

Contributing nearly 8% of national GDP, Uttar Pradesh, with its investor friendly policies, reforms and proactive governance, has set a target to become USD 1 trillion-dollar economy. For this, the State intends to attract investments to the tune of INR 10 lakh crores. Therefore, the State Government is aggressively promoting rapid industrialisation and infrastructure development as manufacturing and logistics are intrinsically linked.

Uttar Pradesh has emerged as one of India's most preferred investment destinations. In recent few years, the State has established itself as a leading investment destination in India. Merchandise exports from Uttar Pradesh reached US\$ 16.39 billion in FY21 and US\$ 18.83 billion in FY22 (until February 2022). The State ranked 11th in India in terms of FDI inflows in 2021.

In 2019, 147 investment intentions worth Rs. 16,799 crore (US\$ 2.40 billion) were filed in the State (DPIIT). Given the emphasis laid on logistics development and for providing ease of logistics, Uttar Pradesh has been graded under "Achievers" category within the Landlocked cluster in Logistics Ease Across Different States (LEADS) Survey 2022. It has been recognised as one of the leader States, in terms of "quality of rail infrastructure" and leading State to process of integration of essential data layers on PM Gati Shakti portal (LEADS 2022). Previously, Uttar Pradesh has jumped 7 positions to rank 6th in the country in the last Logistics Ease Across Different States (LEADS) ranking 2021 and was categorised as "Top Improvers". Also, UP is ranked no. 1 in India's Smart City Mission.

Growth Drivers in UP

Uttar Pradesh, described as the heartland of India, falls under the influence area of the first two of India's dedicated freight corridors – the Western Corridor running between Delhi & Mumbai and the Eastern Corridor running between Ludhiana and Kolkata, connecting it with remote parts of the country. Strategically located adjacent to NCR gateway to eastern & southern exporting hubs.

The State has a well-developed social, physical, and industrial infrastructure. Uttar Pradesh has the longest network of National Highways and Railway tracks in India. It also has good connectivity through 48 National Highways, 13 existing & upcoming Expressways, 5 existing & upcoming International airports, more than 20 routes for domestic air connectivity and rail links to all major cities.

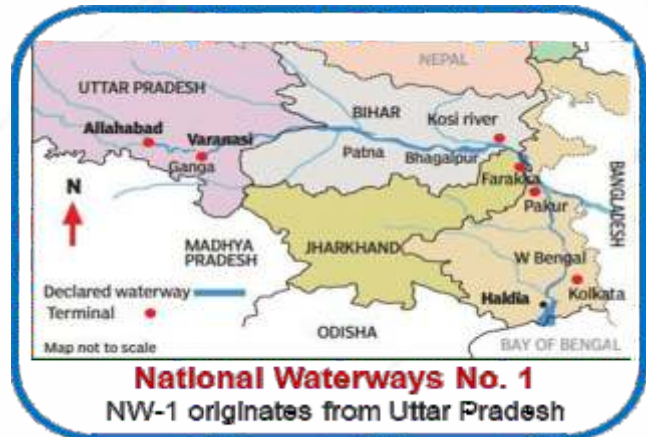
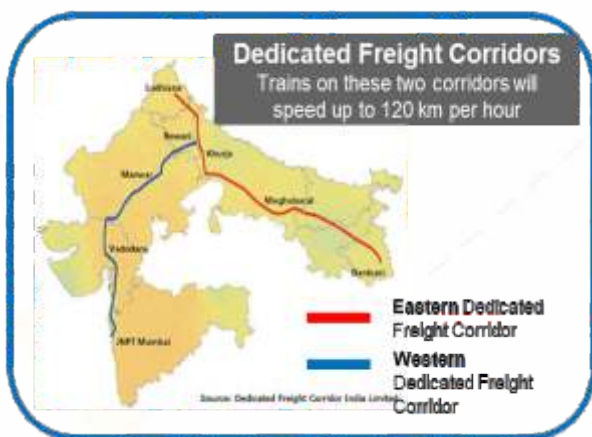
UPSIDA- Uttar Pradesh state industrial development authority, the nodal agency for implementation of warehouse & logistics has been tremendously contributing for hassle free facilitation of policy benefits to investors.

Viewing the immense business opportunities in Uttar Pradesh, Universal players through Global investor summit are eyeing investment worth more than 6.7 Billion US dollars in warehouse & logistics sector.

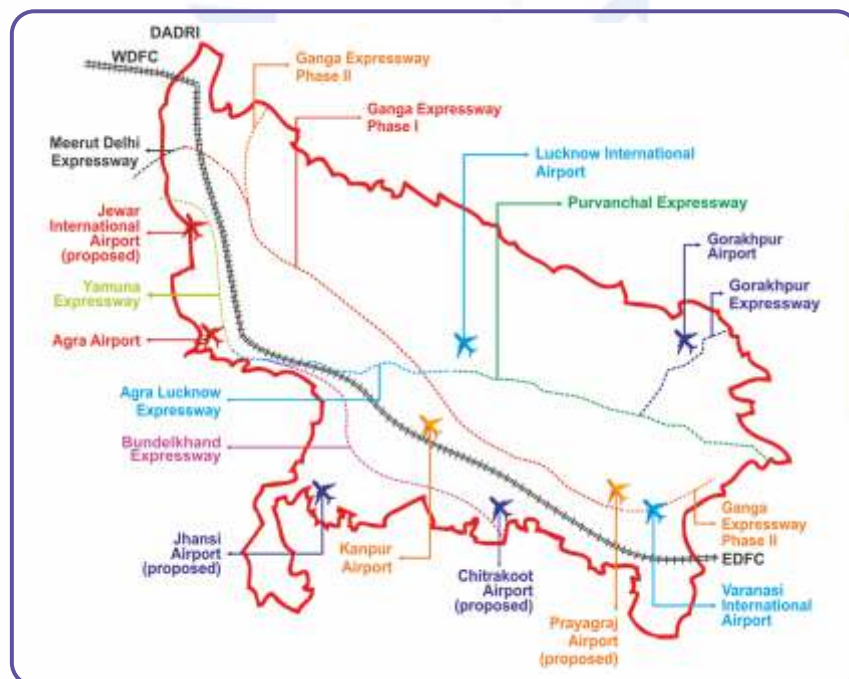
1) Robust Infrastructure

The long-term strategy of the Government of Uttar Pradesh is to create a connectivity web of air, The state is catering the nearly 15% of total rail network in the country. water, road and rail network that will ease logistics for the industry to access the global and domestic market to ensure smooth and low cost logistics in the State to leverage its industrial investment potential.


- a) In addition to hosting the largest railway network (more than 16,000KM) in the country, the State is home to a considerable portion of the Western Dedicated Freight Corridor (WDFC) and Eastern Dedicated Freight Corridor (EDFC). The WDFC will provide an easy access to the JNPT port at Mumbai (Western India) and with 57% of EDFC passing through UP & connecting the Haldia Port at Kolkata (Eastern India), the State has created a strategic framework to leverage both these freight corridors. With both the corridors - EDFC and WDFC intersecting at Dadri (located in Gautambuddha Nagar district), the State has a unique advantage in the logistics sector.



- b) Nearly 1,100KM of the country's first inland waterway is already operational in the State connecting Prayagraj to Haldia port. A Multi Modal Terminal at Varanasi and various floating terminals are operational along the NW-1 at Ghazipur / Rajghat, Ramnagar (Varanasi) and Prayagraj terminals.
- c) In addition to being home to one of the highest National Highway networks in the country, Uttar Pradesh has established itself as the State of Expressways with thirteen existing & upcoming expressways: 6-expressways have been completed (1225 kms) which is catering nearly 42% of total express ways network in the country. while seven are under various stages of development. These expressways are bringing about the much needed overall socio-economic development in the State. Also, there is an opportunity to develop new industrial corridors along these expressways.



- d) With existing international airports at Lucknow, Varanasi and Kushinagar and new airports are coming up at Jewar and Ayodhya, Uttar Pradesh is set to become the only state in the country with 5 international airports. In addition, 7 airports have been made operational under Regional Connectivity Scheme (RCS) for domestic connectivity, and another 8 airports are in pipeline. The Jewar Airport is set to be one of India's largest international airport spread over 5000 hectares. Besides, more than 20 routes have been identified for domestic air connectivity
- e) Uttar Pradesh is a land locked State with exporting clusters spread across the length and breadth of the State. Therefore, the State has developed dry-ports over the period of time to facilitate export cargo movement to the sea ports. The existing logistics infrastructure at Uttar Pradesh includes Moradabad rail linked combined domestic and EXIM terminal, Rail linked Pvt Freight Terminal and Inland Container Depot (ICD) in Kanpur, ICD at Dadri Terminal and Kanpur ICD.


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- f) The State has an advantage of upcoming terminals along/at the Inland waterway and multi modal terminals along/at freight corridors. A Multi-Modal Logistics Hub (MMLH) at Dadri and Multi-Modal Transport Hub (MMTH) at Boraki are also being developed, which will further give a fillip to the sector. India's first "Freight Village", spread over 100 acres is coming up at Varanasi. Connecting the exporting hubs of Eastern UP to the ports of East India, the village will serve as a trans-shipment hub for inbound and outbound cargo here is an opportunity to develop new industrial corridors along these expressways.

2) Industrial Infrastructure

As a result of rapid infrastructure development, there has been a considerable rise in the development of industrial clusters/hubs and Public-Private-Partnership (PPP) projects in the State in recent few years.

- a) Government of India is developing various Industrial Corridor Projects along side the freight corridors of WDFC and EDFC as part of National Industrial Corridor Programme viz. Delhi Mumbai Industrial Corridor (DMIC) and Amritsar Kolkata Industrial Corridor (AKIC). These corridors aim at developing greenfield industrial cities in India, including prominent exporting and manufacturing hubs of the State.
- b) Important projects along-side DMIC-AKIC include development of Integrated Township along the DMIC catchment area in Greater Noida; Proposed Integrated Manufacturing Cluster (IMC) under AKIC Project at Prayagraj and Agra.
- c) Some of the other key industrial infrastructure projects planned in the State include-
- Out of the 2-Defence Industrial Corridors announced in India, one is coming up in Uttar Pradesh on 6-nodes within UP, viz. Agra, Aligarh, Kanpur, Lucknow, Jhansi & Chitrakut over 5000 ha of land.
 - State's first Medical Device Park has been launched along Yamuna Expressway. First of its kind Film City and projects like Toy Park, Apparel Park, Handicraft Park are coming up alongside of Yamuna Expressway.
 - A Logistic Hub along Yamuna Expressway, MRO/ Cargo complex near upcoming Jewar International Airport and Logistics centres/ hubs along Expressways are being planned in the State.
 - Other projects including, Mega Food Park in Bareilly, Transganga City in Unnao, Plastic Park in Gorakhpur, Garment Park in Gorakhpur and several Flatted Factory complexes in Lucknow, Kanpur, Agra, Ghaziabad, Gorakhpur & Aligarh are being planned.

With ease of logistics, more such industrial infrastructure projects are likely to come up in the State which will in turn boost investment momentum and fuel economic growth.



3) Quality Storage Facilities

UP has one of largest storage capacity in India, w.r.t. total number of railway good sheds (689) and cold storages (2406) where the cold storage capacity of the State is highest in India having a share of 39.84% of the national capacity (LEADS 2021). As Uttar Pradesh is already a major player in agriculture and is envisaging to promote manufacturing of electronics, pharma, defence etc., it is important to develop quality storage facilities equipped with modern technologies alongside industrial corridors, expressways, freight corridors etc. Therefore, the State Government aims at enabling the development of such quality storage facilities across the State through this policy by attracting private investments in the sector.

4) Smart Enforcement

The State Government is already implementing the Advanced Traffic Management Systems (ATMS), Way in Motion sensor systems with cameras in all lanes of Toll Plazas, and Static Weigh Bridge at each Toll Plaza of main carriageway. The provision of E-challans on major routes has already been implemented. Integrated mining surveillance system through Mine Mitra (minemitra.up.gov.in) has been developed. It provides Online citizen/Farmer e-Services, Online Mineral Management, Integrated mining surveillance system, Online e-commerce platform and DSR to Lease deed mapping.

5) Skill Development

The State has the highest nos. of training centres with maximum nos. of individuals trained in logistics (LEADS 2021). Skill development courses for loaders/ unloaders and packers and commercial drivers are available through UP Skill Development Mission (UPSDM). Training in logistic sectors through its empanelled vendors/training providers is being provided by developing private facilities for training in the state. There are around 688 Motor Driving Training Schools under private ownership which are providing training to heavy vehicle's (Bus/Truck) drivers. State owned Drivers Training and Multi Skill Institutes are being constructed in 12 divisions to provide training to the truck drivers as well as other logistics personnel such as loaders/unloaders, packers etc. The Institute of Driver Training and Research (IDTR) is also under construction at Raebareli. New job roles are being identified to cater to the 21st century skills in logistics sector in close coordination with experts in the markets and Logistics Sector Skill Council. The new curriculum and trainings will be developed in consultations with stakeholders in the logistics industry and NSDC.

GOVERNMENT SUPPORT

(1) Highlights of Uttar Pradesh Warehousing & Logistics Policy 2022

Eligibility Criteria:

| Type of Project | Minimum Investment | Minimum Size |
|--|--|--|
| Parks | | |
| Logistics Parks | - | 25 Acres |
| Truckers Parks | - | 10 Acres |
| Storage Facilities | | |
| Warehousing facility | INR 20 Crores | 1 lakh sq. ft. |
| Silos | INR 30 Crores | 4 acres |
| Cold chain facility | INR 15 Crores | 20,000 sq. ft. |
| Dry ports | | |
| Container Freight Station (CFS) or Inland Container Depot (ICD) | INR 50 Crores | 10 Acres |
| Cargo Terminals (Type A) | <i>Projects approved under GoI GCT Scheme 2021</i> | |
| Cargo Terminals (Type B) | INR 20 Crores | 10 acres |
| Other Facilities | | |
| Berthing Terminals | INR 20 Crores | Minimum Capacity of at least 5000 tons |
| Inland Vessels | - | Minimum Capacity of at least 500 tons |

Front end subsidies

Incentives offered to eligible projects before commencement of commercial operations.

- **Stamp duty exemption**
 - Storage facilities: @100% in Bundelkhand, Purvanchal Region & Taj Trapezium Zone, @75% in Madhyanchal & Paschimanchal (except GBN, GHZ) and 50% in GBN & GHZ
 - Dry ports, Logistics parks & Truckers Park: 100%
- **Concession of land use conversion** for all eligible projects @75%
- **Exemption of Development Charges** for all eligible projects @75%
- **Ground Coverage**
 - Storage facilities & Dry ports: upto 60%
 - Logistics Park: overall ground coverage of 60%

Back end subsidies

Incentives offered to eligible projects on commencement of commercial operations.

- **Capital Subsidy:**
 - ✓ Storage facilities: @15% upto INR 5 Cr anywhere in UP and upto INR 10 Cr in designated Logistics Zones
 - ✓ Dry ports & Logistics Parks: @25% upto INR 25 Cr anywhere in UP & upto INR 50 Cr in designated Logistics Zones
 - ✓ Berthing Terminal: @25% upto INR 15 Cr subject to max 6 terminals
 - ✓ Cargo Terminals (GCT approved, non-approved each): @20% upto INR 15 Cr

- **Land** provided on PPP basis for 35years BOOT model to developers of Cargo/ Berthing Terminals
- **Electricity Duty Exemption** @100% for 10years
- **Quality certification cost reimbursement** for storage facilities upto INR 5 lakh per project
- **Purchase subsidy for Inland Vessels** @25% upto INR 5 Cr subject to max. 50 vessels
- **Skill development subsidy**

Other benefits

- **Industry status granted to units defined in terms of land use.** No need for land use change from commercial to industrial. Also, Industrial FAR is applied to such projects. Additionally, industrial land rates are applied to such projects for land allotment in areas reserved for industrial activity in industrial areas
- **Fast track land allotment:**
 - o Eligibility: Logistics Parks as defined in this policy with minimum Capital Investment of INR 500 Crores
 - o In industrial areas where direct land allotment is allowed, the concerned IDA will directly allot the plot in favour of investor. In case of multiple application, highest investor will be allotted.
 - o In Industrial areas where land is allotted through auction, land will be allotted directly at Base rate of the Plot + additional 15% of the base rate. In case of multiple application, highest investor will be allotted.
 - o In areas outside any IDA/ DA or Urban Local body, State to acquire land 1.25 times of that required by eligible unit so that a minimum of 4 more industrial/ logistics units can be set up in the additional land so acquired and a logistics cluster can be developed
- **Designated Logistics Zones:** Strategic areas in proximity to key infrastructure projects such as in WDFC-EDFC, Expressways, Jewar Airport, etc will be notified. Addtl incentives proposed for investing in such zones

(2) Ease of operations

a) Industry Status

Uttar Pradesh has been the pioneering State in India to have granted industry status to the logistics sector, due to which it has established itself as a favourable investment destination for logistics industry in northern India. As a result, Industrial Land Use and Industrial FAR will be applicable to all such Logistics projects in the State. This will reduce the cost of setting up business for Logistic industry in the state.

b) Admissible Height

State allows structures with height beyond 15mtrs (as per Para 3.4.2 under Part 4 of National Building Code 2016) subject to the condition that there is no regular/continuous human habitation beyond fifteen meters (15 meters) and adequate fire-fighting systems are installed as prescribed by the State Fire Department. The Fire Department shall issue special instructions in this regard with respect to the logistics sector to field level units.

c) **White Category**

Given that certain warehousing & logistics activities have lower pollution footprint and waste generation, the categorisation of such activities based on their level of air, water pollution and hazardous waste generation will be rationalised from time to time. The State Government has already categorised warehousing and logistics activities as prescribed by UP Pollution Control Board (UPPCB) vide G.O no. H 80284/ 213/ 2017-22 dated 26.08.2022 as 'White' category. The specifications of activities qualifying under 'White category' shall be reviewed from time to time by UPPCB in consultation with the Industry Department, GoUP.

d) **Single Window Clearance**

Single Window Clearance: Facilitating Ease of doing business by applications through single window NiveshMitra portal which will be redirected to UPSIDA's warehousing portal. All LOCs- Letter of comfort/ Clearances/ Approvals for incentives, setting up and operating of warehouse & logistics industry in the State will be facilitated through this online portal.

e) **24X7 Operations**

Warehouses will be permitted to operate 24x7 in the State. To encourage female employment, such projects will also be allowed to employ women in all shifts (including night shift) on their consent, provided all safety, transportation and other measures for such female employees as prescribed by the State Labour Department are ensured.

(3) **Comprehensive Logistics Planning**

Since the Logistics Industry in India is highly defragmented, integrated and comprehensive planning for removing imbalanced distribution of logistics services becomes a very crucial aspect of governance. As Government of India is laying high emphasis on holistic logistics planning to improve the country's trade competitiveness, the State Governments are also focusing on logistics planning.

a) Integrated Logistics Plan: For holistic development of the logistics sector, the State Government has developed a comprehensive Integrated State Logistics Plan, to ensure seamless connectivity and swift cargo movement across the State benefitting the export hubs at large. Areas of improvement and development are being regularly monitored and reviewed through the plan. Further in this context, the State is in process of preparing City Logistics Plans for identified seven smart freight cities i.e. Agra, Kanpur, Varanasi, Prayagraj, Lucknow, Ghaziabad & Meerut to develop logistics in peri urban areas and towns.

b) PM Gati Shakti National Masterplan: Uttar Pradesh has been one of the leading states in integrating the State Masterplan with the PM Gati Shakti National Masterplan (PMGS-NMP) to facilitate project planning and accelerate the development of logistics infrastructure in the State. Post the launch of NMP, relevant State Departments were mobilised for geo-referencing and mapping their assets online in coordination with Bhaskaracharya National Institute for Space Applications and Geo-informatics (BISAG-N) & Remote Sensing Applications Centre UP (RSAC-UP). So far, the State has successfully integrated all 20 mandatory layers identified by Government of India. Further, 27 additional layers that have been identified as critical for project planning, have been created within the State Portal.

c) Institutional Set up:

- The State also has comprehensive institutional set up comprising dedicated Nodal Officer, State Logistics Cell and Logistics Coordination Committee for the development of logistics sector. A dedicated “Logistics Cell” has been set up under the chairmanship of Additional Chief Secretary, Infrastructure & Industrial Development Department vide Govt Order No. 107/77-6-2021 dated 8th January 2021. This dedicated cell will ensure synergy and swift decision making between departments including Civil Aviation, Transport, Power, Horticulture, Warehousing Corporation and other related departments in planning logistics development in the State. Also, Logistics Coordination Committee has been constituted under the chairmanship of Chief Secretary vide Government Order No. 108/77-6-2021 dated 8th January 2021.
- Further, City Logistics Coordination Committee has been set up under the chairmanship of Additional Chief Secretary Housing & Urban Planning and City Logistics Committees in the identified seven smart freight cities in UP under the chairmanship of respective Municipal Commissioners has been set up vide Govt Order No.8-3099/262/2021 dated 9th September 2021. The City Logistics Coordination Committee is responsible for formulation, reform, implementation, and monitoring City Level Committee to build logistics infrastructure in the state apart from consultations and coordination with Government of India. The committee at the city level is responsible for formulation of City Logistics Plan and for on ground development of logistics infrastructure in their respective regions.
- Similarly, for Gati Shakti implementation in the State, a Secretary rank officer has been appointed as State Level Nodal officer for PMGS. An Empowered Group of Secretaries (EGoS) has been established under the chairmanship of Chief Secretary vide IID6 G.O No 177/ 77-6-2022 dated 02.02.2022. Also, a Network Planning Group (NPG) has been established under the chairmanship of Infrastructure & Industrial Development Commissioner (IIDC) vide IID 6 G.O No 1122/77-6-2022 dated 28.05.2022 and a Technical Support Unit (TSU) has been established under the chairmanship of Chief Executive Officer (CEO) Invest UP vide IID 6 G.O No. 1122/77-6-2022 dated 28.05.2022.

KEY INVESTMENT ZONES

With the development of all these road and railway networks, there is a strong reason to develop several investment zones and logistics hubs to attract maximum benefits from these infrastructure projects. Besides areas along DMIC and EDFC catchment areas, there are many more places where logistics infrastructure can be developed.

- ✓ The UP government has recently selected seven cities in the state for developing logistics hubs including Ghaziabad which will be nearby Delhi-Meerut Expressway.
- ✓ The Ghaziabad Development Authority has planned the development of two logistics hubs for which land has been identified in Bhojpur and Kaushaliya.
- ✓ Similarly, the government has selected 12 districts near the Purvanchal Expressway for the Purvanchal Expressway Industrial Corridor project including Barabanki, Amethi, Sultanpur, Azamgarh, Mau, Ayodhya, and Ambedkar Nagar
- ✓ Other key investment zones include:

- i. Dadri Noida Ghaziabad Investment Region
- ii. Meerut Muzaffarnagar Investment region
- iii. DDU Nagar – Varanasi – Mirzapur Investment Region
- iv. National Investment & Manufacturing Zones at Jhansi and Auraiya
- v. Lucknow-Unnao-Kanpur region
- vi. Prayagraj-Varanasi region

The screenshot shows the UPSIDA online portal interface. The main heading is "Warehousing & Logistics Policy" with the subtext "Track & Monitor activities across all applications". Below this, there are sections for "Expected Revenue" and "Status". The "Application - (Approved)" section contains a table with the following data:

| Number | Application No | Applicant Name | Company Name | Form Submission Date |
|--------|-----------------|--|--|----------------------|
| 1 | LAW20210107/32 | Santosh Infrastructure & Development LLP | Santosh Infrastructure & Development LLP | 09-1-2021 |
| 2 | LAW20210123/45 | SURINDER SINGH KHURANA | Surinder Singh Khurana | 31-1-2021 |
| 3 | LAW20210208/59 | Shweta Sharma | BG Link Infrastructure LLP | 15-2-2021 |
| 4 | LAW20210322/111 | Ram Agarwal | Espace | 24-3-2021 |

The map displays several industrial areas available for warehousing in UPSIDA. The areas and their details are as follows:

- Multimodal logistic Hub (MMLH) Dadri (725.6 acres)**
- Mega Food Park, Bareilly (4.15 Acres)**
- YEIDA, Warehouse hub (1000 Acres)**
- IMC Agra (37.50 Acres)**
- Multimodal logistic Hub (MMLH) Kanpur (Land acquired 140.18 acres)**
- Agro Park, Barabanki Warehouse (13.23 Acres) Storage (9.48 Acres)**
- Trans Ganga City, Unnao (11.45 Acres)**
- Trishundi, Amethi (13.21 Acres)**
- Saraswati Hi Tech City, Prayagraj (7.05 Acres)**
- BPCL land, Naini (100 Acres)**

KEY INVESTMENT OPPORTUNITIES

Supplementary opportunities in the logistics sector include the following –

- ✓ Warehousing facilities
- ✓ Cold Storages
- ✓ Logistics Parks
- ✓ E-Commerce hubs
- ✓ Real time logistics - With the higher use of the internet and e-commerce, there is scope to provide services that help in tracking and monitoring the transported goods.
- ✓ Digitalisation - Development of technological solutions to improve the work process of the logistic organization.
- ✓ Robotics & Automation – In order to provide third-generation facilities for loading, unloading, to supplement logistics services, investment in robotics is an attractive opportunity.
- ✓ Unmanned Aerial Vehicles and Drones
- ✓ Physical Internet Solutions
- ✓ Skill Development and Training

KEY PLAYERS IN UTTAR PRADESH

- | | |
|--|---------------------|
| (1) Amazon | (4) Indus tower ltd |
| (2) Zomato Hyper pure | (5) DHL |
| (3) Reliance Projects & property management services | (6) Mondelez India |

Contact Details For Investor Query Handling

UPSIDA, Warehouse & Logistics Cell,
Lakhanpur, Kanpur, Uttar Pradesh
Email: warehouselogisticcell.upsida@gmail.com

The page features a vibrant background with a color gradient from purple to blue and red. Various arrows of different colors and sizes are scattered across the page, some pointing upwards and others in different directions. A horizontal bar at the top is divided into three segments: orange, purple, and blue. The word "NOTE" is centered in white text within the purple segment. Below this bar are multiple horizontal lines for writing.

NOTE



NOTE









Address :

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