

ANNUAL REPORT 2024-25



MINISTRY OF PORTS, SHIPPING & WATERWAYS
GOVERNMENT OF INDIA



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GOVERNMENT OF INDIA



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INTRODUCTION



PM inaugurates and lays the foundation stone of various development projects at Palghar, in Maharashtra on 30th August, 2024

- 1.1 The Ministry of Shipping was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries. Thereafter, the name of the Ministry was changed to Ministry of Ports, Shipping and Waterways (PS&W) on 9th November, 2020.
- 1.2 The Ministry of PS&W encompasses within its fold port and shipping sectors which also include major ports, shipbuilding and ship repair, and inland water transport. The Ministry has been entrusted with the responsibility to formulate policies and programmes on these sectors and their implementation.
- 1.3 Comprehensive policy package is necessary to address the diverse issues facing the maritime sector. The capacity of the ports in terms of their berths and cargo handling equipment needs to keep pace with the growing requirements of overseas trade.
- 1.4 Historically, investments in the maritime sector, particularly in the ports, have been made by the State, mainly because of the large resources required, long gestation period, uncertain returns and a number of externalities associated with this infrastructure sector. However, the growing resource requirements and the concern for managerial efficiency and consumer responsiveness have led to the active involvement of the private sector in infrastructure in recent times. To encourage private sector participation, the Ministry of PS&W has laid down comprehensive policy guidelines for private sector participation in the Major ports.

Functions

- 1.5 The subjects allocated to the Ministry of PS&W are listed at **ANNEXURE-I**.

Organizational set-up

- 1.6 Shri Sarbananda Sonowal is the Minister for Ports, Shipping and Waterways. Shri Shantanu Thakur is the Minister of State for Ports, Shipping and Waterways(PS&W).
- 1.7 Secretary (PS&W) is assisted by Additional Secretary (Shipping), Sr. Economic Adviser, JS (Coord, Parliament & DGLL), Joint Secretary (Admn. I, Ports, SM & PPP), Joint Secretary (Admn. II, & PHRD), Adviser (Statistics), Development Adviser (Ports), officers at the level of Directors, Deputy Secretaries, Under Secretaries and other Secretariat/Technical Officers
- 1.8 The Finance Wing is headed by Additional Secretary and Financial Adviser who assists in formulating and processing of all policies and other proposals having financial implications.
- 1.9 The Accounts Wing is headed by a Pr. Chief Controller of Accounts who is inter-alia, responsible for accounting, payment, budget, internal audit and cash management.
- 1.10 Adviser (Statistics) renders necessary data support to various Wings of the Ministry for policy planning, transport coordination, economic and statistical analysis on various modes of transport with which the Ministry is concerned.
- 1.11 The following Subordinate offices, Autonomous Organisations, Public Sector Undertakings and Societies/ Associations etc. are functioning under the administrative control of the Ministry of PS&W:-

SUBORDINATE OFFICES:

- Directorate General of Shipping, Mumbai.
- Andaman and Lakshadweep Harbour Works, Port Blair.
- Directorate General of Lighthouses and Lightships, Noida.

AUTONOMOUS BODIES:

- Syama Prasad Mookerjee Port Authority
- Paradip Port Authority
- Visakhapatnam Port Authority
- Chennai Port Authority
- V.O. Chidambaranar Port Authority
- Cochin Port Authority
- New Mangalore Port Authority
- Mormugao Port Authority
- Mumbai Port Authority
- Jawaharlal Nehru Port Authority
- Deendayal Port Authority

- Inland Waterways Authority of India
- Indian Maritime University
- Tariff Authority for Major Ports
- Seamen's Provident Fund Organisation

PUBLIC SECTOR UNDERTAKINGS:

- The Shipping Corporation of India Ltd., Mumbai.
- Shipping Corporation of India Land and Assets Limited., Mumbai
- Inland and Coastal Shipping Limited, Kolkata (Subsidiary of SCI)
- SCI Bharat IFSC Limited, Gujarat (Subsidiary of SCI)
- Cochin Shipyard Limited, Kochi.
- Hooghly Cochin Shipyard Limited, Kolkata
- Udupi Cochin Shipyard Limited, Malpe
- Sagarmala Development Company Limited, New Delhi
- India Port Global Private Limited, Mumbai.

SPV & OTHERS:

- Kamarajar Port Limited (Company of Chennai Port Authority)
- Indian Port Rail and Ropeway Corporation Limited (IPRCL), Mumbai
- Dredging Corporation of India Limited, Visakhapatnam
- Sethusamudram Corporation Limited, Chennai

SOCIETIES/ ASSOCIATIONS:

- Indian Ports Association, New Delhi
- Seafarers Welfare Fund Society, Mumbai.

CENTRE OF EXCELLENCE

- National Technology Centre for Ports, Waterways and Coasts, IIT Madras
- Centre of Excellence in Maritime and Shipbuilding, Visakhapatnam
- Centre for Inland and Coastal Maritime Technology, IIT Kharagpur
- Centre for Maritime Economy and Connectivity, RIS, New Delhi
- National Centre of Excellence in Green Ports & Shipping, TERI, New Delhi

1.12 The Organization Chart of the Ministry of PS&W is given at **ANNEXURE - II.**

YEAR AT A GLANCE

Background

- 2.1 India has a long coastline of about 11098 km, spread on the western and eastern shelves of the mainland and also along the Islands. It is an important natural resource for the country's trade.
- 2.2 The Maritime Sector in India comprises ports, shipping and inland water transport systems. In India, there are a total of 12 Central Government owned major ports and approximately 217 other than major and intermediate ports. The Shipping Industry over the years has played a crucial role in the maritime sector of India's economy. Approximately 95% of the country's trade by volume and 68% by value is moved through Maritime transport. Therefore, shipping and ocean resources, ship design and construction, ports and harbours, issues relating to human resource development, finance, ancillaries and new technologies need to be developed in the light of the emerging scenario. Shipping continues to remain unchallenged as the world's most efficient means of transportation and we need to do all we can to recognize, reward and promote quality within industry.

Gross Budgetary Support (GBS) & Internal and Extra Budgetary Resources (IEBR) Outlay for 2024-25

- 2.3 The Budget Estimate of Gross Budgetary Support (GBS) for FY 2024-25 was INR 2377.49 Cr. for the Ministry. However, at the stage of Revised Estimate (RE), this has been enhanced to INR 2,858.54 Cr. Against the RE allocation of INR 2,858.54 Cr. actual expenditure as on 31st December 2024 was INR 1,669.75 Cr. Summary of GBS and Internal & Extra Budgetary Resources (IEBR) outlay for 2024-25 is given below:

| Sector | BE 2024-25 | | RE 2024-25 | | Actual Expenditure (INR in Cr.) up to 31 st December 2024 | |
|----------------------|------------|---------|------------|---------|---|-------------------|
| | GBS | IEBR | GBS | IEBR | GBS (2024-25) | IEBR (2024-25) |
| Ports & Light-houses | 881.01 | 4650.07 | 943.21 | 7929.26 | 643.35 | 5046.30 |
| Shipping | 325.48 | 568.00 | 346.19 | 579.28 | 153.82 | 500.50 |
| IWAI | 1091.50 | 0.00 | 1195.11 | 0.00 | 820.61 | 0.00 |
| Others | 79.50 | 0.00 | 374.03 | 0.00 | 51.97 | 0.00 |
| Total | 2377.49 | 5218.07 | 2858.54 | 8508.54 | 1669.75 | 5546.80 |

Outlay for 2025-26

2.4 The details of total GBS and IEBR outlay details for 2025-2026 are given below:

| Sector | 2025-26 (BE) (INR in Cr. on Net Basis) | |
|----------------------|--|---------|
| | GBS | IEBR |
| Ports & Light-houses | 1322.71 | 6624.18 |
| Shipping | 300.62 | 499.28 |
| IWAI | 1767.31 | 0.00 |
| Others | 79.94 | 0.00 |
| Total | 3470.58 | 7123.46 |

Projects

2.5 **Sagarmala:** Under the Sagarmala Programme, there are 839 projects worth investment of ~INR 5.79 Lakh Cr. for implementation by 2035. Out of 839 projects, 272 projects worth ~INR 1.41 Lakh Cr. have been completed and 214 projects worth ~INR 1.63 Lakh Cr. are under implementation. In addition to the above, 353 projects worth ~INR 2.73 Lakh Cr. are under various stages of development. These projects are being implemented by relevant central ministries, state governments, Major port authorities. Regular monitoring of the projects and interaction with project proponents, various line ministries and implementing agencies is being done with an MIS tool.

2.6 **Mega Transshipment Port at Great Nicobar Island:** The International Container Transshipment Port (ICTP) project at Galathea Bay, with a total estimated cost of INR 44,000 Cr., is a significant infrastructural endeavor. Phase-I of the project requires INR 19,472 Cr., of which INR 14,289 Cr. will be invested by the Government through a combination of grant and equity contribution. The port was officially designated as a Major Port in September 2024. With a total capacity of 16 MTEUs, the development of core port infrastructure will be executed through a combination of government grants and equity infusion from five major ports. Terminal operations will be managed through a Public-Private Partnership (PPP) model, adhering to the current landlord model of port development.

2.7 **Tuticorin International Container Terminal:** The new International Container Terminal at Tuticorin, inaugurated in September 2024, represents a significant investment of over INR 430 Cr. Designed to handle 6 Lakh TEUs per annum, this terminal is well-equipped to accommodate container vessels of up to 10,000 TEUs, with a deep draft of more than 14 meters and a 337-meter berth.



Tuticorin International Container Terminal

- 2.8 Outer Harbour Development at Tuticorin:** In February 2024, the Hon'ble Prime Minister of India laid the foundation stone for the ambitious Outer Harbour Development project at Tuticorin. This significant initiative aims to augment the port's capacity by an impressive 4 million TEUs through the construction of two cutting-edge terminals, each boasting a quay length of 1,000 meters. With an investment exceeding INR 7,000 Cr., this development will initially feature a draft depth of 16 meters, which will be further enhanced to 18 meters over time.
- 2.9 All-weather greenfield Major Port at Vadhavan:** The Central Government approved the project proposal for the "Development of an all-weather greenfield Major Port at Vadhavan" in Maharashtra, in June 2024. Vadhavan Port is being developed by Vadhavan Port Project Limited (VPPL), a joint venture between Jawaharlal Nehru Port Authority (JNPA) and Maharashtra Maritime Board (MMB). The total estimated project cost is INR 76,220 Cr., comprising investment of INR 38,976 Cr. for core infrastructure development (including INR 17,709 Cr. for reclamation and dredging activities through PPP mode) and INR 37,244 Cr. for the development of terminal and other commercial infrastructure through PPP mode.
- 2.10 Induction of M.V. Delhi to SCI Fleet:** SCI inducted MV SCI Delhi, a 9,000 TEU capacity container vessel in India – Europe Service at Nhava Sheva on 18th October 2024. Induction program of MV SCI Delhi took place at NSIGT on 18th October 2024 in presence of Shri R. Lakshmanan, Joint Secretary, MoPS&W, Shri Unmesh Sharad Wagh, Chairman JNPA, & senior officials from DP World. This marks a significant enhancement in SCI's container fleet capacity, expanding from 1,800 TEU vessels in 1994 to 9,000 TEU vessels in 2024, in line with the growing and evolving needs of India's EXIM community.
- 2.11 Development of National Waterways:** As of December 2024, 26 NWs are fully operational, while development activities are ongoing for 10 additional NWs. The major five operational waterways include NW-1 (Ganga), NW-2 (Brahmaputra), NW-3 (West Coast Canal), NW-4 (Krishna River) and NW-5 (Odisha). Key development projects between April and December 2024 include:
- NW-4 (Krishna River): Fairway maintenance has been completed, four floating jetties commissioned, and land acquisition initiated for three permanent terminals in Andhra Pradesh.
 - NW-5 (Odisha): Hydrographic surveys and engineering studies have been completed. The Techno-Economic Feasibility Report (TEFR) was prepared by IIT Madras, and development under the Public-Private Partnership (PPP) model has been initiated.
- 2.12 Jal Marg Vikas Project (JMVP) on NW-1:** The Jal Marg Vikas Project (JMVP) focuses on capacity augmentation of NW-1 (Haldia-Varanasi, 1,390 km) and is being implemented with financial and technical support from the World Bank. The project cost has been revised from INR 5,369.18 Cr to INR 5,061.15 Cr to optimize resources. Significant progress has been achieved till December 2024, including the completion of Multi-Modal Terminals (MMTs) at Varanasi, Sahibganj, and Haldia, an Intermodal Terminal at Kalughat, Bihar, and the modernization of the Navigational Lock at Farakka, which has reduced vessel transit time. Additionally, a Dredging Management Plan was executed, with contracts awarded for 9 out of 11 fairway maintenance stretches.
- 2.13 Jal Marg Vikas Project – II (Arth Ganga):** Under JMVP-II (Arth Ganga), economic activities along NW-1 are being promoted through community jetties, fairway improvements, and trade facilitation measures. The project cost has been revised to INR 607.70 Cr. Between April and December 2024,

significant milestones were achieved, including the completion of 49 Community Jetties out of total proposed 60 community jettied across various states (Uttar Pradesh – 15, Bihar – 21, Jharkhand – 2, West Bengal – 22) and the modernization of the Farakka Navigation Lock. Enhanced fairway maintenance and navigation aids have also been deployed to support navigation efficiency.

- 2.14 Projects for development of NWs in NER:** A renewed effort has been made for the development of Inland Water Transport (IWT) infrastructure in the Northeastern Region (NER) by the Government, with a total investment of INR 1,010 Cr. The comprehensive development of National Waterway-2 (NW-2) at a cost of INR 461 Cr., initially approved by the Standing Finance Committee (SFC) for FY 2020-21 to FY 2024-25, has been enhanced to INR 474 Cr. Similarly, the comprehensive development of National Waterway-16 (NW-16) and IBP Routes, initially approved by SFC at a cost of INR 145 Cr. for FY 2020-21 to FY 2024-25, has been enhanced to INR 148 Cr. New Delegated Investment Board (DIB) memos have also been approved for the development of an elevated approach road from Pandu Port Terminal to NH-27, costing INR 180 Cr. through the Government of Assam, and the development of a ship repair facility at Pandu, Guwahati, costing INR 208 Cr.
- 2.15 Public Private Partnership Projects:** In the current financial year, 7 projects worth INR 1,764 Cr. have been given approval, and 4 projects worth INR 867 Cr. have been awarded.
- 2.15.2** By 2030, 85% of cargo at major ports is projected to be handled by PPPs and private operators. A pipeline of 46 PPP projects worth INR 63,000 crore has been identified for implementation between FY 2024-25 and 2028-29, aimed at enhancing capacity and efficiency.
- 2.16 Port-led industrialization/ ship manufacturing & repair cluster:** The Union Cabinet has approved the development of 12 new industrial smart cities with an investment of INR 28,602 crore across 10 states. Additionally, 8 previously sanctioned industrial smart city projects are under consideration or ready for allotment. Major ports are currently assessing the suitability of these 20 nodes/cities within their respective states and exploring their potential for port-led industrialization or the establishment of ship manufacturing and repair clusters. Based on these evaluations, development plans will be initiated.
- 2.17 Utilization of Salt Lands by Major Ports:** Approximately 25,000 acres of salt lands have been identified in consultation with the major ports. These low-cost, accessible land parcels present significant opportunities for various port-related activities. MoPS&W plans to strategically utilize these lands to boost infrastructure and operational capacity, driving sustainable development and innovation in the port sector.

Operational Highlights

- 2.18 Cargo Traffic at Indian Ports:** During 2023-24, major and non-major ports in India handled a total cargo throughput of around 1540.34 Million Metric Tonnes (MMT) and 1,432.84 MMT during 2022-23. The traffic increased by 7.5% over the corresponding period of the previous year. The 12 Major Ports handled traffic of 621.760 MMT during April-December 2024 representing an increase of about 2.68% against 605.505 MMT during the corresponding period of previous year. DPA and PPA handled 108.72 MMT and 109.52 MMT respectively, setting a new record for efficiency in cargo handling, and registering a 10.05% and 3.8% YoY growth rates respectively.
- 2.19 Commodity-wise Cargo Traffic at Major Ports:** Commodities, viz. POL, Iron Ore, Coal, F&FRM, Coal, and Containers are showing steady growth The composition of the cargo is given below:

| Year | POL | Iron Ore | F&FRM | Coal | Container (In Million TEUs) | Other Cargo | Total |
|----------|--------|----------|-------|--------|-----------------------------|-------------|--------|
| 2017-18 | 224.82 | 41.17 | 15.05 | 141.23 | 133.73 (9.14) | 123.37 | 679.37 |
| 2018-19 | 233.70 | 38.81 | 15.41 | 163.67 | 145.52 (9.88) | 101.99 | 699.10 |
| 2019-20 | 234.86 | 55.68 | 16.15 | 149.04 | 146.86 (8.79) | 102.34 | 704.93 |
| 2020-21 | 206.77 | 64.28 | 17.67 | 126.75 | 143.77 (9.61) | 113.44 | 672.68 |
| 2021-22 | 221.27 | 51.71 | 15.93 | 146.80 | 166.90 (11.22) | 117.44 | 720.05 |
| 2022-23 | 234.17 | 46.51 | 16.68 | 188.24 | 170.29 (11.45) | 128.42 | 784.31 |
| 2023-24 | 245.99 | 61.05 | 17.67 | 191.98 | 181.57 (12.31) | 121.03 | 819.29 |
| 2024-25* | 184.57 | 36.44 | 13.83 | 138.11 | 142.91 (10.01) | 105.90 | 621.76 |

Source: Update on Indian Port Sector and Port Data Management Portal

POL includes POL Crude, Products and LPG/LNG

Iron Ore includes Fine and Pellets

F&FRM (Dry) includes Fertilizers, Fertilizers Raw Material (Dry and Liquid)

Coal includes Thermal, Coking and other Coal

(*) Upto April- December, 2024

2.20 Cargo Movement on Inland Waterways: Government initiatives have resulted in record growth in cargo movement on National Waterways. Between 2022-23 and 2023-24, cargo traffic increased from 126.15 MMT to 133.03 MMT (5.45%). For the period April to December 2024, total traffic reached 107.56 MMT, marking a 7% growth compared to 100.51 MMT in 2023. However, traffic on the Indo-Bangladesh Protocol Route (IBPR) declined from 5.20 MMT in 2022-23 to 4.68 MMT in 2023-24, primarily due to export restrictions. To address this, the Jalvahak Scheme (December 2024) was introduced, launching fixed scheduled cargo services on NW-1, NW-2 and NW-16 (via IBP route) to improve trade efficiency. Also, the cumulative quantity of dredging from Feb-Dec 2024 is 15.32 Lakh cum. against the previous year qty. of 7.88 Lakh cum.

2.21 Footfall at Lighthouses: DGLL developed 75 lighthouses for promotion of Tourism and the same was dedicated to the Nation by the Hon'ble Prime Minister on 28th February 2024. The annual footfall at lighthouses have recorded to 16.19 lakhs in the year 2023-24 and for the FY 2024-25, as of January 2025, the footfall already reached 15.0 Lakhs.

2.22 SCI Bharat IFSC Limited: A wholly owned subsidiary of SCI named as 'SCI Bharat IFSC Limited' was incorporated on 12th August 2024 and was registered in GIFT City Gandhinagar. SCI Bharat IFSC Ltd commenced its business operations by chartering an oil tanker ship to transport crude oil from Persian Gulf to India. SCI Bharat IFSC Ltd. plans to undertake chartering, owning vessels and other permitted shipping activities as per the Ship Leasing framework of the GIFT IFSC. Presently, SCI under the service agreement between SCI and SCI Bharat Limited is rendering services to SCI Bharat IFSC Limited.

2.23 SCI's Role in KG Basin Crude Oil Transportation: In February 2024, ONGC commenced crude oil production from the Eastern Offshore KG Basin, specifically from the KG-DWN 98/2 block. The first shipment, transported on the offtake tanker MT SWARNA SINDHU, was flagged off by the Hon'ble Prime Minister in February 2024 for delivery to MRPL's refinery in New Mangalore. The KG-DWN 98/2 production is projected to reach approximately 45,000 barrels of crude oil per day, translating into shipments of 55,000 MT per month, suitable for an LR-1 tanker parcel. Once KG-DWN achieves its targeted production levels, SCI will need to deploy additional ships in the KG Basin. Oil Marketing Companies (OMCs) have also indicated plans to increase KG-DWN 98/2

shipments for their respective refineries. Between February 2024 and December 2024, SCI earned approximately INR 60 Cr. in freight revenue by deploying LR-I tankers to transport KG-DWN 98/2 crude to various locations along the Indian coast.



Hon'ble Prime Minister flagged off 'Swarna Sindhu', the First Crude Oil tanker

- 2.24 **SCI's Aframax Tanker Facilitates First Crude Oil Discharge at Vadinar:** SCI Aframax Oil Tanker, M.T. Desh Bhakt is the first tanker ship to discharge crude oil at newly commissioned N1 SPM at Vadinar for Indian Oil Corporation Ltd. as receiver. On this occasion, officials from IOCL, USCL and Leighton attended the Flagging off ceremony on board the vessel. SCI remains committed to contributing towards India's Port infrastructure.

Institutional Reforms / New Policies / Acts / Guidelines / Rules

- 2.25 The **Merchant Shipping Bill, 2024** and **Coastal Shipping Bill, 2024** to replace Merchant Shipping Act, 1958: The Coastal Shipping Bill, 2024 which deals with only commercial and trade aspects of shipping to encourage domestic participation and the Merchant Shipping Bill, 2024 dealing with implementation of India's obligations under various International Conventions and technical aspects of the maritime sector, has been introduced in the Lok Sabha on 2nd December 2024 and 10th December, 2024 respectively.
- 2.26 The **Bills of Lading Bill, 2024** to replace Indian Bills of Lading Act, has been drafted, wherein the provisions of the Act have been simplified without changing the substance/intent in order to facilitate ease of understanding of the legislation. The said Bill was introduced in the Lok Sabha on the 9th August 2024.
- 2.27 **IWAI Rules:** Two rules, Indian Vessels (Design & Construction) Rules, 2024, and Indian Vessels (Central Database and Allied Matters) Rules, 2024, were notified on 18th May 2024, and 29th October 2024, respectively. Additionally, amendments to nine rules (Survey & Certification; Registration and Other Technical Issues; Crew and Passenger Accommodation; Safe Navigation, Communication and Signals; Life Saving Appliances; Fire Fighting Appliances; Prevention and Containment of Pollution; Design, Construction & Manning) have been finalized based on various recommendations of the Advisory Committee. Five rules (Registration and Other Technical Issues; Crew and Passenger Accommodation; Life Saving Appliances; Fire Fighting Appliances; Prevention and Containment of Pollution) were pre-published for public comments on 1st November 2024, and 10th October 2024.



Launch of Cruise Bharat Mission

- 2.28 **Cruise Bharat Mission** has been launched on 30th September 2024 with the aim to provide a whole of government approach to develop the Cruise Sector by involving various Central and State Government agencies.
- 2.29 **Indian Maritime Centre (IMC):** Set up in September 2024 with mandate from Government of India under the patronage of Shri Sarbananda Sonowal, Hon'ble Minister for Ports, Shipping and Waterways (MoPS&W), as a think tank to spearhead innovation, policy formulation, and research in the maritime sector.
- 2.30 **Indian International Maritime Dispute Resolution Centre (IIMDRC):** Created to provide efficient resolution mechanisms for maritime disputes, improving investor confidence.
- 2.31 **'Jalvahak' Scheme:** The 'Jalvahak' scheme was launched by Hon'ble Minister of PS&W on 15th December 2024 to incentivize the movement of long-haul cargo via NW-1 (River Ganga), NW-2 (River Brahmaputra), and NW-16 (via IBP route, River Barak). Under the Jalvahak scheme, fixed scheduled services to and fro between Kolkata to Patna, Kolkata to Varanasi on NW-1 and between Kolkata to Pandu on NW-2 via IBPR were launched in December 2024. Hon'ble Minister of PS&W flagged off vessels DB Ajay & DB Dikhu with Tug Trisul (carrying bagged cement) to Pandu, M.V Aai (carrying gypsum) to Patna, and M.V Homi Bhabha (carrying coal) to Varanasi from GR Jetty-2, Kolkata under the scheme. The Scheme, valid for a period of three years, is expected to incentivize incremental modal shift of 6.51 Lakh tonnes of cargo to waterways in three years period (i.e. 2024-25, 2025-26 and 2026-27). Regular review of progress in implementation of the Scheme is being undertaken at highest levels in MoPS&W, Iwai & Inland & Coastal Shipping (ICSL) to usher in a new chapter in country's freight transport network by making IWT a preferred mode for long-haul cargo movement.



M.V. Homi Bhabha was flagged off towards Varanasi on NW1 under Jal Vahak Scheme



Launch of Cargo Promotion Scheme & Commencement of Scheduled Service - Jal Vahak Scheme

- 2.32 **Revised NCV Deck Cadet Scheme** specifically designed for GP Rating candidates, as outlined in MS Notice No. 15 of 2024. This initiative aims to create a structured pathway for career advancement in coastal shipping by enabling GP Ratings to become certified Navigational Wachkeeping Officers.

Green Initiatives

- 2.33 **‘Harit Sagar’ Green Port Guidelines:** MoPS&W launched “Harit Sagar” Green Port Guidelines to reduce carbon intensity and to develop an environment friendly ecosystem at major ports for achieving Sustainable Development Goals (SDGs). The “Harit Sagar” Guidelines provide a comprehensive roadmap for the Major Ports for development of resilient infrastructure for safe, efficient and sustainable ports and promote environmental reporting as a means of communicating environmentally good behavior to stakeholders and community well-being at large.
- 2.34 **Green Hydrogen Hubs:** Deendayal, Paradip, and VOC Ports are being developed for green hydrogen production, storage, and export, aligning with India’s National Green Hydrogen Mission. Paradip is constructing a jetty exclusively for handling green hydrogen/ammonia. DPA has awarded 3,400 acres of land for the development of green hydrogen production, storage, and export facilities in July 2024. Further, VOCPA is establishing a demonstration plant for production, storage, and power generation with fuel cells. VOCPA has already awarded 500 acres of land for the development of green hydrogen production and storage facilities. There is also a pilot project under implementation for storage, refueling, and bunkering facilities for green hydrogen and its derivatives. PPA has also initiated the process to construct a jetty for handling green hydrogen or green ammonia, with approximately 40 acres of backup area for intermediate storage facilities.
- 2.35 **Hybrid Electric Catamarans:** Two hybrid electric catamarans were delivered by Cochin Shipyard Limited (CSL) and commissioned in Ayodhya and Varanasi in January 2024. Shore charging facilities were established and commissioned at both locations. These vessels have been handed over to the Uttar Pradesh State Tourism Development Corporation Limited, Government of U.P., and are being operated by them.
- 2.36 **Hydrogen Fuel Cell Catamaran vessel:** CSL recently designed and developed a hydrogen-fueled catamaran vessel as a pilot project under R&D funding by the MoPS&W. The vessel was

inaugurated by the Hon'ble Prime Minister on 29th February 2024, at VOCPA and reached Varanasi in July 2024. In collaboration with KPIT, Pune and IRS, CSL developed hydrogen fuel cell engines for inland vessels, which were used in this project. The vessel is now in Varanasi, undergoing joint demonstration trials by IWAI, CSL, and IRS.



Hon'ble Prime Minister Shri Narendra Modi flagged off India's first indigenously built Hydrogen Fuel Cell Ferry

- 2.37 Retrofitting SCI ships to run on alternate fuels:** In line with India's National Green Hydrogen Mission, SCI is working to retrofit at least two ships to run on Green Hydrogen or other Green Hydrogen derived fuels by 2027. In this regard, 2 vessels from its fleet have been identified to be retrofitted to run on Green Methanol. The feasibility study for retrofitting has been completed and the most suitable option for retrofit has been identified. As per directions in the Project Appraisal Committee (PAC), SCI is in the process of awarding the retrofit work of one vessel to GRSE shipyard and one vessel to CSL. Necessary RFP document has already been issued to shipyards in this regard and discussions are underway.

Digitalization

- 2.38 National Logistics Portal- Marine (NLP-Marine):** The process to bootstrap PCS 1x into SagarSetu - National Logistics Portal-Marine (NLP-M) was launched on 27th March 2023 which will act as a Unified Digital Platform for all maritime stakeholders. NLP Marine + PCS 1x platform is envisaged as the central hub for all interactions with various stakeholders viz. Port, Terminals Shipping Lines/ Agents, CFS and Customs Brokers, Importer / Exporter etc. SagarSetu is integrated with all the major ports of India, along with more than 50 non-major ports and 28 Private Terminals, and the port sector is utilizing SagarSetu application to facilitate day to day vessel and cargo operational activities. It aims to be a central hub for all maritime interactions.
- 2.39 Enterprise Business System:** To improve efficiency and create a modern port ecosystem, five key ports (including Mumbai and Chennai) are implementing an Enterprise Business System (EBS) for around INR 327 Cr. This system shall include ERP implementation (SAP-S4/HANA) and port operating system implementation on a central infrastructure to improve port operations efficiency, enhance transparency, reduce paperwork and leap towards digitization of processes at ports. The system incorporates the best practices used internationally, while still being adapted to fit the existing needs of each port. The system aims at reducing the number of processes from 2400+

(approx.) to just 160+ (approx.). This signifies a major step towards a more efficient and digital future for Indian ports.

- 2.40 **Central Database Application:** A central database application has been developed as an end-to-end single window system. On 5th December 2024, the Inland Waterways Authority of India (IWAI) conducted a workshop at IHC to demonstrate the portal, with representatives from various state governments, maritime boards, and stakeholders in attendance.



Central Database workshop at India Habitat Center on 5th December 2024

HR Initiatives

- 2.41 Skill Development under DDUGKY convergence Scheme is progressing well in Gujarat, Kerala, Andhra Pradesh and Tamil Nadu under Phase 2 of Sagarmala Deen Dayal Upadhyaya Grameen Kaushal Yojna (DDUGKY). 5,626 candidates have been trained during Phase 2 of the program of which around 3,842 candidates have been appointed and placed in logistics, ship breaking, tourism and hospitality industries. Multi-skill Development Centers (MSDC) are being set up at all Major ports. MSDCs linked to Jawaharlal Nehru Port are operational. Further, more than 1,54,000 candidates have been trained in the Safety Training Institution at Alang Ship Breaking Yard.
- 2.42 **Gender Inclusion:** Tuticorin's International Container Terminal employed 40% of its workforce as women, making it India's first gender-inclusive terminal.
- 2.43 **Career Counselling for students:** SCI/MTI Powai successfully organized career counselling sessions for young students at various schools and colleges in Odisha sharing vast opportunities in the Merchant Navy & as an action toward Nation's target of increasing Indian Seafarers from 12% to 20% of global supply of seafarers.

MOUs / Collaborations

- 2.44 IWAI with Govt. of Gujarat and Madhya Pradesh : IWAI entered into a tripartite agreement with the Governments of Gujarat and Madhya Pradesh to start cruise operations from Kukshi to Sardar Sarovar Dam on 19th April 2024.
- 2.45 Central Warehousing Corporation (CWC) with SMPA: The Regional Office of the CWC, Kolkata and SMPA have signed an MoU on 21st December 2024 to collaborate on Container Rake services, boosting efficiency and capacity both at SMPK and Container Freight Station (CFS), Kolkata.

- 2.46 IPA with National e-Governance Division (NeGD): The National e-Governance Division (NeGD) and the Indian Ports Association (IPA) have signed a landmark MoU in New Delhi on 24th December 2024. This collaboration aims to drive digital transformation in India's maritime sector

Events

- 2.47 The **20th meeting of the Maritime States Development Council (MSDC)** was held in Goa from 12-13th September 2024. During the meeting, several initiatives undertaken by the Government of India to bring transformative changes to India's maritime sector were discussed, in active collaboration with various Central Ministries, the MoPS&W, the Directorate General of Shipping (DGS), Ports, Maritime Boards, and other departments of Coastal States and Union Territories.

- 2.47.1 The meeting was attended by the Hon'ble Chief Minister of Goa, the Hon'ble Minister of PS&W Shri Sarbananda Sonowal, Hon'ble Minister of State for PS&W Shri Shantanu Thakur, along with Hon'ble Ministers from Goa, Karnataka, Odisha, and Tamil Nadu, the Secretary of MoPS&W, the Chairpersons of all Major Ports, Non-Major Ports across the country, Public Sector Undertakings (CSL, HSL, SCI), CEOs of various Maritime Boards, Senior Government Officials from nine Coastal States and four Union Territories, and senior officials from MoPS&W. Several maritime issues were discussed during the meeting, the Navigational Safety at Port Committee (NSPC) portal was launched on the Navigational Single Window System (NSWS) platform.



20th MSDC Meeting held in Goa from 12-13th September 2024

- 2.48 **India Maritime Heritage Conclave 2024:** The 1st India Maritime Heritage Conclave (IMHC 2024), a landmark event organized by the MoPS&W, was held on 11-12th December 2024 at New Delhi on the theme, "Towards Understanding India's Position in Global Maritime History".



Hon'ble Vice-President, Shri Jagdeep Thakur attended 1st India Maritime Heritage Conclave

2.49 **2nd Inland Waterways Development Council (IWDC) Meeting** was held on 9th - 10th January 2025 in Kaziranga, Assam, and chaired by Shri Sarbananda Sonowal, Hon'ble Minister of PS&W recognized top cargo movers for their contributions in 2023-24. Furthermore, a tripartite agreement was signed with Gujarat and Madhya Pradesh to promote cruise tourism on the Kukshi-Sardar Sarovar route. The meeting was also attended by Hon'ble Chief Minister of Assam, Minister of State (MoPSW) and other state Ministers, Secretary MoPSW, Chairman IWAI and other dignitaries. The meeting saw a representation from 19 States and 3 Union Territories in total Schemes/ Policies / Initiatives launched during the 2nd Inland Waterways Development Council (IWDC) are as under :

- National River Traffic and Navigation System
- Quick Pontoon Opening Mechanism (QPOM) at 4 locations in Bihar
- River Cruise Tourism Facilities at Bhadrakali on NW-4 in Chhattisgarh
- 2 Jetties on River Yamuna (NW-110) for cruise tourism in Delhi
- Procurement of 8 number Amphibian Dredgers for NW-1, NW-2 and NW-16
- Procurement of 4 numbers Cutter Section Dredgers with ancillary units for NW-1, NW-2 and NW-16
- Launch of Central Database Portal for registration/ survey of vessels/ crew – 'Digital India'
- Announcements for Assam, Goa, Gujarat, Uttar Pradesh, Himachal Pradesh, Jammu & Kashmir, Kerala, Ladakh, Maharashtra, Mizoram, Nagaland, Punjab, Rajasthan, Tamil Nadu, Telangana, Karnataka, Odisha.



2nd IWDC Meeting at Kaziranga, Assam

2.50 **Sagarmanthan: The Great Oceans Dialogue:** MoPS&W in collaboration with Observer Research Foundation (ORF) organized the inaugural event of "Sagarmanthan: The Great Oceans Dialogue" from 18th-19th November 2024 in New Delhi. The initiative brought together global policymakers, maritime experts, industry leaders, and scholars to deliberate on advancing sustainable and innovative maritime practices. The two-day forum included sessions on maritime connectivity, sustainable development, technological innovation, and global maritime governance. A separate session with youth was also organized under the leadership of Hon'ble Minister of PS&W.



Sagarmanthan: The Great Oceans Dialogue

2.51 **Lighthouse Festival:** DGLL successfully organised the 2nd edition of the Lighthouse Festival at Puri from 19th-20th October 2024 to promote tourism at Lighthouses. This festival was graced by the Hon'ble Chief



2nd Lighthouse Festival at Puri, Odisha

Minister, Government of Odisha, Hon'ble Union Minister of PS&W, Hon'ble Minister of States for PS&W and Hon'ble Minister of States for Tourism.

International Cooperation

- 2.52 Chabahar Port to International North–South Transport Corridor (INSTC):** The development of Sahid Beheshti Port at Chabahar offers an alternative trade route bypassing Pakistan for commerce with Afghanistan and beyond. This port links Mumbai to Eurasia via the International North-South Transport Corridor (INSTC), which spans over 7,200 km, significantly cutting the time and cost of transporting goods between India, Iran, Russia, Europe, and Central Asia.
- 2.52.1** On 14th May 2024, India Ports Global Limited (IPGL), a SPV of the Government of India, and Iran's Ports and Maritime Organization (PMO) signed a 10-year Long-Term Bilateral Main Contract for operating the Shahid Beheshti Port. To support the port's expansion and development, India has committed a USD 120 million grant and a USD 250 million credit line. India Ports Global Chabahar Free Zone (IPGCFZ), a subsidiary of IPGL, currently manages the Shahid Beheshti Terminal.
- 2.52.2** Chabahar Port has handled over 60,000 TEUs of container cargo and 1.9 million metric tons of bulk/general cargo during 2023-2024, reflecting a 43% increase in vessel traffic and a 34% rise in container traffic.
- 2.53 Sittwe Port, Myanmar:** The Govt. of India has approved a proposal to take over the operations of the Sittwe port located on the Kaladan River by IPGL and the operations are being managed by IPGL since April 2024. This makes Sittwe Port as the second international port, after Iran's Shahid Beheshti Port in Chabahar, to be managed by IPGL.
- 2.53.1** The Sittwe Port is part of the Kaladan multi-modal transit transport project. The project aims to connect the eastern Indian seaport of Kolkata with Sittwe seaport in Myanmar by sea, and further link Sittwe Port to Paletwa in Myanmar via Kaladan river waterway and connect Paletwa to Zorinpui in Mizoram through a road component. This link will not only offer an alternative route for shipping goods to the northeastern states but will significantly reduce the cost and distance from Kolkata to Mizoram and beyond. It will also reduce dependency on the Siliguri Corridor, known as the chicken's neck, which is squeezed between Bhutan and Bangladesh.
- 2.54 MoU of MoPS&W with M/o Industry, Business and Financial Affairs, Denmark:** The MoU on maritime issues between MoPS&W, Government of India and Ministry of Industry, Business and Financial Affairs of the Kingdom of Denmark has been extended for a further period of three years. The MoU extension was signed on 17th September 2024 by the Hon'ble Minister of PS&W, GoI and Hon'ble Minister of Industry, Business and Financial Affairs, Govt. of Denmark.

Recognition

- 2.55 Container Port Performance Index 2023:** In a significant boost to the India's port development programme, as many as 9 ports of India made it to the Global Top 100 in the latest edition CPPI 2023. The Major Ports which secured ranks in the top 100 are Visakhapatnam Port (19), Kamarajar Port (47), Cochin Port (63), Chennai Port (80) and Jawaharlal Nehru Port (96). Visakhapatnam Port secured 19th position in the Container Port Performance Index 2023 (CPPI 2023), developed by the World Bank and S&P Global Market Intelligence. The CPPI evaluates, focusing on the operational efficiency of ports in receiving and handling container ships. VPA climbed to 19th position from 122nd place in 2022.

SAGARMALA PROGRAMME



*20th Maritime States Development Council (MSDC) meeting at Benaulim, Goa on 12-13th September, 2024
chaired by Sh. Sarbananda Sonowal, Hon'ble Minister of PS&W*

Introduction: Sagarmala Programme

- 3.1 Maritime sector in India has been the backbone of the country's trade and has grown manifold over the years. To harness India's 11,098 km long coastline, 14,500 km of potentially navigable waterways and strategic location on key international maritime trade routes, the Government of India has embarked upon the ambitious Sagarmala Programme which aims to promote port-led development in the country. The concept of Sagarmala was approved by the Union Cabinet on 25th March 2015.
- 3.2 The vision of Sagarmala is to reduce logistics costs for both domestic and EXIM cargos with minimal infrastructure investment. Studies under Sagarmala have identified opportunities for reducing overall logistics costs, thereby improving the overall efficiency of the economy, and increasing the competitiveness of exports.

Synopsis of Projects under Sagarmala Programme

- 3.3 There are 839 projects worth investment of ~INR 5.79 Lakh Cr. for implementation under the Sagarmala Programme by 2035, out of which, 272 projects worth ~INR 1.41 Lakh Cr. have been completed and 214 projects worth ~INR 1.62 Lakh Cr. are under implementation. In addition to the above, 353 projects worth ~INR 2.75 Lakh Cr. are under various stages of development. These projects are being implemented by relevant central ministries, state governments and major ports. Regular monitoring of the projects and interaction with project proponents, various line ministries and implementing agencies is being done with MIS tool. These projects are categorized into five pillars – Port Modernization, Port Connectivity, Port-Led Industrialization, Coastal Community Development and Coastal Shipping and Inland Water Transport. Under holistic development of coastal districts, a total of 567 projects with an estimated cost of around ~INR 58,000 Cr. have been identified.

| S No. | Project Pillar | Total | | Completed | | Under Development | | Under Implementation | |
|-------|-------------------------------|------------|-----------------|------------|-----------------|-------------------|-----------------|----------------------|-----------------|
| | | # Project | Cost (INR Cr) | # Project | Cost (INR Cr) | # Project | Cost (INR Cr) | # Project | Cost (INR Cr) |
| 1 | Coastal Community Development | 81 | 11,573 | 23 | 1,997 | 26 | 3,701 | 32 | 5,875 |
| 2 | Coastal Shipping and IWT | 231 | 14,601 | 45 | 2,971 | 119 | 6,783 | 67 | 4,846 |
| 3 | Port Connectivity | 279 | 2,06,373 | 92 | 58,031 | 131 | 80,366 | 56 | 67,976 |
| 4 | Port led Industrialization | 14 | 55,737 | 9 | 45,865 | 2 | 625 | 3 | 9,247 |
| 5 | Port Modernization | 234 | 2,91,279 | 103 | 32,635 | 75 | 1,83,900 | 56 | 74,744 |
| | Total | 839 | 5,79,562 | 272 | 1,41,499 | 353 | 2,75,374 | 214 | 1,62,688 |

- 3.4 Over the last few years, the Government has taken several modernizations, mechanization and digital transformation measures to reduce cost and time in international trade and improve ease-of-doing Business. Ministry is planning expansion of ports capacity through the implementation of well-conceived infrastructure development projects, increasing the efficiency of port operations through the implementation of a package of recommendations to cut time and cost, digitization of processes to reduce and finally eliminate human interface and to strongly address environment related concerns.
- 3.5 Under the budget head of Sagarmala scheme, 119 projects worth ~INR 9,420 Cr. have been sanctioned with funding support of ~INR 3,600 Cr. Out of total 119 projects sanctioned under Sagarmala, 68 projects worth ~INR 4,290 Cr. have been completed and 50 projects worth ~INR 5,120 Cr. have been awarded and are under implementation. Remaining projects are under development stages. These projects are focusing on various critical aspects of maritime sector such as capacity enhancement at Indian ports, improving connectivity infrastructure, RO-RO, and tourism jetties along with urban water transportation, fishing harbor and skill development of coastal community.
- 3.6 Major infrastructure projects were completed in 2024-2025, bringing significant benefits to various regions. The "Development of Fishing Harbour in Juvvaladinne in SPSR Nellore District, Andhra Pradesh" benefits over 6,100 fishermen families, generating 34 direct and 120 indirect jobs. The "Construction of Passenger Jetty at Ambavane Shigwan in Ratnagiri District" enhances connectivity between Raigad and Ratnagiri Districts, reducing travel distance by 60 km and saving 2 hours of travel time. It has created 100 jobs. The "Construction of Third Chemical Berth at Pirpau, MbPT" enhances capacity by 2 million metric tonnes per annum (MMTPA) and generates 100 direct and 500 indirect jobs. The "SCADA and PLC automation system at Marine Oil Terminal at Mumbai Port" ensures safe operations and compliance with statutory requirements, creating 5 direct and 20 indirect jobs. The "Development of RORO facilities for handling propylene and other cargo at Cochin Port" adds 0.60 million tonnes per annum (MTPA) to cargo handling capacity. Finally, the "Design, Engineering & Construction for Rehabilitation of No.7, NSD Old Berth including Development of Backyard at N.S. Dock of KDS" significantly benefits the Kolkata Dock System (KDS) by increasing

stacking capacity and handling more container cargo. The project increases capacity by 1.40 million TEUs per annum, greatly enhancing the productivity of the berth compared to the previous handling throughput of 75,000 TEUs per annum.



SCADA and PLC automation system at Marine Oil Terminal at Mumbai Port



Fishing Harbour in Juvvaladinne in SPSR Nellore District

Port Modernization

3.7 Giving special emphasis to modernization of Indian ports under Sagarmala, a total of 234 projects at cost of ~INR 2.91 Lakh Cr. have been undertaken for implementation by 2035. Out of which, 103 projects worth INR 32,634 Cr. have been completed and 56 projects worth INR 74,744 Cr. are under implementation. Further, 75 projects worth INR 1,83,899 Cr. are under development. These projects under the modernization pillar are further divided into 4 categories – New Ports, Port Modernization – Major Ports, Port Modernization – Non-Major Ports.



International and Domestic Cruise terminal and allied facilities at Mormugao Port



Mumbai International Cruise Terminal At Indira Dock, Mumbai

3.8 At Major Ports, 166 projects worth ~INR 68,280 Cr. are being implemented in India. Projects under this category have been largely identified through Detailed Master Planning exercise carried out under Sagarmala Programme. Out of 166 projects, 98 projects worth ~INR 27,130 Cr. have been completed. Further, 30 projects worth ~INR 22,100 Cr. have been awarded and are under implementation. Balance 38 projects worth ~INR 21,000 Cr. are under various stages of development.



Rehabilitation of 7NSD old berth in Syama Prasad Mookerjee Port, Kolkata

3.9 There are 68 projects worth ~INR 2.22 Lakh Cr. identified under the Sagarmala Programme for implementation at Non-Major Ports. 5 projects worth ~INR 5,500 Cr. have been completed so far whereas 26 projects worth ~INR 54,600 Cr. are under implementation. The remaining 37 projects are worth ~INR 1.62 Lakh Cr. are under various stages of development. The Ministry is also financially supporting several projects at non-major ports to enhance their capacity and efficiency during operations. Project of Improvement of Kakinada Anchorage Ports infrastructure in East Godavari district, Andhra Pradesh is completed.



Third Chemical Berth at Pir Pau, Mumbai Port Authority

Port Connectivity

3.10 The Sagarmala Programme has identified connectivity between ports and domestic production and consumption centers through rail, road, pipeline, MMLP under the dedicated pillar of port connectivity, consisting of 279 projects of total worth ~INR 2.06 Lakh Cr. which are being undertaken by various implementing agencies. Out of these, 92 projects worth INR 58,031 Cr. have been completed and 56 projects worth INR 67,975 Cr. have been awarded and are under implementation. The remaining 131 projects worth INR 80,366 Cr. are under development. These projects include the new infrastructure gap projects identified as a part of Comprehensive Port Connectivity Plan (CPCP) prepared under PM Gati Shakti National Master Plan, in consultation with MoPS&W, MoR, MoRTH and State Maritime Boards. CPCP has identified a total of 100+ new road and rail connectivity infrastructure gaps.



Construction of balance portion of 4-lane ports connectivity, Mormugao Port Authority

- 3.11 Under Sagarmala, there are 114 rail connectivity projects which are being implemented by Indian Railways, Major Ports, and State Governments. Out of these, 58 projects worth ~INR 43,000 Cr. are completed adding ~2,900 kms of rail and 18 projects worth ~INR 25,000 Cr. are under implementation. Further, 38 projects worth ~INR 33,000 Cr. are under development. These projects will help in integrating port rail and road connectivity resulting in a reduction in logistics costs for the EXIM business.
- 3.12 There are 152 port-road connectivity projects identified under Sagarmala which are being implemented by MoRTH / NHAI, Major Ports, and State Governments. Out of these, 26 projects worth ~INR 9,601 Cr. are completed adding ~515 kms of roads and 35 projects worth ~INR 48,080 Cr. are under implementation, Further, 91 projects worth ~INR 47,879 Cr. are under development.
- 3.13 A 'Report on Connectivity of Ports to Industrial Nodes' has been prepared by MoPS&W wherein an assessment and gap analysis of connectivity of ports vis-a-viz all the existing and upcoming nodes under different industrial corridors under NICDIT has been done. The report has identified 62 new road and rail infrastructure gaps. The report was shared with MoR and MoRTH in October 2023 with request for further actions regarding the projects proposed in the report.

Port Led Industrialization

- 3.14 Port-led industrialization focuses on reducing logistics costs by locating industries at the ports. There are overall 14 projects worth INR 55,737 Cr. have been identified for implementation under Sagarmala. Out of which, 9 projects worth INR 45,865 Cr. have been completed and 3 projects worth INR 9,250 Cr. are under various stages of implementation and development. These projects are further divided into 3 categories – Industrial Cluster, Smart Industrial Port City (SIPC) / Special Economic Zone (SEZ).

Coastal Community Development

- 3.15 The coastal community is considered as one of the key stakeholders of the Sagarmala Programme and hence, ensuring their socio-economic well-being is considered as one of the major objectives. 81 projects at a cost of INR 11,572 Cr. have been undertaken for implementation. Out of which, 23 projects worth INR 2,000 Cr. have been completed and 58 Projects worth INR 9,575 Cr. are under various stages of implementation and development.
- 3.16 Ministry of Rural Development (MoRD) and MoPS&W are implementing convergence program for skill development under Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY) Sagarmala Convergence Programme. Under this convergence, the entire funding support is being provided by MoPS&W and implementation and management is carried out by MoRD. More than 7,600 candidates have been trained under this convergence. Multi Skill Development Center (MSDC) is already



Centre of Excellence in Maritime & Shipbuilding (CEMS)

operational at Jawaharlal Nehru Port (JNP). More than 2,800 candidates have been trained in this centre. Centre of Excellence in Maritime and Shipbuilding (CEMS), a first of its kind in Asia having two campuses with 24 laboratories in total (6 laboratories in IRS Mumbai and 18 in Indian Maritime University campus in Vishakhapatnam). The Institute provides ~50 courses at its campuses for engineering, polytechnic and graduate students. Institute has trained more than 15,000 candidates.

- 3.17 There are 37 fishing harbour projects worth INR 6,540 Cr. being implemented under the Sagarmala Programme. MoPS&W is part-funding 25 fishing harbour projects worth INR 3,478 Cr. and has sanctioned INR 849 Cr. 11 out of 25 projects with financial assistance of INR 288 Cr. have been completed. Additionally, 5 fishing harbours adjacent to Major ports namely Kochi, Chennai, Visakhapatnam, Paradip, and Mallet Bunder have been sanctioned for modernization and up-gradation. Out of 37 fishing harbour projects, 12 projects worth INR 1,077 Cr. are completed, 25 projects worth INR 5,505 Cr. are under various stages of implementation and development. Further, 50 locations have been identified in Phase I for implementation of floating jetties in Andhra Pradesh, Tamil Nadu, Puducherry, Karnataka, and Kerala.



Karanja Fishing Harbour, Maharashtra

National Maritime Heritage Museum (NMHC), Lothal, Gujarat

- 3.18 India has a rich maritime heritage and the earliest maritime evidence dates back to around 4,500 years. To showcase India's rich and diverse maritime heritage, Ministry of Ports, Shipping and Waterways (MoPS&W) has envisioned the development of a National Maritime Heritage Complex (NMHC) at Lothal, Gujarat to showcase Indian maritime heritage and history extending upto Harappan civilization and beyond. The site of the complex is about 70 km from Ahmedabad city and adjacent to the excavated Harappan Civilization site at Lothal. NMHC will not only curate and present diverse and rich artefacts from ancient to modern times from across India but also inspire the public and make them aware of and learn about our glorious maritime heritage. The vision for this complex is envisaged as a living and dynamic research center for bringing together expertise in diverse fields towards contribution to research in allied areas. This complex is targeted to be one of the leading Maritime Heritage Complexes of the present world. It will also focus on other areas which have been facilitated by maritime and trade links.

- 3.19 The foundation stone of the project was laid by Hon'ble Prime Minister in March, 2019. Cabinet in its meeting held on 9th October, 2024 has accorded approval for the development of the NMHC project at revised cost. The project is being executed by the Ministry of Ports Shipping and Waterways (MoPS&W), New Delhi. Indian Port Rail & Ropeway Corporation Ltd. (IPRCL), a body under MoPS&W, is the executing agency for the project. At present, the 1st phase of the complex is under construction at a cost of INR 1238 Cr. and the project will complete in two more phases. The NMHC includes a museum with 14 galleries dedicated to various themes: Harappan culture, ship building, evolution of navy, trade through seas etc. Besides this NMHC will include theme parks, Muesotels, research institutes, the tallest Light house museum of India in subsequent phases.
- 3.20 The NMHC project will not only boost tourism but will also generate employment in large numbers and will also help the local businesses of the region. The Govt. of Gujarat is developing the requisite external infrastructure of the project. Infrastructure works related to water supply line of 30 kms and water storage tank of 10 Lakh liters, new 4 lane road of 1.58 kms from Saragwala village to NMHC project site, 17 km power transmission lines and installation of GIS substation have been completed. Works of 4 lane widening of road from SH1 till Saragwala village and road connectivity from Saragwala village to Ahmedabad Dholera SIR Expressway is under progress. Hon'ble Minister of PS&W along with Hon'ble Minister of Youth Affairs and Sports and Hon'ble CM of Gujarat reviewed the onsite progress on 28th December 2024.



NMHC : Implementation on Site

1st India Maritime Heritage Conclave – 2024

- 3.21 MoPS&W organized the country's first ever India Maritime Heritage Conclave-2024 (IMHC-2024) on 11th-12th December, 2024. This gathering celebrated India's illustrious maritime legacy and its profound contributions to global trade, culture, and innovation. Presided over by Sh. Jagdeep Dhankhar, Hon'ble Vice President of India, the conclave brought together ministers, experts, and dignitaries from around the world, serving as a vibrant platform for dialogue and collaboration, reaffirming India's enduring maritime heritage and its pivotal role in shaping the global maritime narrative.

Coastal Shipping and Inland Water Transport

3.22 MoPS&W under the Sagarmala Programme aims to promote urban waterways passenger transportation (RoPax/Passenger ferry service) ecosystem in the country. This mode of transportation has proved to have multiple benefits over other modes of transportation such as improved cargo delivery and minimize passenger travel time, reduced risk of accidents, improved operational speed, low-cost transportation, lower fuel consumption, lower congestion on roads and rail, lower air, noise, and land pollution, along with providing seamless travel to passengers, and vehicles.



Krishnapatnam Port: Coal Import Handling Infrastructure

3.23 Under Sagarmala, there are 30 projects worth INR 1,303 Cr. of which 16 projects worth INR 603 Cr. at 09 locations have already been completed. Out of which 4 operational locations are namely, Hazira in the state of Gujarat and Mandwa, Kanhoji Angre Island and Belapur in the state of Maharashtra. The operational terminals in the state of Maharashtra have also enabled routes to Elephanta Islands, Navi Mumbai, JNPA and DCT Mumbai.



Alibaug Ro-Ro Ferry Service, Mumbai

- 3.24 The Ro-Pax and Passenger ferry service has reduced the travel time on routes of Mumbai- Mandwa from 3 hours to 45 minutes, Belapur- Elephanta island from 2.15 hours to 30 minutes, Belapur- JNPA from 45 minutes to 30 minutes, Belapur- Mumbai from 1.30 hours to 20 minutes, Belapur- Mandwa from 2 hours to 45 minutes and Hazira- Ghogha from 10 hours to 4 hours. The services have benefitted more than 30 Lakh passengers, transported more than 5 Lakh passenger vehicles and more than one Lakh cargo carrying trucks, thereby saving more than 2 Cr. liters of fuel and nearly 44 MT of carbon emissions. Additionally, these projects have brought in tourism in the region with activities such as bird watching (flamingo's) and water sports.
- 3.25 In addition, there are 18 projects worth INR 2,139 Cr. which focuses on providing infrastructure for coastal handling of cargo. 5 projects worth INR 321 Cr. have been completed, 5 projects are currently under implementation and 8 more projects are under various stages of development.

20th Maritime State Development Council

- 3.26 The 20th Maritime State Development Council meeting was held on September 12th and 13th, 2024 in Benaulim in Goa, and chaired by Shri Sarbananda Sonowal, Hon'ble Minister of PS&W. The participants included Shri Shantanu Thakur, Hon'ble Minister of State for PS&W, LGs of UTs, State Government Ministers, and various senior officials. During the 20th MSDC, over 100 issues from various states were deliberated and several new and emerging challenges were also addressed. The issues include the establishment of Places of Refuge (PoR) for ships in distress, the development of Radioactive Detection Equipment (RDE) infrastructure at ports to enhance security, and the facilitation of seafarers by recognizing them as key essential workers, ensuring better working conditions and access to shore leave. To further improve the ease of doing business in the maritime sector, the MSDC launched the National Safety in Ports Committee (NSPC) application on the National Single Window System platform. This application will streamline regulatory processes, improving efficiency and reducing costs for stakeholders.



20th MSDC Meeting at Benaulim, Goa

- 3.27 Indian International Maritime Dispute Resolution Centre (IIMDRC) marks a significant milestone after its launch. This specialized platform will offer merit-based and industry-governed solutions to resolve maritime disputes efficiently, addressing the multi-modal, multi-contract, multi-jurisdictional, and multi-national nature of maritime transactions. IIMDRC positions India as a global hub for arbitration, aligning with the "Resolve in India" initiative.
- 3.28 The Indian Maritime Centre (IMC), a Policy Think Tank designed to bring together maritime stakeholders currently operating in silos. IMC will foster innovation, knowledge sharing, and strategic planning, driving growth and development across India's maritime sector.

PM Gati Shakti National Master Plan under MoPS&W

3.29 Under the PM Gati Shakti, MoPS&W has identified 101 projects worth INR 65,000 Cr. for implementation by 2025. Out of these, 36 projects worth INR 14,211 Cr. have been completed, 27 projects worth INR 37,225 Cr. are under implementation stage and the remaining 38 projects worth INR 14,400 Cr. are under various stages of development. Of the 101 MoPS&W Gati Shakti projects, 52 are from the Major ports and 44 projects are from States and 5 projects are from Inland Waterways. These projects have supported faster and efficient movement of cargo, leading to an overall reduction in logistics cost.



Snapshot of JNPA Port

Island Development

3.30 MoPS&W has undertaken 28 projects worth INR 5,433.32 Cr. in Lakshadweep and Andaman and Nicobar Islands. Out of these 28 projects, 1 project worth INR 24.9 Cr. are under implementation and the remaining 27 projects worth INR 5,408.42 Cr. are under various stages of development. These projects will have multiple socio-economic benefits for the local communities and help in economic growth, boosting tourism, improving livelihoods, enhancing connectivity, sustainable development and cultural preservation. Overall, island development initiatives have the potential to create a more resilient, inclusive and prosperous society, benefiting both residents and visitors alike.



Island Development Initiatives in Lakshadweep and Andaman and Nicobar Islands

International Container Transshipment Port (ICTP) at Galathea Bay, Great Nicobar Island

- 3.31 The ICTP at Galathea Bay, Great Nicobar Island, is part of a holistic development initiative by NITI Ayog, focusing on four projects including the ICTP, Greenfield Airport, Township and Power Plant. The terminal's unique feature is its natural water depth, suitable for large container ships without extensive dredging. Positioned near the Malacca Strait, ICTP aims to serve as a regional hub, connecting Bay of Bengal ports and neighbouring countries. Environmental clearance was granted in November 2022, and a High-Powered Committee oversees its implementation. The central government has De-notified South Bay Port limit under the union territory of Andaman & Nicobar Island and the Notification of Galathea Bay as Major Port published on 4th September 2024



Master Plan of proposed ICTP

- 3.32 The ICTP is proposed as a Major Port, through a CPSE, consists of Government of India, Major Ports and Andaman and Nicobar Islands Integrated Development Corporation Limited (ANIIDCO). The project, estimated at INR 43,797 Cr., will be developed in 4 phases, with Phase 1 targeting 4 Million Twenty Foot Equivalent Units (MTEUs) by 2029. DPR has already been prepared and the project appraisal is in process.

State Maritime & Waterways Transport Committees (SMWTC)

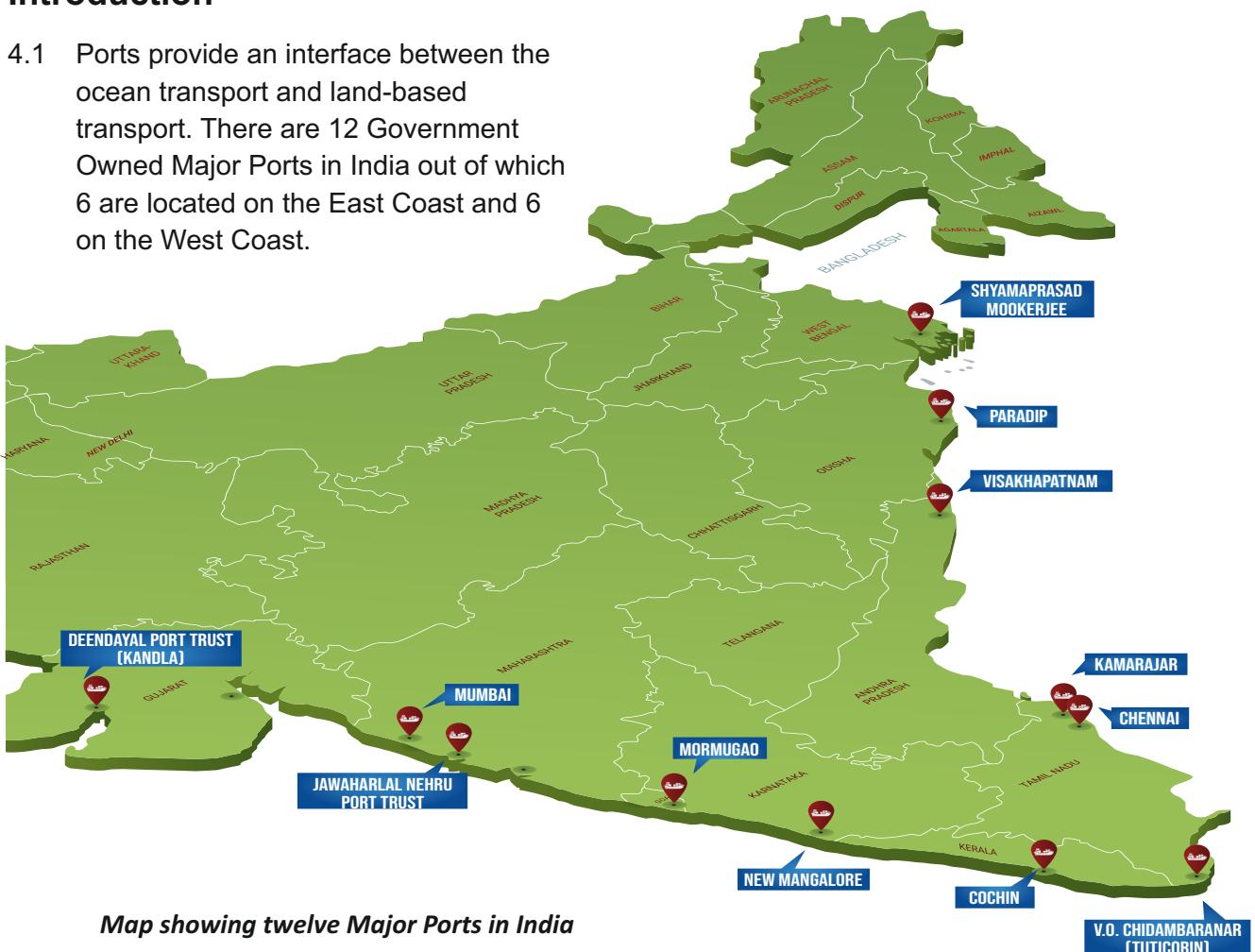
- 3.33 SMWTC is a platform to interact and deliberate on issues and devise solutions to coordinate the implementation of a wide array of initiatives and schemes in the Maritime/ Waterways sector in the respective States.
- 3.34 The committee aims to ensure comprehensive development of maritime and waterways transport across India. The committees in states will focus on the preparation of state-specific Maritime and Waterways Transport Master Plans, formulation of Maritime Sector Policies, Green Initiatives, Waterways Development, Cruise Tourism, Urban Water Transportation, and the Development of Lighthouses. So far 21 SMWTCs are constituted in States/UTs (Andaman & Nicobar, Andhra Pradesh, Arunachal Pradesh, Assam, Bihar, Goa, Himachal Pradesh, Jammu & Kashmir, Kerala, Lakshadweep, Madhya Pradesh, Maharashtra, Mizoram, Nagaland, Puducherry, Rajasthan, Karnataka, Jharkhand, Meghalaya, Dadra & Nagar Haveli, Daman & Diu and Uttar Pradesh).

PORTS



Introduction

4.1 Ports provide an interface between the ocean transport and land-based transport. There are 12 Government Owned Major Ports in India out of which 6 are located on the East Coast and 6 on the West Coast.



MAJOR PORTS IN INDIA

DEENDAYAL PORT AUTHORITY (KANDLA)

- 4.2 In the year 1950, the Union Government formally took over the minor Port of Kandla for its development as a Major Port of India. The foundation for the New Major Port of Kandla was laid by the Late Pandit Jawaharlal Nehru, the then Prime Minister of India, on 10th January, 1952. The Kandla Port was declared as Major Port of India on 8th April, 1955 by the then Transport Minister, Late Shri Lal Bahadur Shastri. The Government of India re-named it as Deendayal Port with effect from 25th September, 2017.
- 4.3 The history of Port would be incomplete without a mention of the Off-Shore Oil Terminal at Vadinar situated in the Dev Bhumi Dwarka District about 300 kms from Kandla by road and 50 nautical miles by Sea.
- 4.4 Deendayal port is a multi-cargo port. It has 16 dry cargo berths with a total length of 3.718 (approx.) Km. in a straight line, 7 oil jetties for handling of POL and chemicals and 2 Container Terminals. Three Single Buoy Moorings in Vadinar can handle Very Large Crude Oil vessels with a maximum pumping capacity of 10000 tonnes per hour. The port handled traffic of 132.374 MMT during 2023-2024 and 108.724MMT during the year 2024-25 (upto December 2024).

Notable achievements during the year

- Deendayal Port Authority (DPA) has awarded concession of the project on 14th March 2024 to DP World to develop, operate, and maintain a 2.19 million TEU mega-container terminal at Tuna-Tekra,



Kandla, Gujarat. The \$510 million project, under the Build-Operate-Transfer model for 30 years, will feature state-of-the-art infrastructure, including a 1,100 m berth extendable to 1,375 m. Slated for completion by 2027, it will connect Northern, Western, and Central India to global markets via robust logistics networks.

- DPA has allocated 3,400 acres of land to industry partners for Green Hydrogen and Green Ammonia production, with advanced plans to establish a Central Transmission Utility for renewable energy and a desalination plant for water supply. The port is also developing common-user infrastructure and a Centre of Excellence for Green Hydrogen and Maritime Fuels, solidifying Gandhidham's place as a global sustainability hub.
- DPA has taken a major step towards promoting green mobility by partnering with NTPC Renewable Energy Ltd. to establish a Green Hydrogen ecosystem. This collaboration aims to introduce hydrogen-powered buses on select routes between Kandla and Gandhidham. The first Green H₂ bus is targeted for roll-out in August 2025.



Driving the future with Hydrogen Bus

- On 18th May, 2024, DPA Kandla proudly welcomed M.V. OLIVIA, the first vessel scheduled to load Railway Freight Wagons destined for the Port of Nacala, Mozambique. This milestone shipment of indigenously manufactured wagons showcases the success of the 'Make in India' vision, demonstrating India's growing manufacturing capabilities and global trade presence.



DPA, Kandla welcomes M.V. OLIVIA for 'Make in India' wagon exports

MUMBAI PORT AUTHORITY

- 4.5 Mumbai port is the second oldest Major Port in India after Kolkata. The port has long been the principal gateway of India. Strategic location is one factor in its special favour. It lies midway along the West Coast of India and is gifted with a natural deep-water harbour of 400 Sq. Kms. protected by mainland of Konkan on its east and island of Mumbai on its west. The deep waters in the harbour provide secure and ample shelter for shipping throughout the year.
- 4.6 Originally a general cargo port, today Mumbai port is multi-purpose port, handling all types of cargo viz. break bulk, dry bulk, liquid bulk and containers. The port has extensive wet and dry dock accommodation to meet the normal needs of ships using the port. The port provides services/facilities from pilotage to berthing, storage to delivery of cargo and ancillary services of running Container Freight Station (CFS), Port Railways as also maintenance of crafts, equipment and building.
- 4.7 The port has 32 berths (including OCT) with an effective rated capacity of 83.85 MMTPA. The port handled traffic of 67.261 MMT during 2023-24 and 51.406 MMT during 2024-25 (upto December, 2024).

Notable achievements during the year:

- Mumbai Port Authority handled its highest ever traffic of 67.26 million metric tonnes (MMT) in 2023-24, registering a growth of 5.74% over the previous fiscal's throughput of 63.61 MMT. During the CY 2024 Mumbai Port handled 68.52 million tonnes of cargo which is highest ever traffic handled by the port in its history.
- Mumbai Port commissioned Third Chemical Berth at Pir Pau with annual capacity of 2 MTPA in September 2024.
- During the period from 1st January 2024 to 31st December 2024 Mumbai Port handled 20 international and 82 domestic cruise calls.

JAWAHARLAL NEHRU PORT AUTHORITY

- 4.8 Constructed in the mid 1980's and commissioned on 26th May, 1989, Jawaharlal Nehru port has come a long way by becoming a world-class international container handling port. It is situated in between 18 56'43" North and 72 56'24" East along the eastern shore of Mumbai harbour off Elephanta Island. It is a trend setter in port development in India through new initiatives like private section participation and Ease of Doing Business. JNPA is a first 100% landlord port amongst Major Ports of India.



4.9 JNPA is an all-weather tidal Port having 17 berths with a capacity of 125.30 MTPA. The port handled traffic of 85.818 MMT during 2023-2024 and 68.373 MMT during the year 2024-25 (upto December 2024). Currently, 5 fully automated Container Terminals with a total container handling capacity of 7.7 Million TEUs operate at JNPA. These Container Terminals are operating in PPP mode in partnership with major global terminal operators, namely, DP World (2 terminals), AP Mollar Terminals (APM terminals), Port of Singapore Authority (PSA) and M/s. JM Baxi Ports & Logistics (NSFT). Bharat Mumbai Container Terminal Pvt. Ltd. (BMCTPL), SPV of Port of Singapore (PSA) with a total project capacity of 60 MMT (4.8 million TEUs) commenced operations under Phase -1 (2.4 million TEUs) on 18th February, 2018. Phase-II (2.4 million TEUs) is expected to start in 2025.

Notable achievements during the year

- Jawaharlal Nehru Port Authority (JNPA) registered its highest ever throughput of 85.818 million Tonnes of total cargo in financial year 2023-24.
- On 5th September 2024, JNPA was honoured with the prestigious MAJOR PORT OF THE YEAR - CONTAINERISED CARGO at the MALA Awards 2024. On 12th September 2024, JNPA won the prestigious 2024 Blue Planet Award for Sustainability Excellence in Tier 1 Facility Operations in Ports. On 1st July, 2024 JNPA was honored with the prestigious Best Port of the year (Containerized)' award at the 8th Annual India Maritime Awards 2024.
- On 19th June 2024, the Union Cabinet, chaired by Hon'ble Prime Minister Shri Narendra Modi, approved setting up a Major Port at Vadhavan near Dahanu in Maharashtra. The Project will be constructed by Vadhavan Port Project Limited (VPPL), an SPV formed by Jawaharlal Nehru Port Authority (JNPA) and Maharashtra Maritime Board (MMB) with a shareholding of 74% and 26%, respectively.
- On 8th May 2024, Shri Ummesh Sharad Wagh, Chairman of JNPA, along with Mr. Gobu Selliaya, CEO, PSA India, Mr. Andy Lane, CEO of PSA Mumbai, and Mr Pavithran Kallaada, Managing Director, PSABDP India Subcontinent has officially inaugurated a 150 Km zero-emission transport corridor. This corridor is dedicated to EV trucks for Bharat Mumbai Container Terminals Private Limited (BMCT) PSA Mumbai, marking a significant stride towards a greener future.
- On July 15th, the 'BMCT Out Gate' at the JN Port Centralized Parking Plaza was inaugurated. This new out gate allows for direct trailer entry to the BMCT terminal, significantly enhancing operational efficiency. At Centralized Parking Plaza, JNPA's project of 'Vision X' was inaugurated which aims at creating an efficient, and smart transportation ecosystem through advanced geofencing, real-time tracking, and automated traffic management solutions.

MORMUGAO PORT AUTHORITY

4.10 Mormugao port, situated on the west coast of India, is more than 135-year-old port. It has modern infrastructure capable of handling a wide variety of cargo. It is a natural harbor protected by



a breakwater and also by a mole. The Port has an approach channel of depth 14.4 meters. The existing rail and road connectivity provides seamless logistic network to the rest of the Country. There is a modern Vessel Traffic Management System installed for providing reliable modern services. The existing VTMS system is being replaced with new System.

- 4.11 The port has 2 non cargo berths and 7 cargo berths and 3 mooring dolphins for handling cargoes. The effective rated capacity of the port is 63.40 MMTPA. There is a dedicated cruise berth of 450 meters length alongside of breakwater for Cruise vessels and for use of Navy and Coast Guard. The port handled traffic of 20.628 MMT during 2023-2024 and 12.572 MMT during the year 2024-25 (upto December 2024).

Notable events/ achievements during the year

- 20th Maritime States Development Council Meeting was held at Taj Exotica Goa in September 2024. It focused on port modernization, connectivity, Maritime tourism, navigation projects and port security. The meeting was chaired by Shri Sarbanand Sonowal Ji, Hon'ble Union Minister for PS&W in presence of Shri Shantanu Thakur Ji, Hon'ble Minister of State for PS&W and Shri T. K. Ramchandraj, Secretary, Ministry of PS&W. The occasion was also graced by Dr. Pramod Sawant Ji, Hon'ble Chief Minister of Goa.
- Visit of Chancellor of the Federal Republic of Germany, His Excellency, and Olaf Scholz to MgPA at Breakwater berth. His Excellency was welcomed by Dr. N. Vinod kumar IPoS Chairperson along with Dy. Chairperson & HODs. Thereafter proceeded on the German Naval ship FGS Frankfurt AM Main.



Strengthening Indo-German Maritime Cooperation

- Mormugao Port is India's first port to introduce Green Ship Incentives through the ESI, aligning with global efforts to reduce air emissions in shipping. The port's incentive program, 'Harit Shrey,' launched in October 2023, offers discounts on port charges based on ESI scores, rewarding ships with higher environmental performance. The Secretary General of IAPH praised Mormugao Port in August 2024 for its proactive approach to the ESI programme and for raising awareness about green shipping in the region. This recognition is especially noteworthy as the Mormugao Port was one of three ports in Asia alongside Japan and Oman to offer such incentives.

NEW MANGALORE PORT AUTHORITY

4.12 New Mangalore Port was declared as the 9th Major Port on 4th May 1974 and was formally inaugurated on 11th January 1975. The Port has 16 berths and 1 SPM (Single Point Mooring) with a rated capacity of 105 MTPA. The port handled traffic of 45.707 MMT during 2023-2024 and 32.346 MMT during the year 2024-25 (upto December 2024). NMPA has taken up the project for development of one more deep draft multipurpose general cargo berth (Berth No.17) adjacent to the existing berth no.8 for handling general break bulk cargo and Ro-Ro consignments. Tenders received for the work is under evaluation. The Project is expected to be commissioned by 2027. Construction of 150 bedded Multi-specialty hospital is under progress.



New Mangalore Port

Notable achievements during the year

- The new BIGEX-2 service by CMACGM started calling at New Mangalore Port which is expected to strengthen regional trade with Persian Gulf & Red Sea
- The Port has handled 5 cruise vessels with 2908 passengers during the current FY 2024-25 (Upto December)
- The Port continues to be 100% solar powered port.

COCHIN PORT AUTHORITY

4.13 The port of Cochin was developed during the period 1920-1940 due to the untiring efforts of Sir Robert Bristow. The port is located on the Willington Island at Latitude 9°58" North and 76°14' East on the South-West coast of India about 930 KM south of Mumbai and 320 KM North of Kanyakumari. With its strategic location on the South-West Coast of India and at a commanding position at the cross roads of the East-West Ocean trade, the port is a natural gateway to the vast industrial and agricultural produce markets of the South-West India. The hinterland of the port includes the whole of Kerala State and parts of Tamil Nadu and Karnataka States. Cochin with its proximity to the international sea route between Europe and the Far East and Australia can attract a large number of container lines offering immense business opportunities.

4.14 Cochin Port has 22 Berths including 1 SPM with an effective rated capacity of 80.50 MMTPA. The port handled traffic of 36.315 MMT during 2023-2024 and 27.692MMT during the year 2024-25 (upto December 2024). The cargo handled by the port includes POL, Container, Cement, Fertilizers, Fertilizer Raw Material (Dry) and others.



Cochin Port

Notable achievements during the year

- Cochin Port registered the highest total throughput of 37.11 MMT in CY 2024, an increase of 0.61% over the same period of CY 2023. Containers throughput of 8.40 Lakh TEUs in CY 2024, showed an increase of 17.02% over the corresponding period of CY 2023.
- Inauguration of 310 M Dry Dock & ISRF of Cochin Shipyard Ltd. & LPG Import Terminal of IOCL by Hon'ble Prime Minister of India held on 17th January 2024.
- Providing Ro-Ro facilities for Propylene and liquid cargo with capacity of 0.60 MMT was completed on 30th June 2024.

V.O. CHIDAMBARANAR PORT AUTHORITY

- 4.15 V.O. Chidambaranar (VOC) port, the 10th Major Port of India, strategically close to the East- West International sea route is situated 540 Kms. south-west of Chennai. As a gateway port with 15 berths, drafts ranging from 8.60 metres to 14.20 metres with an effective rated and usable capacity of 111.5 MMTPA and 81.5 MMTPA respectively, it is equipped to handle a wide spectrum of Bulk, Container, Dry, Liquid and Break bulk Cargoes. The Port is well sheltered from the fury of storms and cyclonic winds and is operational round-the-clock all through the year.



- 4.16 Aided by the state-of-the-art infrastructure, dedicated terminal operators, port user community and efficient human resource, the port has been the harbinger of socio-economic development of the southern Tamil Nadu region. The port offers excellent rail and road connectivity.
- 4.17 Port handled 41.402 MMT of cargo during FY 2023-2024. Port handled 30.621 million tonnes of cargo up to December in the financial year 2024-25, as against 30.30 million tonnes handled during same period of the last financial year, registering an increase of 1.05%. 5,81,557 TEUs of containers were handled up to December in the financial year 2024-25, reflecting a growth of 7.00%, compared to the 5,43,531 TEUs handled during the same period of the previous financial year 2023-24.

Notable achievements during the year

- On 5th February 2024, the senior officers of the Port flagged off the second batch of e-cars, consisting of 14 Electric Vehicles, at the Port's Administrative Office.
- On 28th February 2024, the Hon'ble Prime Minister of India, Shri Narendra Modi laid the foundation stone for the Port's Outer Harbour Container Terminal at V.O.Chidambaranar Port Authority, Tuticorin. He also laid the foundation stone, inaugurated and dedicated to the nation, various other development projects.





PM laid the foundation stone & inaugurated multiple development projects & dedicated to nation at Thoothukudi, in Tamil Nadu

- On 2nd July 2024, Port commissioned new LED Street lights along the link road (Beach Road). A total of 41 Nos of street light poles were replaced with new luminaries in the existing poles at a cost of INR 56,82,519/-
- On 3rd July 2024, the Port received the 'Newsmaker of the year' award in 15th South East CEO Conclave and Awards 2024 event at Chennai.
- On 16th September 2024, Shri Sarbananda Sonowal, Union Minister of PS&W, with Shri Shantanu Thakur, Minister of State, Ministry of PS&W, dedicated the Tuticorin International Container Terminal. The terminal has been developed with an investment of more than INR 434 Cr., with a capacity to handle 6 Lakh TEUs annually. The terminal has a draft of 14.20 meters which allows it to accommodate container vessels of up to 10,000 TEUs.



ChPA wins 'Newsmaker of the Year' at South East CEO Conclave 2024



Dedication of Tuticorin International Container Terminal

- On 31st March 2024, the Port achieved a significant landmark by handling its highest-ever cargo traffic of 41.401 MMT in the financial year 2023-24, marking a year-on-year increase of 8.84%, compared to the 38.04 MMT handled in the previous year.
- Port handled 39.59 Lakh tonnes of cargo during the month of March 2024, which is the highest tonnage handled in the month so far in the Port, surpassing the previous record of 38.67 Lakh tonnes handled during the month of October 2023.
- Port created a new record by handling 24,760 Tons of cargo in a single day at non-mechanized bulk cargo on 25th June 2024, surpassing the previous single-day cargo handling record of 23,317 Tons handled at non-mechanized bulk cargo berth on 27th January 2015. Three times VOC Port achieved a record of single-day vessel handling at non-mechanized berth.
- On 15th August 2024, the longest container mainline vessel of this financial year, MSC Roberta V, with a length of 294.5 metres, carrying 3650 TEUs of containers handled at the Port.
- On 13th September 2024, Port created a new record by handling 23,532MT in a single day by surpassing the previous single-day cargo handling record of 20,642 Tonnes handled at deep draft bulk cargo berth NCB II on 29th August 2024. In the Calendar year 2024, Seven times VOC Port achieved a record of single-day vessel handling at deep draft berth.
- On 29th October 2024, the Port achieved the Day's Highest cargo handled, by handling 2,04,512 tonnes, surpassing the previous volume of 2,04,051 tonnes handled on 23rd February 2024.
- First container vessel Rio Grande Express with a capacity of 4250 TEUs, LOA of 260m berthed at the Tuticorin International Container Terminal at VOC Port and flagged off by the Hon'ble Minister of Port shipping and waterways Shri Sarbananda Sonowal.

CHENNAI PORT AUTHORITY

- 4.18 Chennai port is an all-weather artificial harbour with one Outer Harbour and One Inner Harbour with a wet dock and a Boat Basin with round the clock navigation facilities. The port was established in 1875 and is located at 130 06' N latitude and 800 18' E longitude on the Bay of Bengal.
- 4.19 Chennai Port handled traffic of 51.598 MMT during 2023-2024 and 40.502MMT during the year 2024-25 (upto December 2024).

Notable achievements during the year

- Workshop convened in association with KPL at TAJ VIVANTA, CHENNAI on 24th January 2024. Main focus of the workshop - Operationalization of Eastern Maritime Corridor. Russian Delegates were headed by Shri. A. Yu Bobrakov, Deputy Minister of the Russian Federation for the development of the Far East and Arctic.
- Chennai Port recorded a landmark performance of overall cargo handling of 3,40,583 Tonnes on 27th January 2024, surpassing the previous record handling of 3,12,459 Tonnes on 30th April 2021.
- Chennai Port handled 51.60 MMT during the Financial Year 2023-24 with an increase of 5.4% over the previous Financial Year 2022-23.
- APL BOSTON, the deepest ever container vessel with the highest capacity called Chennai Port on

10th May 2024. A container ship registered and sailing under the Singapore flag with Gross Registered Tonnage (GRT) of 1,09,699 and deadweight (DWT) 1,17,207, Length Overall (LOA) 328.2 meters, beam 45.2 meters and a maximum draft with 14.9 meters, the vessel has a capacity to hold 9326 TEUs on board, surpassing the previous vessel CMA CGM Mozart arrived on 21st January 2017 with 14.8 meters.

- “M.V.Empress”, a Bahamas Flag Cruise Vessel called Chennai Port on 12th July 2024 with 448 crews and 1017 Passengers from Cochin and with 1220 passengers sailed to Trincomalee, Sri Lanka on the same day. The 2024 Cruise season promised to line up to last year’s success, that will connect the various tourist destinations in Sri Lanka apart from the regular High Seas itinerary. Between 12th July 2024 and 09th September 2024, over a course of 17 calls, 8 will be to Sri Lankan destination and 9 High seas itinerary.
- In line with Chennai Port’s vision of promoting international cruise tourism and strengthening global collaborations, the Netherlands-flagged “Stad Amsterdam” owned by Randstad arrived on 21st November 2024 with 27 crew members and 8 passengers.
- Chennai Port has successfully resumed the export of rice after a 15-year hiatus by exporting 5,014 Metric Tonnes to Indonesia. a significant milestone achieved with the export of rice to Indonesia. The cargo was loaded onto the vessel m.v. WAN HE, which berthed at WQ3 berth on 08th December 2024.
- Chennai Port has handled the monthly traffic of 5.326 million metric tons (MMT) in December 2024, reaching this milestone for the first time in 15 years.
- Chennai Port has achieved a landmark highest-ever performance by handling 1,80,686 TEUs (Twenty-foot Equivalent Units) in December 2024, surpassing the previous record of 1,70,606 TEUs set in August 2024.



KAMARAJAR PORT LIMITED

4.20 Kamarajar Port Limited (KPL), the 12th major port was commissioned in 2001, primarily as a coal port dedicated to handling Thermal Coal requirements of Tamil Nadu Electricity Board (TNEB). KPL has the distinction of being the only corporate port amongst the major ports administered by the Central Government. The port is functioning on landlord model with cargo handling operations either through BOT or captive models. As a part of disinvestment process,



the entire Government of India shares have been transferred to Chennai Port Authority on 27th March 2020. KPL has become a subsidiary of Chennai Port Authority.

- 4.21 Over the years, the port has developed as a multi cargo port and now has 9 berths with handling capacity of 57.44 MMTPA for handling Coal, POL, LPG, LNG, Automobile units, Containers, Break bulk and General cargoes. The port handled traffic of 45.277 MMT during 2023-2024 and 35.332 MMT during the year 2024-25 (upto December 2024).

Notable Achievements during the year

- On 2nd January 2024, General Cargo Berth-II (Automobile Export/Import Terminal-II and Capital Dredging Phase-V) was inaugurated by the Hon'ble Prime Minister. The project cost for this berth development was INR 341 Cr.
- Ministry of Home Affairs, Government of India vide Gazette Notification dated 5th January 2024 has declared KPL as an authorized Immigration Check Post for entry into/exit from India for all class of passengers with valid travel documents.
- KPL handled the largest Container Vessel M.V. MSC GIUSY having 16,550 TEU's capacity at Container Terminal on 1st March 2024.
- KPL handled the highest Cargo throughput of 45.28 Million Tonnes in the financial year 2023-24. It handled the highest Container volume of 6,71,393 TEU's in the financial year 2023-24.
- KPL installed the Shore power supply for the ships calling at Coal Berths 1 & 2 on 2nd April 2024.
- KPL awarded the project for setting up of 1 MLD Seawater Desalination Plant for its captive use. KPL awarded the work to M/s. Global Enviro Systems JV with M/s. Hyflux New Spring Construction Engineering (Shanghai) Company Limited for project duration of 13 months with the project cost of INR 21.92 Cr.
- KPL ranked 47th in the Global Ranking of Container Ports by World Bank's Container Port Performance Index 2023 (CPPI 2023), published by the World Bank and S&P Global Market Intelligence. KPL secured 3rd rank in Small Ports category of handling highest containers (throughput of less than 0.5 million TEUs per Year) leading amongst other Container ports in India under this category.
- Nissan Motor India Pvt Ltd achieved a remarkable milestone by exporting their 11 Lakh car from Kamarajar Port on 29th June 2024. The 11 Lakh car for export was flagged off from the General Cargo Berth 2 of KPL. Nissan Motor India is the first OEM to commence the export of cars from Kamarajar Port during 2010. The partnership between Nissan Motor India and Kamarajar Port has been pivotal in driving the growth of automobile exports from Chennai.
- MSC Shipping line commenced a new weekly service namely OSPREY service from Kamarajar Port with their first vessel M.V. MSC SHAY berthed at Adani Ennore Container Terminal on 21st August 2024. This new service operating between Asia and Southeast India, will offer a direct route and also improve the transit time by connecting Ningbo to Ennore (KPL) in 15 days.
- KPL plans to carryout Capital Dredging Phase-VI project with an approximate cost of INR 513.83 Cr.

for basin and Channel to enhance the draft to 18m particularly for handling bulk cargo, which will facilitate Cape size vessel handling in the near future and make KPL a “Cape compliant Port” in the east coast. The work was awarded to M/s Van Oord Dredging and Marine Contractors bv, Mumbai for the value of INR 440 Cr. on 24th October 2024.

- To meet the growing demand of POL, LPG products and Lube Oil Base Stock in Tamil Nadu and neighbouring states KPL and IOCL entered into Concession Agreement on 9th June 2016 for Construction of IOCL Captive Jetty with 3 MTPA capacity and 30 years Concession period. The estimated project cost for the IOCL Captive jetty is INR 921 Cr. Construction works commenced from July 2022 and the construction of jetty work was completed on 31st December 2024.

VISAKHAPATNAM PORT AUTHORITY

4.22 The Port of Visakhapatnam, located almost midway between Kolkata and Chennai on the East Coast of India at latitude 17°04'1" and longitude 83°01'7" was opened to ocean traffic on 7th October 1933 and has been serving a vast hinterland since then. Re-rated capacity of Visakhapatnam port is 136.39 MMTPA. The port handled traffic of 81.090 MMT during 2023-2024 and 60.476MMT during the year 2024-25 (upto December 2024).



4.23 The Port has two harbours viz., Inner Harbour consisting 21 berths and the Outer Harbour consisting 7 berths. There is also an exclusive facility for handling Crude oil at Single Point Mooring (SPM) in outer harbor & a Cruise terminal with International standards. The Inner Harbour can accommodate fully laden Post Panamax vessels of draft up to 14.5 meters and the Outer Harbour can accommodate vessels up to 200,000 DWT with a draft upto 18.10 meters and the deepest Container terminal among Major Ports.

Notable achievements during the year

- VPA created another record on 25th January 2024 by handling big import crude oil tanker i.e. M/s. Desh Vibore. Its length 333 meters, Beam 60 meters. VPA imported 2,81,142 tonne crude oil through this ship, supplied to M/s. HPCL. It surpassed previous record of handling 2,80,800 tonne import crude oil tanker i.e. M/s. Elendra Denale. Its length 329.99 meters, Beam 60 metres.
- In the 90 years of the port's cargo handling, VPA achieved the highest ever calendar month throughput of 73,43,936 MT (184 vessels) during January, 2024 duly surpassing the previous best record throughput in October, 2023, handling 72,24,782 MT (192 vessels).
- VPA has created new record in cargo handling. VPA handled 81.09 MMT cargo duly surpassing previous record cargo throughput of 73.75 MMTPA as on 31st March 2024.
- VPA Created history by Handling “MSC TERESA” the Largest Vessel to called at any Indian Port on the East Coast (with LOA 365.50 mtrs. & Beam is 51.2 mtrs.) on the Early Hours of 3rd May 2024 with Capacity of 14,604 TEU's. The vessel was Berthed at M/s.VCTPL.

- The Largest privately owned residential mega yacht, “THE WORLD” arrived at Vizag on 28th April 2024 as part of The World’s 2024 journey to Five continents including Antarctica, Africa, Australia, Asia and America and sailed on 29th April 2024 from Vizag International Cruise Terminal.
- VPA is developing a green belt in IMU campus at Sabbavaram through A.P Social Forestry department in four acre land with avenue plantation. VPA is moving towards carbon neutrality and will be first Port to run entirely on solar power.
- In a remarkable achievement, VPA secured 20th position with an index point of 62.29, and secured 19th rank in the Container Port Performance Index in the global rankings 2023. The VPA climbed to 19th position from the 122nd place in 2022.
- VPA was awarded with ‘Samudri Paryavarana Suraksha Trophy.’ This accolade was awarded on 5th November 2024 at the Indian Coast Guard (ICG) Head-quarters, New Delhi during the 26th National Oil Spill Disaster Contingency Plan & Preparedness meeting.



VPA was awarded with ‘Samudri Paryavarana Suraksha Trophy’. This accolade was awarded on 05th November 2024 at the Indian Coast Guard (ICG) Head-quarters, New Delhi during the 26th National Oil Spill Disaster Contingency Plan & Preparedness meeting.

PARADIP PORT AUTHORITY

4.24 Government of India took over the management of the Paradip port from the State Government on 1st June, 1965 and declared port as the eighth major port in India on 18th April, 1966 making it the first major port on the East Coast commissioned in independent India. Port is situated 210 nautical miles south of Kolkata and 260 nautical miles north of Visakhapatnam at Latitude 20 – 15’58.63 N and Longitude 86’ – 40-27”.34 E.



4.25 The port handled 145.379 MMT of traffic in the year 2023-24 and 109.517 MMT of traffic in the current year (upto December 2024). The port has eighteen (18) berths/jetties, three (3) SPMs and one (1) Ro-Ro Jetty for handling different types of cargoes with rated capacity of 289.55 MMTPA.

Notable achievements during the year

- PPA becomes numero uno among Indian Major Ports in cargo throughput in FY 2023-24. PPA's clocked incredible 145.38 MMT cargo throughput in FY 2023-24 to become highest cargo handling port among Major Ports.
- On 8th March, 2024, the world's biggest container line i.e. M/s Mediterranean Shipping Company (MSC) commenced the Paradip shuttle service under SE feeder corridor. MV MSC Tiger F made its maiden call at PICT terminal.
- Output per Ship Berthday i.e. 33,014MT achieved by the Port, is the highest among all Major Ports as against 31,050 MT achieved previous year with growth of 6.33%.



SYAMA PRASAD MOOKERJEE PORT AUTHORITY

4.26 SMPK is the only riverine major port in India having an existence of 154 years. It has a vast hinterland comprising the entire Eastern India including West Bengal, Bihar, Jharkhand, Uttar Pradesh, Madhya Pradesh, Assam, North Eastern Hill States and the neighboring countries of Bangladesh, Nepal and Bhutan, the last two being landlocked. The port has twin dock systems viz. Kolkata Dock System (KDS) on the eastern bank and Haldia Dock Complex (HDC) on the western bank of river Hooghly.



SMPA, Kolkata

- 4.27 SMP, Kolkata reached a new high in 2023-24 with the Port handling 66.445 million tonnes (MT) of cargo traffic, vis-à-vis 65.660 MT handled during 2022-23, an all-time record in the Port's 153-year-history, surpassing the previous highest achieved only in the previous year, by 1.19%. The port handled traffic of 44.199MMT during the year 2024-25 (upto December 2024).
- 4.28 At SMP, Kolkata total number of Containers handled during 2023-24 was 7,52,825 TEUs vis-à-vis 6,75,904 TEUs in 2022-23 implying an increase of 76921 TEUs (11.38%). Containerized cargo handled at the Port was 119,47,839 tonnes in 2023-24 vis-à-vis 105,86,545 tonnes in 2022-23 an increase of 13,61,294 tonnes (12.86%).

Notable Achievements/Developments

- Ship-to-Ship (STS) Operations being carried out at Sandheads have particularly contributed to the steep rise of Transshipment cargo. 18 vessels (12 LPG & 6 Naptha) were handled in this mode in 2023-24. STS operation substantially reduced the cost of trade at a rate of around INR 3 Cr. per voyage.
- On 13th April 2024, the Portugal-flagged Container Vessel M.V. Ricarda II made history at Haldia Dock Complex by exchanging a record-breaking 1972 TEUs, surpassing the previous record of 1947 TEUS set in 15th March 2023, and achieving a gross berth productivity of more than 36 TEUs per hour.
- On 11th July 2024, MTT SAMALAJU handled 1732 TEUs (Import: 720 TEUs & Export: 1012 TEUs) at KDS, the highest by a single vessel at KDS. She was put into service between Kolkata & Singapore/ Port Kelang (North/West).
- On 18th July, 2024, KDS received the China-Calcutta Service (CCS), with arrival of M.V. Kota Rakyat on her maiden voyage to India.
- M.V. AM UMANG arrived at HDC, SMPK on 3rd November 2024, with record dry bulk parcel load of 39,149 MT of Flux cargo (Limestone) for Tata Steel Ltd., surpassing its previous record of 39,048 MT achieved on 4th September 2024
- The Regional Office of the Central Warehousing Corporation (CWC), Kolkata and SMPK have signed an MoU on 21st December, 2024 to collaborate on Container Rake services, boosting efficiency and capacity both at SMPK and Container Freight Station (CFS), Kolkata.

PERFORMANCE OF MAJOR PORTS

(I) Traffic handled at Major Ports

(In Million Tonnes)

| Sl. No. | Port | Actual 2023-24 | 2024-25* (Upto December, 2024) |
|--------------|--------------------|----------------|-----------------------------------|
| 1 | Kolkata | 16.909 | 11.276 |
| 2 | Haldia | 49.536 | 32.923 |
| 3 | Paradip | 145.379 | 109.517 |
| 4 | Visakhapatnam | 81.090 | 60.476 |
| 5 | Chennai | 51.598 | 40.502 |
| 6 | V.O. Chidambaranar | 41.402 | 30.621 |
| 7 | Cochin | 36.315 | 27.692 |
| 8 | New Mangalore | 45.707 | 32.346 |
| 9 | Mormugao | 20.628 | 12.572 |
| 10 | Jawaharlal Nehru | 85.818 | 68.373 |
| 11 | Mumbai | 67.261 | 51.406 |
| 12 | Deendayal (Kandla) | 132.374 | 108.724 |
| 13 | Kamarajar (Ennore) | 45.277 | 35.332 |
| Total | | 819.294 | 621.760 |

(ii) Cargo Handled at Major Ports

(In Million Tonnes)

| Sl. No. | Commodity | Actual 2023-24 | 2024-25* (Upto December, 2024) |
|--------------|-----------------------------|----------------|-----------------------------------|
| 1 | POL | 245.995 | 184.567 |
| 2 | Iron Ore | 61.046 | 36.437 |
| 3 | Fert. & Fert. Raw Materials | 17.675 | 13.827 |
| 4 | Coal | 191.982 | 138.113 |
| 5 | Containerized Cargo | 181.569 | 142.909 |
| 6 | Others | 121.027 | 105.907 |
| Total | | 819.294 | 621.760 |

(iii) Capacity at Major Ports**(In Million Tonnes)**

| Sl. No. | Year | Port capacity | Traffic Handled |
|---------|---------------------------|---------------|-----------------|
| 1 | 2001 -02 | 343.95 | 287.58 |
| 2 | 2002 -03 | 362.75 | 313.55 |
| 3 | 2003 -04 | 389.50 | 344.80 |
| 4 | 2004 -05 | 397.50 | 383.75 |
| 5 | 2005 -06 | 456.20 | 423.41 |
| 6 | 2006 -07 | 504.75 | 463.78 |
| 7 | 2007 -08 | 532.07 | 519.31 |
| 8 | 2008 -09 | 574.77 | 530.53 |
| 9 | 2009 -10 | 616.73 | 561.09 |
| 10 | 2010 -11 | 670.13 | 570.03 |
| 11 | 2011 -12 | 689.83 | 560.14 |
| 12 | 2012 -13 | 744.91 | 545.68 |
| 13 | 2013 -14 | 800.52 | 555.50 |
| 14 | 2014 -15 | 871.52 | 581.34 |
| 15 | 2015 -16 | 965.36 | 606.47 |
| 16 | 2016 -17 | 1065.83 | 648.40 |
| | Re-rated capacity 2016-17 | 1359.00* | |
| 17 | 2017 -18 | 1451.19 | 679.37 |
| 18 | 2018 -19 | 1514.09 | 699.10 |
| 19 | 2019 -20 | 1534.91 | 704.93 |
| 20 | 2020 -21 | 1560.61 | 672.68 |
| 21 | 2021 -22 | 1597.59 | 720.05 |
| 22 | 2022 -23 | 1617.39 | 784.31 |
| 23 | 2023 -24 | 1629.86 | 819.29 |

(*) The capacities of the Major Ports have been re-rated as per berthing policy 2016.

The details of important performance indicators of the Ports are given below:

(iv) Average Turnaround time

| Sl. No | Port | Average Turnaround Time/(Hours)# |
|--------|--------------------|----------------------------------|
| | | 2024-25* (Upto December, 2024) |
| 1 | SMP, Kolkata | 82.48 |
| 2 | Haldia | 47.51 |
| 3 | Paradip | 48.08 |
| 4 | Visakhapatnam | 69.33 |
| 5 | Chennai | 49.77 |
| 6 | V.O. Chidambaranar | 55.44 |
| 7 | Cochin | 32.31 |
| 8 | New Mangalore | 39.43 |
| 9 | Mormugao | 70.85 |

| | | |
|----|--------------------------|--------------|
| 10 | Jawaharlal Nehru | 26.67 |
| 11 | Mumbai | 68.35 |
| 12 | Deendayal (Kandla) | 60.07 |
| 13 | Kamarajar (Ennore) | 47.35 |
| | Total (All Ports) | 50.41 |

(*) Provisional (#) Calculated from Pilot Boarding till Deboarding

The Average Turnaround Time for container ship of Major Sea Ports is 30.12 hours in 2023-24 and 30.40 hours in 2024-25.

(v) Average Output per Ship Berth Day

(In Tonnes)

| Sl. No | Port | Average Output Per Ship Berth Day | |
|--------|--------------------------|-----------------------------------|-----------------------------------|
| | | 2023-24 | 2024-25* (Upto December, 2024) |
| 1 | SMP, Kolkata | 5365 | 4732 |
| 2 | Haldia | 13698 | 13145 |
| 3 | Paradip | 33014 | 33982 |
| 4 | Visakhapatnam | 13687 | 13571 |
| 5 | Chennai | 18728 | 16485 |
| 6 | V.O. Chidambaranar | 15401 | 14171 |
| 7 | Cochin | 25963 | 25397 |
| 8 | New Mangalore | 19218 | 20062 |
| 9 | Mormugao | 17772 | 15517 |
| 10 | Jawaharlal Nehru | 28648 | 27321 |
| 11 | Mumbai | 11152 | 10155 |
| 12 | Deendayal (Kandla) | 18217 | 16352 |
| 13 | Kamarajar (Ennore) | 27197 | 25723 |
| | Total (All Ports) | 18925 | 17967 |

(*) Provisional

SHIPPING



INTRODUCTION

- 5.1 Shipping plays an important role in the economic development of the country, especially in India's international trade. The Indian shipping industry also plays an important role in the energy security of the country as energy resources such as coal, crude oil and natural gas are mainly transported by ships. Further, during a crisis, Indian shipping contributes to ensure uninterrupted supply of essentials and serves as the second line of defense.
- 5.2 The salient features of India's shipping policy are the promotion of national shipping to increase self-reliance in the carriage of country's overseas trade and protection of stakeholder's interest in EXIM trade. India's national flagged ships provide an essential means of transport for crude oil and petroleum product imports. The national shipping also contributes to the foreign exchange earnings of the country.
- 5.3 India has been a founder member of the International Maritime Organization (IMO), a specialized agency set up under the United Nations, primarily dealing with the technical aspects of shipping relating to Maritime Safety, Protection of Marine Environment, Standards of Training and related legal matters. India has been participating in various meetings of the IMO Committees, Sub-Committees, Council and Assembly and has actively contributed towards the development of various Conventions, Protocols, Codes and Guidelines developed by the IMO.
- 5.4 To promote Indian tonnage and to save precious foreign exchange, the Cabinet on 10th December 1957 had decided that in all negotiations for large contracts involving shipping arrangements by Central Government Departments, State Government Departments and Public Sector Undertakings (PSUs) under them, the then Department of Transport would invariably be consulted and all such import contracts were to be finalized on FOB/FAS (Free on Board/Free Alongside Ship)

basis and those for exports on C&F/CIF (Cost and Freight/Cost, Insurance and Freight) basis and in case of departure there from, prior permission was required to be obtained from Department of Transport on a case-to-case basis.

- 5.5 In the changed context of economic liberalization and new thrust on competitiveness and performance improvement of PSUs, the Government on 15th November, 2001 decided that while the existing policy for placing import contracts on FOB/FAS basis will continue, the policy was relaxed in case of exports. Government Departments/PSUs were permitted to finalize export contracts on FOB/FAS basis without seeking prior clearance from the Ministry.
- 5.6 Based on the growing demand of various Government Department/PSUs to allow them to organize their own shipping arrangements to take quick decisions in efficiently managing their cargo supply and logistics chain operations, the then Ministry of Shipping in September, 2015 had decided that all importing Government Departments/PSUs will make their own shipping arrangements without needing to route their requirements through Ministry of Shipping subject to the following:
 - The import of bulk cargoes, both dry and liquid, will continue to be made on FOB(Free on Board)/FAS(Free alongside Ships) basis by importing government department/PSUs and shall remain subject to extant government policy and that in case of any departure therefrom, prior permission and a No Objection Certificate will have to be obtained from the then Ministry of Shipping on a case to case basis with the approval of the concerned administrative Ministry/Department.
 - The import of general liner cargoes (project cargoes, heavy lift container, break bulk cargoes etc.) was also allowed to be done by Government Department/PSUs on FOB (Free on Board)/FAS (Free Alongside Ship) or C&F (Cost & Freight)/ CIF (Cost, Insurance & Freight) basis subject to extant government policy. In case of C&F/CIF import, there is no need of obtaining NOC from Ministry of Ports, Shipping and Waterways
- 5.7 The emerging sectors, where there is a potential for enhancing trade (exports and imports), need to be focused upon and ways to open sea routes on these sectors need to be considered. Some examples are the International North-South Transport Corridor (INSTC) route, which would considerably shorten the distance from India to Commonwealth of Independent States (CIS) through Iranian ports; the routes to Southeast Asian countries, which still have the scope for development, like Thailand, Vietnam etc., akin to the sea routes which were opened up for Bangladesh and Myanmar (as part of Act East Policy of the Government).
- 5.8 During the years, India's overseas trade has expanded considerably both in terms of composition and direction due to the policy of export promotion being pursued by the Government. At the same time, efforts are being made to provide and improve the trade related infrastructure, especially transport, to facilitate the movement of traffic more efficiently. So far as the movement of traffic by ships to overseas destinations is concerned, both Indian as well as foreign flagged ships operating consortium, liner shipping has been providing the services either directly or through transshipment arrangements for the general cargo in break-bulk or containerized form. Similarly, for the bulk cargo moving either as imports or exports, the services of transships, both Indian and foreign, usually engaged on chartering basis, are available to all the destinations.
- 5.9 Improvement in export related infrastructure has been a consistent endeavour to promote exports. Inadequacies in seamless transport through road, rail, ports and airports are obstacles faced in the

infrastructure development for promoting exports. However, it is a fact that in the transport sector, most of the funding in our country has been towards the railways, road and highways sectors. While the importance of roads and railways in the economy is undeniable, there is also a greater need to encourage the maritime sector to enable it to achieve its full potential. Thus, there is a strong case for supporting waterway transportation.

SHIPBUILDING AND SHIP REPAIR



New large dry-dock at Cochin Shipyard Limited



International Ship Repair Facility at Cochin Shipyard Limited

5.10 MoPS&W is the nodal Ministry for formulating policy measures for the promotion of Indian Shipbuilding and Ship Repair Industry. There are 53 Shipyards in the country, 7 under the Central Public Sector, 2 under State Governments and 44 under private sector. The breakup of the government owned, controlled shipyards is as under:-

(a) Ministry of Ports, Shipping & Waterways

- Cochin Shipyard Limited (CSL), Kochi
- Hooghly Cochin Shipyard Limited (HCSL), Nazirgunge – a wholly owned subsidiary of CSL
- Udupi Cochin Shipyard Limited (UCSL), Malpe – a wholly owned subsidiary of CSL
- Hooghly Dock and Port Engineers Limited, Kolkata (closed)

(b) Ministry of Defence

- Mazagaon Dock Limited, Mumbai
- Garden Reach Shipbuilders and Engineers Limited, Kolkata
- Goa Shipyard Limited, Goa
- Hindustan Shipyard Limited, Visakhapatnam

(c) State Governments

- Under Government of Gujarat - Alcock Ashdown Co. Ltd. (Operations closed)
- Under Government of West Bengal - Shalimar Works Limited, Kolkata.

Indian Shipbuilding Industry

5.11 Currently, the maximum size of the vessels, which can be built in India in the public sector is 1,10,000 DWT which is increasing to build vessels up to 3,00,000 DWT by Cochin Shipyard Ltd. Private sector shipyards can build vessels upto cape size vessels comparable to some of the leading shipyards in the world. Reliance Naval Engg. Ltd. has the capacity to build vessels upto 400,000 DWT and L&T Shipbuilding -Kattupalli 300,000 DWT which includes large LNG Carriers. Smaller size LNG Carriers, Dredgers and other specialized vessels can be built by other shipyards in the Private sector such as Shoft Shipyard Private Ltd., Chowgule & Co. Ltd., Titagarh Wagons Ltd., Vijay Marine Services, Mandovi Dry Docks Ltd., A.C. Roy & Co., Dempo Shipbuilding and Engineering Pvt. Ltd. etc. Positive outlook at global levels have also resulted in build-up of interest and more interest thus increased enquiries to Indian yards. But lack of infrastructure in the country due to collapse of many private shipyards resulted in erosion of capacity and no proper financing mechanism became a big deterrent to attract the attention of the leading ship owners and market players.



Shipbuilding in an Indian Shipyard

Potential in Shipbuilding

5.12 Under the present depressed prevailing market, the growth in the Industry is likely to be accelerated through the “Atmanirbhar Bharat” initiative under the Make in India Programme of the Government of India. Various support initiatives were taken by the MoPS&W such as providing preference to local built Tugs for the employment of services in all the Major Ports. The likely growth in demand for shipbuilding in India is expected to emerge from the above schemes for coastal shipping and inland

water. Another potential area of interest is the defence market and deep-sea fishing segment. As per a published report, the Indian Navy's prospective plan aims to increase the Navy's fleet from the present 137 to 200 nos. by 2027. The vision of GOI as per the Defence Production Policy, circulated recently was "To make India among the Top Five countries of the world in Aerospace and Defence Industries", with active participation of public and private sector, fulfilling the objective of self-reliance as well as demand of other friendly countries. Another area of interest is in the urban transport segment and the short sea shipping market where environment friendly electric mobility technology is fast catching up and provides new opportunity for Indian Shipbuilders. Envisaging the huge scope in this segment, the private shipyards are upgrading their capabilities for construction of Hybrid Vessels, so that those also become eligible to be considered for construction of such vessels, with support of the government.

- 5.13 Maritime clusters are vital for the growth of the ship building & repair industry as they provide ancillary services, manufacturing of ancillary products, maritime services and financial services for the industry. Based on the studies conducted under the Sagarmala Programme, Tamil Nadu has been identified for development of a Maritime Cluster as part of the National Perspective Plan of Sagarmala Programme. Factors such as proximity to the major shipping routes between Asia and Europe, presence of steel industry, shipyards and ports in the vicinity favour the development of a Maritime Cluster in Tamil Nadu. Gujarat Maritime Board (GMB) is also working on developing a Marine Shipbuilding Park in Bhavnagar along with a Maritime Services cluster in Ahmadabad or Gujarat International Finance Tec-City (GIFT) City.

Goals for Indian shipbuilding industry

- To facilitate construction of River Sea vessels, Inland vessels, Barges and Fishing vessels in India.
 - To encourage use of new technology especially construction of vessels which use alternative fuels.
 - To ensure that top global suppliers of advanced equipment stock and/or assemble their products in India.
 - To ensure all government-owned/PSU vessels are built in India.
- 5.14 Vision 2030 envisions Indian ship building to become competitive with reaching the threshold on volumes by 2025 and then build the momentum in high volumes to reach "Make in India, Make for World" levels and be one of the top 10 shipbuilding nations in the world. Major initiatives include channelizing the cargo to improve demand, ecosystem for ancillary industries, generate standardized designs for better productivity with appropriate Governmental interventions to create level playing fields to make the industry competitive in the International arena.
- 5.15 The Maritime India Vision document also advocates creation of a Maritime Development Fund to provide easy access to working capital and long-term finance needs across marine sectors but is yet to be implemented which otherwise can give access to Indian ship owners to improve their capacity and shipyards to improve the infrastructure. However, the objective of propelling India to the forefront of the global maritime sector as per the road map of MoPS&W, formulated and published as per the vision document 'Maritime India Vision 2030 (MIV 2030)' indicates co-ordinate and accelerated growth of India's maritime sector in the next decade. Various government policies listed below are showing positive impacts in the segment and will act as enablers for the growth of the segment:

(a) Shipbuilding Financial Assistance Policy (2016):

To promote shipbuilding in Indian shipyards, the Union Cabinet on 9th December 2015 approved New Shipbuilding Financial Assistance policy (SBFAP) for Indian shipyards for contracts signed during a ten-year period viz. 2016-2026. The Guidelines for SBFAP have been revised in October, 2017 and updated the web portal during 2017 for processing the online applications by Directorate General of Shipping (DG(S) submitted by shipyards online. Financial assistance is being granted to Indian Shipyards equal to 20% of the lower of “Contract Price” or the “Fair Price” or actual payments received of each vessel built by them for a period of at least 10 years commencing from 2016-17. This rate of 20% will be reduced by 3% every three years. The guidelines have been amended in April 2022 and August 2023. The policy provides support to standard, specialized and other vessels as per the rate of financial assistance indicated in the guidelines. With the promulgations of green initiative at the International and National level, the Government of India is promoting the construction initiative of green fueled vessels under the SBFAP by providing financial assistance of 30% for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells and financial assistance of 20% for vessels with electric means of propulsion or vessels fitted with hybrid propulsion system. The amount of financial assistance released so far is as under:

| Year | Amount of financial assistance released (INR in Cr.) | Number of vessels |
|---------|--|----------------------|
| 2018-19 | 29 | 12 |
| 2019-20 | 27 | 7 |
| 2020-21 | 58 | 15 |
| 2021-22 | 65 | 17 |
| 2022-23 | 58 | 32 |
| 2023-24 | 90 | 50 |
| 2024-25 | 84.6 (till 31.12.2024) | 19 (till 31.12.2024) |

(b) Right of Refusal to Indian Shipyards (2016)

The Union Cabinet, on 9th December, 2015, also approved that all government departments or agencies including CPSUs must provide Right of First Refusal (RoFR) to Indian shipyards while procuring or repairing vessels meant for governmental or own use till 2025 after which only Indian shipyards would build and repair vessels of these organizations. Guidelines were uploaded on the website of the Ministry on 31st May, 2016. Subsequently, a few provisions of the guidelines regarding Quay Length and Non-Destructive Testing facilities have been modified by the Ministry to facilitate more Indian shipyards including small shipyards to take advantage of this policy. The modified guidelines have been uploaded on the website of the Ministry.

(c) Grant of Infrastructure Status (2016)

The Department of Economic Affairs notified the inclusion of standalone ‘Shipyards’ in the Harmonized Master List of Infrastructure Sub-sectors on 13th April, 2016. With this inclusion,

shipyards will be able to avail flexible structuring of long-term project loans, long term funding from Infrastructure Funds at lower rates of interest and for a longer tenure equivalent to the economic life of their assets, relaxed ECB norms, issuance of infrastructure bonds for meeting working capital requirements. Standalone shipyard is defined as a floating or land-based facility with the essential features of waterfront, turning basin, berthing and docking facility, slipways and/or ship lifts and which is self-sufficient for carrying on shipbuilding/repair/breaking activities.

(d) SOP for chartering/procurement of tugs (2020)

To promote small and medium shipyards, in September 2020, the Ministry issued Standard Operating Procedures pertaining to Procurement/Chartering of Port Crafts by the Major Ports. 5 variants/types of tugs finalized by the Standing Specification Committee (SSC) have been sent to IPA.

(e) SOP for Procurement of Deep-Sea Fishing Vessels (DSFV) under Pradhan Mantri Matsya Sampada Yojana (PMMSY)

The Ministry issued Standard Operating Procedure (SOP) in 2021 for Procurement of Deep-Sea Fishing Vessels to assist the state fisheries departments in expeditious implementation of PMMSY. Consolidated Standard Operating Procedure (SOP) for Procurement of Deep-Sea Fishing Vessels for Steel and FRP was issued on 31st January 2022. Further, three variants of Standardized DSFV Design & Specifications for Fishing vessels approved by Nodal Authority have been sent to D/o Fisheries for necessary action.

(f) Granting the Right of First Refusal in chartering of vessels

The criteria for granting the Right of First Refusal for in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and shipbuilding in India, to make India an Atma Nirbhar/self-reliant Bharat, in terms of tonnage and shipbuilding in India. The following is the revised hierarchy of RoFR:-

- (1) Indian built, Indian flagged and Indian owned
- (2) Indian built, Indian flagged and Indian IFSCA owned
- (3) Foreign built, Indian flagged and Indian owned
- (4) Foreign built, Indian flagged and Indian IFSCA owned
- (5) Indian built, foreign flagged and foreign owned

(g) Public Procurement (Preference to Make in India), Order 2017, revised in 2020

The revised Make in India order issued by the DPIIT in September 2020 stipulates that for public procurement of goods and services with estimated value of purchases less than INR 200 Cr., Global tender enquiries shall not be issued. It would help Indian shipyards to get more ship repair orders.

Ship Repair Industry

- 5.16 The current Global ship repair market is expected to reach \$40 billion+ by 2030. Asia-Pacific (APAC) dominates the ship repair and maintenance services market because of the increased sea-borne trade activities within the region. Shipyards in China, Singapore, Korea and the Middle East largely

due to the availability of skilled workforce and latest technology have always been in the forefront of the Ship repair industry. The global market for ship repair and maintenance service is expected to witness significant growth, supported by developments in the markets in South East Asia and India. Europe is also expected to witness significant growth during the forecast period of 2024 to 2029 due to the improvements in the region. Though India's share in global ship repair is currently less than 1%, the country is favourably located in respect of the major trade routes/ shipping routes with 7 to 9% of the global trade passing within 300 NM of the coastline. Additionally, India is poised well to offer repair services in the Defence segment providing an array of ship repair services catering to both the Indian defence and the International Navies as more significance has been accorded to the Indian Ocean Region (IOR) being the important sea route to be protected.

- 5.17 India's annual ship repair market is estimated to be around INR 2,000 Cr., with an overall estimated potential of INR 6,000 Cr. However, more than 30% of the commercial ship repair is conducted outside India catering this market. Nevertheless, over the next 10 years, India has the potential to create INR 14,000+ Cr. Ship repair market which is critical to indigenize the ship repair business in the country. India has a strong workforce that can potentially cater to the labour-intensive ship repair industry. However, the untapped potential in the Indian ship repair market can be attributed to the presence of competing international ship repair yards on major trade routes and a capability gap of Indian yards in repairing certain types of vessels. Other reasons for the cost disadvantage include high financing costs, lack of readily available ship spares in India, insufficient ancillary support, and technology-related issues that increase the ship repair execution cycle time.
- 5.18 To address these gaps, the Government of India, under the MIV 2030 initiative, is actively supporting the industry through multiple initiatives. These include channelising domestic demands by leveraging the 'Aatma Nirbhar Bharat' (Self-Reliant India) policy, developing infrastructure through better access to financial instruments, and providing better opportunities for overall development and enhanced business in the industry by creating free trade depots and maritime clusters.

Indian Ship Repair Capability

- 5.19 The untapped potential in the Indian ship repair market can be attributed to the presence of competing international ship repair yards in Singapore, Middle East (Dubai, Bahrain) and Colombo on major trade routes and a capability gap of Indian yards in repairing certain kinds of vessels. Due to these disadvantages, only about 5-6 shipyards out of a total of 53 shipyards in the country carry out any significant repair jobs. One of the major deterrents in ship repair is GST which is an additional tax burden and makes Indian ship repairers uncompetitive as compared to foreign ship repairers. Other reasons of cost disadvantages include high cost of financing, lack of supply of ship spares in India and technology related issues increasing ship repair execution cycle time.
- 5.20 India is located strategically on the international trade route, whereby it can attract ships plying from west to east in the trade route for its ship-repair activity. This represents increasing market potential for the ship-repair business, as ship owners prefer to repair their ships without deviating from their trade routes as much as possible. Ship-repair service, a supplementary service provided by most of the shipyards, is also a labour intensive activity that utilizes the existing ship-building infrastructure to provide additional returns on the capital invested.

Recycling of Ships



Ship Recycling at Alang

- 5.21 India is a leading destination for recycling of end-of-life ships. 98% of ship recycling in India takes place at Alang-Sosiya in Gujarat which is located along 10 km long sea front on the western coast of the Gulf of Cambay adjoining Alang-Sosiya villages. Around 3.50 MMT of steel is produced per annum at Alang without exploiting natural resources where nearly 100 recycling plots have attained Hong Kong Convention compliant status. Ship recycling is also carried out in a limited manner at Kidderpore Docks, Syama Prasad Mookerjee Port, Kolkata and Mumbai Port. Steel Industries Kerala Limited in Kerala also carries out recycling of small ships on a limited scale.
- 5.22 The Recycling of Ships Act, 2019 is aimed at ensuring that ships, when recycled, do not pose risk to human health, safety and to the environment. The Act is not yet in force. It will be enforced, once the Hong Kong Convention (HKC), based on which it has been enacted, comes into force. India acceded to the Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships, 2009 on 28th November 2019 with the objective of ensuring safe and environmentally sound recycling of ships. To regulate ship recycling to ensure international standards, India has enacted the Recycling of Ships Act, 2019 based on the Convention. It was notified on 16th December 2019. Recycling of Ships Rules, 2021 have also been notified on 26th February 2021 to enable ship recycling yards to equip themselves with necessary infrastructure for attaining international standards in ship recycling before the Hong Kong Convention (HKC) comes into force. Presently HKC is to enter into force by 26th June 2025.
- 5.23 Ship recycling in the country is currently regulated under the Ship Breaking Code, (Revised), 2013. The Code, which had been formulated based on the directions of the Apex Court, is in some areas more stringent than the HKC.
- 5.24 An International Conference on Green Ship Recycling and Scrapping Policy was organized on the 12th September 2022 at Gandhinagar, Gujarat along with a visit to Alang shipyards on 13th September 2022. Ambassadors of the major EU member States were also invited to give them exposure to the green recycling infrastructure installed at Alang. Steps have been initiated to enhance the existing ship recycling capacity as well as expand it from the existing 4.50 MMTPA of LDT to 9.0 MMTPA of LDT by 2024.



Shipbreaking at Alang



Labour Housing Colony

REFORMS

The Merchant Shipping Bill, 2024 and Coastal Shipping Bill, 2024 to replace Merchant Shipping Act, 1958

5.25 Internationally, the merchant shipping industry has undergone various changes in recent years. The Merchant Shipping Act, 1958 (the Act) is no longer adequate to address the contemporary challenges of the maritime sector. As the Act has not incorporated various mandatory requirements under International Conventions, reforms were also required to accommodate the international maritime obligations of India. In order to meet the challenges being faced by the Indian maritime industry to ensure development of Indian shipping, and to give impetus to coastal shipping and trade, the Act has been revamped to bring in two separate legislations. The Coastal Shipping Bill, 2024, which deals with only commercial and trade aspects of shipping to encourage domestic

participation and the Merchant Shipping Bill, 2024 dealing with implementation of India's obligations under various International Conventions and technical aspects of the maritime sector, have been introduced in the Lok Sabha on 2nd December, 2024 and 10th December, 2024 respectively.

The Bills of Lading Bill, 2024 to replace Indian Bills of Lading Act, 1856

5.26 The Indian Bills of Lading Act, 1856 (the Act), a pre-independence law, deals with the transfer of rights to suit and liabilities contained in the contract of carriage of goods, to consignees or endorsees to whom any bill of lading has been transferred. Since the subject-matter of the Act is relevant in Indian context, Bills of Lading Bill, 2024 has been drafted, wherein the provisions of the Act have been simplified without changing the substance/intent in order to facilitate ease of understanding of the legislation. The said Bill was introduced in the Lok Sabha on the 9th August, 2024.

The Carriage of Goods by Sea Bill, 2024 to replace Indian Carriage of Goods by Sea Act, 1925

5.27 The Indian Carriage of Goods by Sea Act, 1925, a pre-independence law, is substantially based on the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading (Hague-Visby rules). Since the subject-matter of the Act is relevant in India context, Carriage of Goods by Sea Bill, 2024 has been drafted, wherein, primarily, the provisions of the Act have been simplified without changing the substance/intent in order to facilitate ease of understanding of the legislation. It also includes a provision to amend the Schedule for adopting any new aspects from latest international regimes relating to carriage of goods by sea. The said Bill was introduced in the Lok Sabha on the 9th August, 2024.

CRUISE SHIPPING

5.28 Cruise operations in India involve meticulous planning and coordination to cater to both domestic and international ships, ensuring efficient marine and passenger handling operations at Indian ports.

Domestic Ships

5.29 These ships are required to make calls to Indian ports and operate within domestic itineraries, covering minor ports, islands, and other destinations within Indian territory. If a foreign ship intends to run under a domestic itinerary, it must first be converted into a coastal run before commencing operations. To facilitate smooth operations, ships, through their shipping agents, are required to declare their schedules well in advance. This enables port authorities to plan and allocate berths at the desired cruise terminals. Shipping agents coordinate with port authorities to berth the vessel, arrange gangways, supply bunkers, fresh water, and provisions. Ground handling agents complement these efforts by managing passenger services, including check-in staff, baggage handling, and other essential services.

International Ships

5.30 During their international itineraries, these ships make calls to various Indian ports. Similar to domestic ships, they must declare their schedules in advance to ensure efficient berthing and operational planning.

As international ships, they involve additional regulatory processes such as immigration clearance and customs baggage screening for passengers. Vessel agents liaise with multiple authorities, including Immigration, Customs, the Port Health Organization (PHO), Central Industrial Security

Force (CISF), and port authorities, to streamline day-to-day operations. Furthermore, vessel agents collaborate with tour operators to arrange shore excursions, providing international passengers with opportunities to explore India's rich cultural and natural heritage.

This structured approach ensures seamless cruise operations, enhancing the experience for passengers and reinforcing India's status as a key destination in the global cruise network.

Cruise Terminals

5.31 Currently, Six Major Ports have cruise terminals these are Vishakhapatnam Port in Andhra Pradesh, Mormugao Port in Goa, New Mangalore Port in Karnataka, Cochin Port in Kerala, Mumbai Port in Maharashtra & Chennai Port in Tamil Nadu. Further, Cruise terminals at Mumbai and Mormugao are undergoing upgradation.

Initiative - Past Years

5.32 The Government has taken many initiatives during the past decade, both short term and long term to ensure promotion of cruise shipping. These are as below:

- Provisions for Guaranteed berths to cruise ships over cargo ships.
- Ousting charges has been removed to attract cruise ships. (Ousting – while berthing a cruise vessel, sometimes the working cargo vessel is required to be removed and berth a cruise ship on priority for which the charges are leviable. These charges are waived to attract cruises.)
- Volume discounts in cruise tariff upto 20% for domestic cruise ships has been extended.
- E-Visa and on-arrival visa facilities have been extended.
- Single e-Landing card has been introduced which is valid for all ports in cruise itinerary. (Once the biometrics is captured and the immigration clearance is granted, the passenger is allowed to enter in and out of the ship at various Indian Ports basis the Single e-Landing card. This is valid from the first port of call till the time the ship leaves the Indian Port)
- Cabotage has been waived for foreign cruise vessels. This relaxation allows foreign cruise ships to transport Indian Nationals from one Indian Port to another Indian Port during its domestic leg. (Government of India has considered relaxation of provision of Section 407 of the Merchant Shipping Act 1958, and vide order dated 6th february 2009 which permits foreign cruise ships/vessels carrying passengers to call at more than one Indian Port without obtaining a license from the DG Shipping)
- Foreign flag vessels carrying passengers allowed to call at Indian ports till Feb 2029 without obtaining a license from the Director General of Shipping.
- Uniform SOPs for Customs, Immigrations, CISF, Ports etc. have been introduced.
- Uniform single rate for all major ports has been introduced with discounts ranging from 42% to 67%, in the major Ports.
- Rationalized Cruise Tariff introduced by Ministry of Ports, Shipping and Waterways in August 2020 @ 0.085\$ /GRT is being levied for the first 12 hours of stay at berth. A nominal passenger head tax of USD 6 has also been standardized.

- To promote cruise shipping, the Government approved conditional IGST exemption for foreign-going vessels converting to coastal runs, provided they reconvert to foreign-going status within six months.
- The Government had constituted a Task Force on Cruise Tourism Chaired by Secretary Tourism and Co-Chaired by Secretary of Shipping on 23rd November 2015. This has now been made part of Cruise Bharat Mission as Apex Executive Cruise Committee.

Initiatives - 2024-25

Taxation

- 5.33 A presumptive taxation regime for a non-resident, engaged in the business of operation of cruise ships has been introduced by insertion of a new section 44BBC in the Income-tax Act, 1961 (the Act) vide Finance (No.2) Act, 2024, which inter alia deems twenty percent of the aggregate amount received or receivable by or paid or payable to such assessee as profits and gains of such assessee from such business. Further, exemption to income of a foreign company from lease rentals has been provided upto assessment year 2030-31, by insertion of a new clause (15B) in section 10 of the Act, if such foreign company and the non-resident cruise ship operator have the same holding company. These provisions are effective from 1st April, 2025.

Cruise Bharat Mission

- 5.34 Cruise Bharat Mission has been launched on 30th September, 2024 with the aim to provide whole of government approach to develop Cruise Sector by involving various Central and State Government agencies. The vision as envisaged is that the Cruise Bharat Mission aims to double cruise passengers to 1 million by 2029 through cutting-edge technology & responsible involvement of all Regulatory Agencies - Customs, Immigration, CISF, State Tourism Department, State Maritime Agencies, District Administration, Local Police etc.



Launch of Cruise Bharat Mission

Achievements

5.35 IPA Coordinated participation in international cruise events and fairs for all Indian destinations, under the joint efforts of the Ministry of Tourism and the Ministry of Ports, Shipping & Waterways, to attract cruise ships and unlock India's vast potential in cruise sector. Indian Ports Association (IPA) has secured Gold Level Membership with the Cruise Lines International Association (CLIA), enhancing global visibility, fostering collaborations with leading cruise operators, and advancing India's goal of becoming a premier global cruise destination. Further, Indian Ports Association and Malaysian Port Alliance achieved a definitive milestone in Indo-Pacific maritime cooperation through the signing of a landmark Memorandum of Understanding (MoU) on 16th December 2024. As part of this MoU, both parties have undertaken joint business promotion campaigns aimed at enhancing cruise patronage.

Ports

- **New Mangalore Port Authority (NMPA):** Enhanced services with immigration counters, customs desks, and cultural facilities. Hosted the luxurious Seven Seas Voyager with 650 passengers on 27th December 2024.
- **Chennai Port Authority (ChPA):** Managed 18 cruise vessels and 39,850 passengers, with renowned ships like MS The World and Stad Amsterdam. Recognized as the Best Tourism Friendly Port.
- **Cochin Port (CoPA):** Operated modern terminals like Samudrika and Sagarika, with sustainability practices and traditional receptions for passengers. Hosted 4,200 passengers aboard M.V. Anthem of the Seas.
- **Visakhapatnam Port (VPA):** The luxury residential cruise ship MV 'The World', celebrated as the largest privately-owned residential yacht, docked at Vizag International Cruise Terminal on 28th April, 2024. Its visit highlights the rising significance of Indian ports in global cruise tourism, demonstrating their ability to accommodate world-class vessels.



Summary

5.36 In 2024, despite a reduction in the number of vessels, the maritime sector demonstrated strong growth in passenger traffic. International passengers increased by 1.46%, reflecting stable demand, while domestic passenger numbers saw an impressive surge of 33.63%, showcasing the rising popularity of regional travel. These trends highlight improved operational efficiency and growing interest in maritime tourism, positioning the sector for further expansion and innovation.

The data shows achievements in cruise shipping across various ports for the calendar year 2024. Mumbai maintained its leadership, handling a total of 102 vessels and 268,830 passengers in 2024, reflecting steady domestic travel growth. Mormugao followed with 50 vessels and 82,201

passengers, demonstrating robust performance. Cochin saw significant growth with 39 vessels and 56,029 passengers, showcasing its increasing appeal as a cruise shipping destination. Chennai supported 18 vessels and 39,850 passengers, reinforcing its importance in regional travel. Vizag marked a new entry with one vessel and 80 passengers in 2024, indicating potential for growth. Collectively, the ports handled 218 vessels and 451,698 passengers in 2024, highlighting advancements in cruise infrastructure and services.

| Calendar Year | Name of Port | International | | Domestic | | Total | |
|---------------|---------------|----------------|--------------|----------------|---------------|----------------|---------------|
| | | No. of Vessels | No. of Pax. | No. of Vessels | No. of Pax. | No. of Vessels | No. of Pax. |
| 2023 | Mumbai | 32 | 31252 | 89 | 220356 | 121 | 251608 |
| | Mormugao | 20 | 14186 | 34 | 54748 | 54 | 68934 |
| | New Mangalore | 8 | 3638 | 0 | 0 | 8 | 3638 |
| | Cochin | 24 | 14530 | 17 | 31462 | 41 | 45992 |
| | Chennai | 15 | 21685 | 20 | 31445 | 35 | 53130 |
| | Vizag | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 99 | 85291 | 160 | 338011 | 259 | 423302 |
| 2024 | Mumbai | 20 | 24853 | 82 | 243977 | 102 | 268830 |
| | Mormugao | 17 | 15985 | 33 | 66216 | 50 | 82201 |
| | New Mangalore | 8 | 4708 | 0 | 0 | 8 | 4708 |
| | Cochin | 28 | 29327 | 11 | 26702 | 39 | 56029 |
| | Chennai | 8 | 11583 | 10 | 28267 | 18 | 39850 |
| | Vizag | 1 | 80 | 0 | 0 | 1 | 80 |
| | TOTAL | 82 | 86536 | 136 | 365162 | 218 | 451698 |

5.37 Transformative Growth in Indian Seafaring:

The Ministry of Ports, Shipping and Waterways has made impactful efforts that have resulted in the phenomenal growth of Indian seafarers.

Over the period from 2023-24 to 2024-25 (upto December 2024), the number of employed Indian seafarers increased from 2.85 Lakhs to 3.08 Lakhs. This growth is part of a broader trend observed since 2014-15, when the number of employed seafarers was 1.17 Lakhs. By 2024-25, this number had surged to 3.08 Lakhs, representing a remarkable 263% increase. Additionally, the ministry's initiatives have fostered a significant rise in women seafarers, achieving a tenfold increase in their numbers since 2014. This progress underscores the ministry's dedication to advancing the maritime industry and promoting gender inclusivity within the sector.

ORGANIZATIONS

DIRECTORATE GENERAL OF SHIPPING

- 6.1 The Directorate General of Shipping (DGS), a subordinate office of the Ministry, was established in 1949. It oversees all matters related to maritime administration, maritime education and training, the development of the shipping industry, and other related subjects. The DGS is responsible for implementing shipping policies and legislation to ensure the safety of life and ships at sea, preventing marine pollution, and enforcing mandatory regulations set by the International Maritime Organization. This includes promoting maritime education and training, conducting examinations and certifications for seafarers, and supervising subordinate offices to ensure their effective functioning. The Director General of Shipping is appointed under Section 7 of the Merchant Shipping Act, 1958.
- 6.2 The Directorate General of Shipping's administrative secretariat consists of Director General, Additional Director General and Deputy Directors General of Shipping. On the technical side, the Director General is assisted by the Nautical Adviser for Navigational Issues, Chief Surveyor for Marine Engineering Issues, and Chief Ship Surveyor for the Naval Architecture issues. The field formation of Directorate General of Shipping is headed by Principal Officers who are assisted by surveyors from Engineering, Nautical, and Naval Architecture sides. The Heads of allied offices supported by their subordinate officers also assist the Director General of Shipping in the overall discharge of various statutory functions.

IMSAS AUDIT

- 6.3 India was audited by the International Maritime Organisation under the IMO Member State Audit Scheme (IMSAS) between 24th February, 2024 to 4th March, 2024. An Intensive audit was carried out by the International Maritime Organization (IMO) with the scope of all the maritime activities covered under various IMO instruments that India has ratified and India successfully demonstrated its full compliance of its treaty obligations towards IMO Instruments as a Flag State, Port State and Coastal state. The Directorate General of Shipping as the maritime Administration of India led the effort towards this end.



Functions of offices under the administrative control of the DGS

- 6.4 The Mercantile Marine Departments (MMDs) were established in 1929 with headquarters in Mumbai, Kolkata, and Chennai. In 2005, MMD Kochi was elevated to a district-level office, and a new district-level office was opened in Kandla. Initially, these departments were directly under the Ministry until the Directorate General of Shipping was established in Mumbai in 1949. The primary functions of the MMDs include administering various Merchant Shipping laws and rules related to the safety of ships and life at sea, pollution prevention, registering ships, measuring tonnage, ensuring crew accommodation, and conducting surveys for load lines and safety construction. They also conduct inquiries into shipping casualties and wrecks, survey passenger ships and radio equipment on board, and inspect and approve statutory equipment for life-saving and firefighting appliances, wireless telegraphy, global maritime distress and safety systems, navigational aids, and pollution prevention equipment. Additionally, they supervise ship repairs and construction on behalf of Central Government organizations, implement Flag State regulations, conduct Port State Control inspections, and oversee the examination and certification of various grades of competency certificates as per the relevant examination rules under the Merchant Shipping Act, 1958., conduct Port State Control inspections, and oversee the examination and certification of various grades of competency certificates as per the relevant examination rules under the Merchant Shipping Act, 1958.
- 6.5 Additional responsibilities have been assigned to the Directorate General of Shipping (DGS) over time in the form of new statutes such as the Multi-modal Transportation of Goods Act, the Admiralty Act, and the Recruitment and Placement of Seafarers Rules. Many surveys, inspections, and certifications required under various international conventions ratified by India, related to ship safety and pollution prevention, have been delegated to certain Classification Societies of the International Association of Classification Societies (IACS). These societies act as Recognized Organizations of the government, with the DGS retaining a selective supervisory role for important surveys.

Passengers Ship Survey

- 6.6 All passenger ships are subjected to survey of hull, machinery, equipment etc. during construction and thereafter annually. On completion of survey, certificates such as Passengers Ship Safety Certificate, Space Certificate, Special Trade Ship Safety Certificate, Exemption Certificate, A Certificate and Certificate of Survey are issued. Administration is responsible for conduct of Cargo Ship Safety Construction (CSSC) Surveys of various types of cargo ships under construction and periodical and annual surveys thereafter. The task of surveys of Cargo Ships under construction/ reconstruction abroad and subsequent periodical/ annual surveys and issuance of certificate have been delegated to recognize Classification Societies. All sea going vessels over 300 G.T. are required to be surveyed and issued with a Safety Radio Certificate in compliance with the M.S. (CDSRC) Radio Rules, 1995 and Chapter IV of SOLAS 74 as amended from time to time. The survey consists of checking of Radio equipment for distress, safety and normal communication on board. Purpose of survey is to check the documents necessary certificates, type approval of equipment, operational status of all radio communication equipment. The Safety Radio harmonized with other statutory certificates.

Seafarer's Examination & Certification

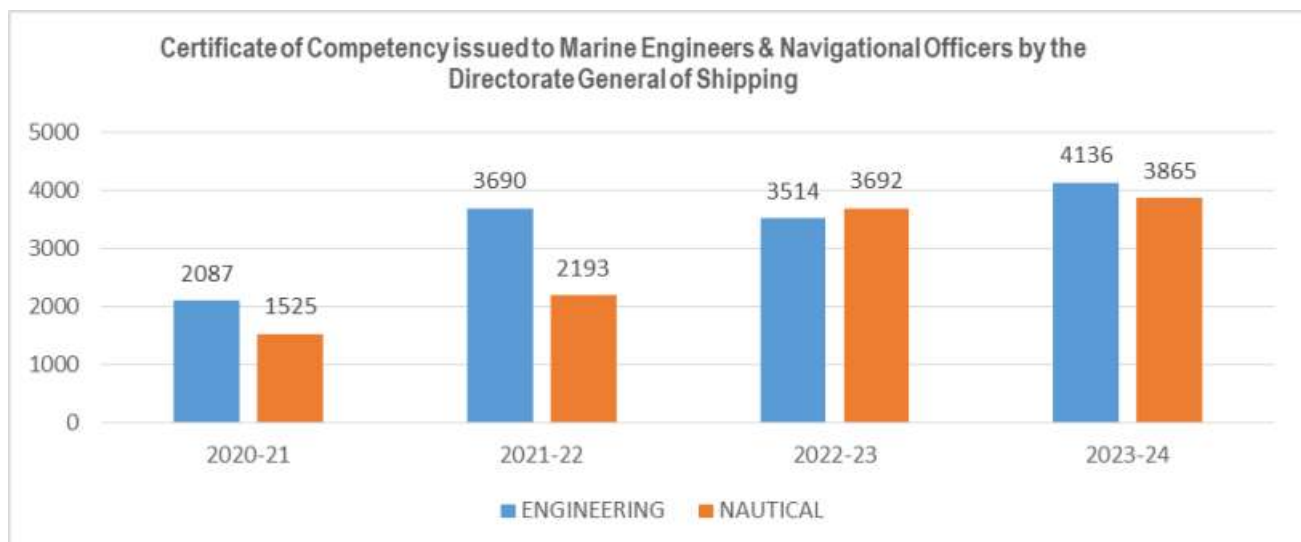
- 6.7 DGS and MMD offices carry out examinations leading to certificate of competency of various grades

as per STCW 78 code as amended and M.S. STCW Rules (2014). The Competency Certificates provided under STCW include various levels of certification, depending on the seafarer's rank and responsibilities on board a vessel. Some of the key certificates include Certificates of Competency (CoC), Proficiency Certificates, Watch keeping Certificates.

- Certificate of Competency (CoC): This is a higher-level certificate issued to officers who have completed the required training and demonstrated competency to serve in various officer ranks, such as Third engineer, Second engineer, Chief Engineer, etc.
- Proficiency Certificates: These certificates confirm that a seafarer has undergone specific training and demonstrated competence in various safety-related areas, such as firefighting, medical first aid, personal survival techniques, and other.
- Watch keeping Certificates: These certificates validate a seafarer's ability to stand watch in the engine room, ensuring the vessel is properly maintained during their duty hours.

6.8 The examinations are conducted monthly and cover various competency levels for Marine Engineers (MEO Class I, MEO Class II, and MEO Class IV, MEO CL-III (NCV-CEO), MEO CL-III (NSC-SEO), MEO CL-IV (NCV) & Electro Technical officers), Streams (Master (FG), Chief Mate (FG), Second Mate (FG), Master (Home Trade), Mate (Home Trade), NWKO, etc. These examinations are held across the country at Mercantile Marine Departments (MMD) located in Mumbai, Kolkata, Cochin, Noida, Chennai, Kandla and Vishakhapatnam.

6.9 Seafarer competency certification, governed by international standards like the Standards of Training, Certification, and Watch keeping (STCW) Convention, ensures that those who pursue a career at sea possess the necessary knowledge, skills, and abilities to navigate, operate, and maintain ships safely and efficiently. The certification process involves rigorous training, practical experience, and examinations to assess and validate a seafarer's proficiency in various maritime disciplines DGS plays a crucial role in supporting Indian citizens and seafarers aspiring to pursue careers in the shipping industry. It provides support for training and employment opportunities to Indian seafarers and conducts examinations and certifications for seafarers in the engineering and nautical streams, in compliance with STCW 1978 convention (as amended) and the rules developed under the Merchant Shipping Act, 1958.



Examination Reforms

6.10 Maritime India Vision 2030 has identified over 150 initiatives across 10 themes, of which the tenth theme aims to make India, a leading seafaring nation with world class education, research and training. Initiative 10.9 is related to the end-to-end digitization of evaluation, assessment and certification process which the DGS has envisioned with initiation of reforms in the examination system which shall be implemented in a phased manner.

NCV DECK CADET SCHEME

UNLOCK YOUR MARITIME CAREER




REVISED NCV DECK CADET SCHEME FOR GP RATINGS

DG Shipping has launched a new NCV deck cadet scheme for GP Rating candidates. The full details are available in [MS Notice No. 15 of 2024](#)

BENEFITS :

1. GP Ratings can become certified Navigational Watch-keeping Officers.
2. Build a skilled cadre of officers for coastal shipping.
3. A structured pathway for career growth in India's coastal shipping sector.

KEY FEATURES :

1. Any GP Rating can apply.
2. Complete 12 months of sea service with approved Structured Training Programme (SSTP).
3. Complete written & oral examination for NWKO (NCV) COC.





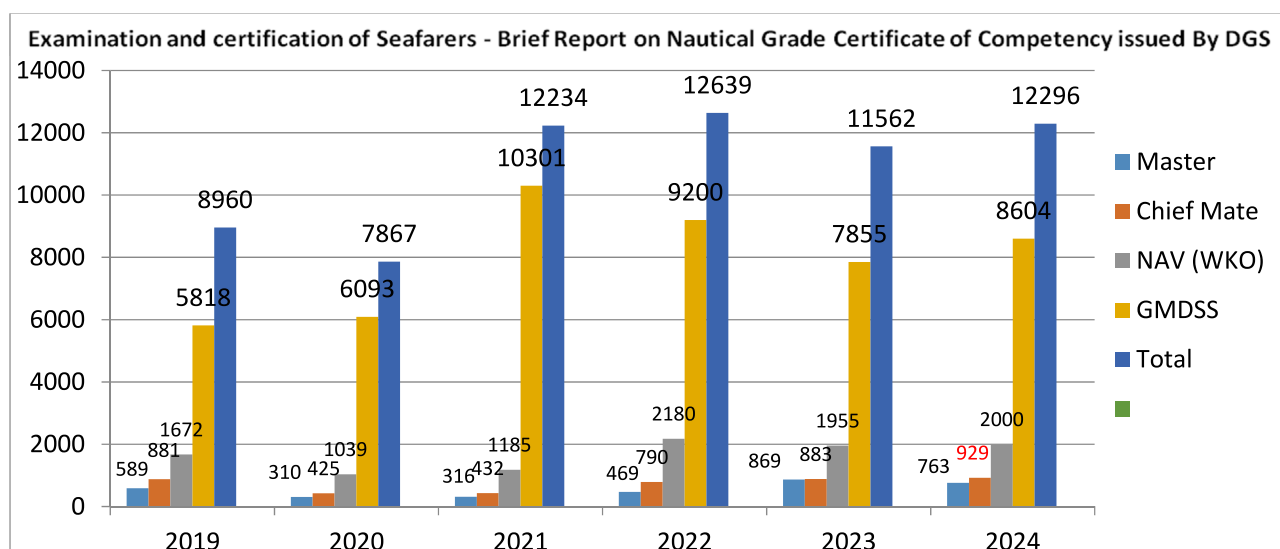


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COASTAL SHIP OWNERS AND OPERATORS ARE ENCOURAGED TO INDUCT GP RATING UNDER THIS SCHEME AND PROVIDE SSTP TO INCREASE THE POOL OF CERTIFIED OFFICERS.

6.11 The Directorate General of Shipping has introduced the Revised NCV Deck Cadet Scheme specifically designed for GP Rating candidates, as outlined in MS Notice No. 15 of 2024. This initiative aims to create a structured pathway for career advancement in coastal shipping by enabling GP Ratings to become certified Navigational Watchkeeping Officers. Through this scheme, candidates will complete 12 months of sea service with an approved Structured Training Programme (SSTP) and pass both written and oral examinations for the NWKO (NCV) Certificate of Competency (COC).

This scheme will enhance the skillset of officers for India's coastal shipping sector while addressing the demand for a certified workforce. Coastal ship owners and operators are encouraged to induct GP Ratings under this scheme and provide SSTP opportunities, thereby contributing to the growth and certification of a skilled cadre of officers. Brief Report on Nautical Grade Certificate of Competency issued.



Key Achievements 2024:

- Total COCs issued: 12,200
- Highest COCs saved for grade Navigational watch-Keeping officer - 2,000 COCs
- High certification numbers reflect robust and in- depth maritime training imparted.
- High COCs Issuance demonstrates a strong administrative mechanism for certification and examination.
- The above has enabled the Indian Maritime Administration to effectively meet Industry demand.

IOPC Workshop 18th and 19th of January 2024 in Kochi, Kerala

6.12 The DGS organized a highly successful workshop on the International Oil Pollution Compensation (IOPC) Regime at Kochi on the 18th and 19th of January 2024. The workshop was held on board the ship 'Classic Imperial' at Neo Classic Floating Boat Jetty, Marine Drive, Kochi, Kerala, and attracted a large number of participants from various stakeholders. The objective of the workshop was to

provide insights into the international oil pollution compensation regime, which provides financial compensation to victims of oil pollution incidents caused by ships.

The workshop which was inaugurated by Shri T. K. Ramachandran, Secretary MoPS & W was conducted in collaboration with the IOPC Funds, the International Group of P&I Associations, and the International Tanker Owners Pollution Federation (ITOPF), which are the key organizations involved in the administration and implementation of the regime. The workshop covered various topics related to the IOPC regime, such as the legal framework, the claims process, the role of the IOPC Funds, the role of the P&I Clubs, the role of the ITOPF, and the best practices and challenges in dealing with oil pollution incidents.

The workshop was attended by a diverse range of stakeholders, including officials from Major Ports, Non-Major Ports, State Maritime Boards, Department of Fisheries, State Pollution Control Boards, Oil Companies, Mercantile Marine Departments (MMD) and Insurance Companies, who gained valuable knowledge and experience from the workshop.



World Maritime University Delegates Study Tour to India

6.13 The Directorate General of Shipping hosted the student delegates from the World Maritime University. The main objective of the field study trip was to expose the WMU students to the diverse and dynamic maritime sector of India, which is one of the fastest-growing and most influential maritime nations in the world. The field study trip would enable the students to learn about the best practices, challenges, and opportunities in the Indian maritime domain, as well as to interact with various maritime stakeholders, such as government agencies, industry associations, port authorities, shipping companies, and academic institutions.

During the field study trip, the students visited The Indian Coast Guard, Anglo-eastern Maritime Training Centre, Jawaharlal Nehru Port Authority, Fleet Management India Pvt. Ltd., MSC Crewing Services Pvt. Ltd., the Shipping Corporation of India (SCI), Bose & Mitra & Co., Indian Register of Shipping and the Directorate General of Shipping.



The field study trip facilitates international cooperation and the exchange of knowledge and experience between WMU and the Indian maritime community. Furthermore, this initiative provided India with a platform to demonstrate its maritime capabilities and achievements, as well as to enhance its soft power and global image.

Engagement with INTERTANKO

- 6.14 On 10th April, 2024, the Directorate General of Shipping held a detailed discussion with the International Association of Independent Tanker Owners (INTERTANKO) at the DGS conference hall, commencing at 16:45. The meeting was a significant convergence of maritime professionals and regulatory authorities, focusing on enhancing safety standards, training, and environmental sustainability within the shipping industry.
- 6.15 The primary purpose of the meeting was to address the challenges and opportunities in achieving zero emissions in the shipping sector, to establish standards for training and safety regimens, and to discuss the potential for a joint venture that would reduce the industry's heavy dependence on oil reports.
- 6.16 The participants included Ms. Katharina Stanzel, Managing Director of INTERTANKO; Capt. Mahyan Jokhi, Gas Manager at INTERTANKO; Shri K.N. Deboo, Principal & Director of Anglo Eastern Maritime Training Centre; and representatives from the DGS including Capt. Anish Joseph, Capt. Harinder Singh, the NA/chief surveyor, and Shitesh Ranjan.
- 6.17 The session involved discussions on various topics such as implementing the Ballast Water Management Convention, digitalisation in shipping, and developing indigenous IT platforms for regular interaction among stakeholders. Further discussions concerned the need for collaboration to establish best practices and enhance digitalization to equip future generations of seafarers and the support of INTERTANKO in publishing Indian papers and collaborating on future research papers to ensure quality training for Indian seafarers. The importance of reporting incidents in multiple languages to ensure all seafarers can understand them, and the role of the Navy as the first point of contact in case of incidents. The discussion of DGS orders related to cyclone responses and the formation of working groups for regulatory operations, safety, and training. The economic impact of alternative fuels and the importance of research and development in this area. There is a need for different types of training elements, such as soft skills and behavioural training, to exceed the conventional standards. The establishment of simulators in training institutes and the question of who will bear the cost.
- 6.18 The meeting underscored the affirmation of the DGS and INTERTANKO to work jointly towards a safer, more efficient, and environmentally sustainable shipping industry. It highlighted the collective efforts to standardize training, minimize data usage to prevent seafarer fatigue and share safety learnings more effectively through technology standardization in maritime training institutes. The session concluded with a forward-looking action plan, setting the stage for continued collaboration and improvement in the maritime sector.
- 6.19 Collaborative Workshop on Safety & Security in Shipping & Offshore Sector by the Oil Companies International Marine Forum (OCIMF) & Directorate General of Shipping (DGS)

- 6.20 On June 26th, The OCIMF and the DGS conducted a significant workshop focused on Safety & Security in the Shipping & Offshore Sector hosted at the Anglo-Eastern Maritime Training Centre. The event brought together key industry stakeholders to discuss critical issues and advancements in maritime safety and security. The workshop covered sessions on Safety in Shipping, led by Capt. Saurabh Sachdeva, Director of Publications & Advocacy at OCIMF, and Capt. Harinder Singh, Nautical Surveyor at DGS. They highlighted the introduction of the Ship Inspection Report Programme (SIRE) 2.0, an upgraded initiative aimed at enhancing the quality and transparency of ship inspections, promising a more comprehensive assessment to ensure higher safety standards. The discussion also covered best practices in navigation, emergency preparedness, and crew training to mitigate risks, emphasising regulatory compliance and continuous improvement in maintaining a robust safety culture.
- 6.21 The second session focused on Developments in Offshore Safety, with Mr. Graham Coles, Offshore Adviser at OCIMF, and Shri Shitesh Ranjan, Deputy Director General of Shipping Development at DGS, providing insights into the latest technologies and practices enhancing safety in offshore operations. They addressed the challenges faced in the offshore sector, such as harsh environmental conditions and complex operational dynamics, presenting case studies of successful safety initiatives and technological advancements, highlighting the importance of innovation and adherence to stringent safety protocols to protect personnel and assets.



- 6.22 The workshop also featured a session on Maritime Security, led by Mr. Russell Pegg, Security Adviser at OCIMF, and Capt. Anish Joseph, Deputy Nautical Advisor at DGS. They discussed the evolving security threats in the maritime domain, including piracy, terrorism, and cyber-attacks, stressing the importance of robust security measures and international cooperation. The session concluded with discussions on integrating security technologies and real-time information sharing among stakeholders.
- 6.23 An interactive session with industry stakeholders followed, allowing participants to share perspectives, challenges, and suggestions regarding maritime safety and security. This facilitated a constructive dialogue, enabling the exchange of ideas and collaboration on potential solutions. The event marked a significant step towards strengthening safety and security in the shipping and offshore sector, fostering a culture of continuous improvement and proactive risk management, and provided a guiding light towards further collaboration of international organisations with the Indian Maritime Administration.

Maritime Educational Awareness Program: AEMA - DPS Visit

- 6.24 The Directorate General of Shipping (DGS) launched the "Maritime Educational Awareness" initiative, a pilot program dedicated to enhancing maritime education and awareness among students. This initiative was part of a broader mission to address the shortage of skilled personnel in the maritime industry and to foster interest among the younger generation. The program was designed to provide practical learning experiences in various maritime fields, including navigation, engineering, operations, management, safety, and security.
- 6.25 On 6th April 2024, students from the National Cadet Corps (Naval Wing) at Delhi Public School (DPS), who were studying in Class X, were selected for this innovative program at the Anglo-Eastern Maritime Training Academy (AEMA). They were accompanied by faculty from DPS and one or two officials from the DGS. The students visited prominent maritime facilities and academies, such as the Mumbai Port Authority and the Mumbai Harbor, where they gained insights into the operations and infrastructure of busy ports. The program highlighted educational exposure, career exploration through immersive activities and counselling sessions, hands-on learning in workshops, and an awareness of India's rich maritime history and heritage. The primary aim was to reach students from all backgrounds and interests, spreading awareness about the maritime sector in India and inspiring them to consider maritime careers or pursue further studies in this dynamic field
- 6.26 The program gave educational exposure, career exploration, hands-on learning, and an increased awareness of India's maritime history and heritage to the students. By fostering practical knowledge and skills, the program complemented the students' academic curriculum and enhanced their employability. Consequently, the students achieved increased awareness about the maritime industry among school students, encouraged them to consider maritime careers, enhanced practical knowledge and skills, and promoted India's maritime heritage. The Directorate General of Shipping and Maritime Training Trust coordinated with relevant authorities and stakeholders, ensuring the smooth execution of the program, marking a significant step by the DGS and MTT in fostering maritime education and awareness.



Maritime Security Updates

- 6.27 The DGS played a pivotal role in coordinating with various agencies in response to multiple lists. These incidents occurred in the Gulf of Aden and the Arabian Sea, respectively, and the DGS efficiently contributed to the anti-piracy and maritime security response mechanisms, ensuring a swift and effective resolution to maritime security challenges. The DGS liaised with the Indian Navy, the Indian Coast Guard, the Ministry of External Affairs, the Ministry of Defence, the Ministry of Home Affairs, the Ministry of Shipping, the ship owners, operators RPS managers, and the ship staff, to provide timely assistance and support to the ships and its crew members. The DGS also facilitated the reporting of the incidents, as well as the coordination with the relevant international organizations and authorities. the cost of INR 970 Cr. CSL continued to operate the dry-dock and existing facilities in the leased area (first phase) at Cochin Port premises.
- 
- 6.28 The Directorate General of Shipping (DGS) Circular No. 08 of 2024, dated 10th April 2024, is a significant update for maritime operations, particularly concerning the roles of the Indian Navy and the Information Fusion Centre-Indian Ocean Region (IFC-IOR), as well as the introduction of a new reporting protocol.
- 6.29 The Indian Navy plays a crucial role in maintaining maritime security, especially in high-risk areas. It actively participates in anti-piracy operations, and rescue missions, and ensures the safety of maritime traffic. In response to recent security threats, such as missile strikes and drone attacks on merchant ships, the Indian Navy has been instrumental in safeguarding international shipping lanes that are vital for global trade. The IFC-IOR, hosted by the Indian Navy, enhances maritime security and safety in the Indian Ocean Region by promoting collaborative efforts. It serves as a hub for information sharing, cooperation, and expertise development among partner nations and agencies.
- 6.30 The new reporting protocol introduced by the DGS aims to simplify and enhance the mechanism for reporting and tracking maritime activities to ensure the safety of merchant ships and their crew. A dedicated online Ship Reporting Form has been established to create a robust database for efficient monitoring and swift response to any maritime security threats. Vessels transiting through specified high-risk areas are required to submit their details daily via this online form. In the event of a maritime security incident, vessels are advised to contact the nearest Indian Navy vessel, coalition warship, and relevant authorities like the DGComm Centre, IFC-IOR, and UK Maritime Trade Operations (UKMTO).
- 6.31 This circular emphasises the importance of adhering to the new protocols and procedures to enhance maritime security and ensure compliance. It reflects the proactive measures taken by the Indian Navy and the IFC-IOR to maintain vigilance and preparedness in the face of evolving maritime security challenges.

Joint Interactive Session for Establishing Indian P&I Club, Ship Lease and Financing

6.32 The Directorate General of Shipping (DGS) achieved a significant milestone by conducting a Joint Interactive Session for Establishing an Indian P&I Club, Ship Lease, and Financing. The event took place on 16th April 2024, from 09:00 hrs to 17:00 hrs at the auditorium of the Shipping Corporation of India Ltd. (SCI), Mumbai. The DGS coordinated the session in collaboration with the Shipping Corporation of India (SCI), facilitating discussions among various stakeholders.



6.33 It marked a step forward in strengthening India's maritime industry by addressing key financial and insurance aspects. The session was a platform to discuss the establishment of an Indian Protection and Indemnity (P&I) Club, which is crucial for providing coverage against third-party liabilities for ship owners. It also covered topics related to ship leasing and financing. The primary objective was to deliberate on the creation of an Indian P&I Club. Such a club would allow ship owners to pool resources and share risks, providing a mutual insurance mechanism that's essential for the industry.



6.34 Key participants included the Department of Financial Services (DFS), SCI, Indian National Shipowners Association (INSA), Indian Coastal Conference Shipping Association (ICSSA), insurance companies, underwriters, broking firms, consultancy agencies, and more. The interactive session provided a forum for stakeholders to discuss insurance and finance-related issues within the shipping sector. It aimed to foster collaboration, share best practices, and explore new growth opportunities, contributing to the sector's stability and development.

MSW Implementation under the Convention on Facilitation of International Maritime Traffic (FAL Convention)

6.35 The DGS achieved success in implementing the Maritime Single Window (MSW) under the FAL Convention. The FAL Convention is an international convention adopted by the IMO, which aims to facilitate maritime traffic by simplifying and harmonizing the formalities, documentary requirements, and procedures associated with the arrival, stay, and departure of ships engaged in international voyages.



Shri Sarbananda Sonowal, Hon'ble Union Minister, MoPS&W launches Maritime Single Window and MMD Modules in SagarSetu (NLP-Marine)

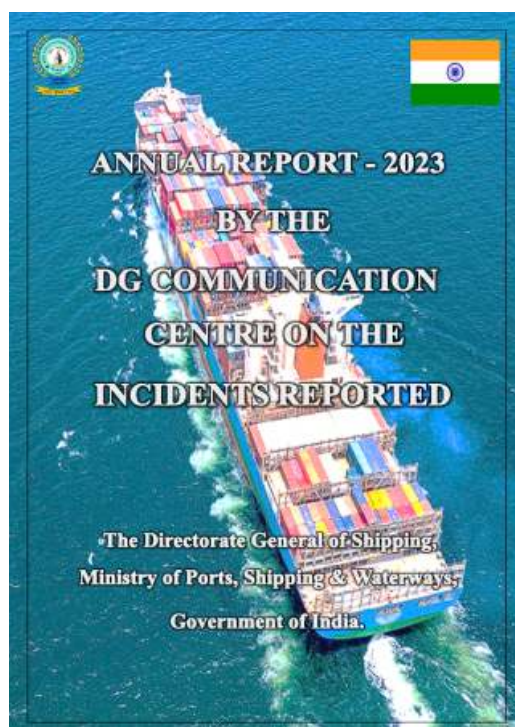
6.36 The MSW is an electronic platform that enables the exchange of information between the ships and the port authorities, as well as among the various port authorities, through a single entry point. The MSW reduces the administrative burden and delays for the ships and the port authorities, as well as enhances the transparency and security of the information. The MSW became operational on 1st January 2024 on the Sagar Setu platform (National Logistic Portal - Marine), which is a digital platform developed by the Ministry of Shipping to provide end-to-end logistics solutions for the maritime sector. The implementation of the MSW was underscored through MS Notice No. 01/2024, dated 8th January 2024, which outlines the procedures and requirements for the submission and exchange of information under the MSW. As the regulatory authority and custodian of the entire data collected under the MSW, the DGS ensures streamlined processes and is prepared to share relevant data with relevant authorities as needed.

The Annual Report on the Casualty Incidents Report

6.37 Thoroughly examining marine accidents and incidents can increase our understanding of the causes behind them, and subsequently drive corrective actions. Thus, in turn, it contributes to enhancing safety at sea and safeguarding the marine environment.

6.38 The DG Communication Centre (DG Comm Centre) established by the office of the Directorate General of Shipping has developed an online repository for reporting and collecting the incident data. The Centre maintains an online casualty reporting module for all types of reported marine casualties and other casualties on board Indian vessels worldwide, to Indian seafarers on board Indian and non-Indian vessels, and other non-Indian vessels sailing within the Indian waters.

- 6.39 DG COMM Centre maintains an online casualty reporting module for all types of reported marine casualties and other casualties on board Indian vessels worldwide, to Indian seafarers on board Indian and non-Indian vessels, and other non-Indian vessels sailing within the Indian waters.
- 6.40 The detailed breakdown of incidents, their summaries, and lessons learned are provided in the Annual Report for continuous improvement. The report aims to serve as a valuable tool for stakeholders to understand, address, and prevent maritime incidents, fostering a safer maritime environment globally and is available to be viewed on the Directorate General of Shipping website.



Maritime Security Brief held on 30th July 2024, in Mumbai by the Directorate General of Shipping (DGS), Information Fusion Centre – Indian Ocean Region (IFC-IOR), and the Indian Navy

Objective

- 6.41 The Maritime Security Brief held on 30th July 2024, in Mumbai by the Directorate General of Shipping (DGS), Information Fusion Centre – Indian Ocean Region (IFC-IOR), and the Indian Navy, addressed the complexities of maritime security. The sessions focused on evolving maritime threats, the imperative for robust international cooperation, and the deployment of naval assets in high-risk areas like the Gulf of Aden. Attendees included representatives from various maritime sectors. Key discussions revolved around strategies to combat piracy, enhance maritime awareness, and respond to geopolitical dynamics affecting maritime operations, culminating in actionable recommendations for strengthening maritime safety and resilience. Over 100 participants attended in hybrid mode, including representatives from the Maritime Administration, the Indian Navy, maritime universities, Mariners, Shipping Companies, Ship Owners, Ship Managers, and other related entities.

Session I: Maritime Safety & Security - IFC-IOR's Perspective

6.42 Captain Sachin Kumar Singh, the Director of Information Management and Analysis Centre (IMAC) and IFC-IOR, presented Session I on Maritime Safety & Security from IFC-IOR's perspective. He provided an overview of maritime challenges and collaborative solutions in the region. Captain Singh discussed the pressing issues of dark vessels, transnational maritime crime, and the challenges of jurisdictional enforcement in maritime domains. He emphasized the importance of Maritime Domain Awareness (MDA) and the development of a Common Operational Picture (COP) for effective maritime security.

The presentation detailed the role and operations of IMAC and IFC-IOR in addressing these challenges. Captain Singh concluded with recommendations for enhancing regional collaboration and leveraging technology to improve maritime safety and security.



Session II: Mercantile Maritime Domain Awareness Centre (MM-DAC) - "Sagar Manthan"

6.43 Captain Harinder Singh, who serves as a Nautical Surveyor and Deputy Director General (Technical) at the Directorate General of Shipping, delivered a comprehensive presentation. He provided an in-depth review of the inauguration and functions of the Maritime Mercantile-Distress Alert Centre (MM-DAC). Captain Singh then delved into the historical background and establishment of the Long Range Identification and Tracking (LRIT) system and the DG Communication Centre.



He elaborated on their crucial functions in marine casualty management and cyclone response operations. Lastly, Captain Singh explained the principles and importance of the Ship Security Alert System (SSAS) in enhancing maritime security.

Session III: Deployment of INS Kolkata

6.44 Captain Sharad Sinsunwal, the Commanding Officer of INS Kolkata, presented an analysis of the ship's deployment in the Gulf of Aden. He provided insights into INS Kolkata's role in assisting merchant vessels and responding to various maritime threats, including piracy and missile attacks.



Captain Sinsunwal detailed specific incidents, such as the assistance provided to MV True Confidence and the response to the hijacking of MV Ruen. Throughout his presentation, he emphasised the critical importance of preparedness and inter-agency cooperation in effectively addressing maritime security challenges.

Session IV: Attacks on Merchant Shipping: Evolving Trends

- 6.45 Captain Anish Joseph, the Deputy Nautical Advisor at the Directorate General of Shipping, provided an overview of the evolving maritime threats in the region. He specifically highlighted the emerging challenges posed by loitering munitions and attacks by Houthi rebels.

Captain Joseph discussed the significant impact these threats have had on vessel traffic in strategic maritime choke points. He then elaborated on the response strategies and new initiatives undertaken by the Ministry of Ports, Shipping, and Waterways (MoPS&W) to address these emerging security challenges and ensure the safety of maritime operations.



Maritime Single Window

- 6.46 The Maritime Single Window (MSW) serves as a crucial platform for streamlining and facilitating maritime trade and logistics by enabling the electronic submission, processing, and exchange of maritime-related information among various stakeholders. As a mandatory requirement of the FAL Convention, to which India is a party, the MSW was launched on schedule. Major ports, as well as non-major ports handling EXIM cargo, customs, immigration, port health authorities, and various maritime sector associations are involved in its implementation. A total of 81 ports have already been integrated into the system.
- 6.47 Integration of Customs and Immigration: It is important to note that customs and immigration are yet to be integrated into the MSW system. This lack of integration is discouraging shipping agents, vessels, and ports from reporting through the MSW platform.
- 6.48 As part of our collective efforts to ensure the smooth implementation of the Maritime Single Window initiative, it is critical to integrate customs and immigration into the system.

International Ship and Port Facility Security (ISPS)

- 6.49 The ISPS Code, adopted after the 9/11 attacks in 2001, aims to enhance maritime security by addressing the risks of terrorism and piracy. It came into force on 1st July 2004, to improve the security of ships and port facilities worldwide. In India, the provisions of the ISPS Code were integrated into the Merchant Shipping Act (MSA) of 1958 and the Indian Ports Act (IPA) of 1908 through the Merchant Shipping (Amendment) Act of 2007.

The ISPS Code mandates that port facilities in India comply with Chapter IX-B of the MSA and Section 68D of the IPA. It applies to port facilities that handle ships engaged in international voyages, such as passenger ships, cargo ships over 500 GT, and mobile offshore drilling units (MODUs). The Director General of Shipping (DGS) serves as the Designated Authority for enforcement.

The M.S. International Ships and Port Facility Security Rules, notified on 19th June 2024, after a span of 20 years, outline the security requirements for ships and port facilities. These rules are divided into five chapters, which address general responsibilities, ship security, port facility security, certification of ships, and miscellaneous provisions.”

National Security Strategies Conference/NSSC 2024

Panel Members



6.50 Capt. Nitin Mukesh, Senior DDG (T), along with other speakers, delivered a presentation on the security of non-major ports, FHs, and FLCs. The objective of the presentation was to discuss the gaps in the security of non-major ports and propose potential solutions.

Seamen's Provident Fund Organization, Mumbai

6.51 The Seamen's Provident Fund Scheme, the first social security scheme for Indian Merchant Navy seamen, brought under statute by enactment of the Seamen's Provident Fund Act, 1966 (4 of 1966), was introduced retrospectively with effect from 1st July, 1964, to provide for the institution of a provident fund for seamen as old age retirement benefit and their family members in the event of death of seamen members. The Seamen's Provident Fund is vested in and administered by the Board of Trustees consisting of the Chairman and three representatives each of the Government, Employers and Employees. The Director General of Shipping is an ex-officio Chairman of the Board of Trustees and the Commissioner is the Chief Executive Officer and the Secretary to the Board. As of now, SPFO is maintaining the PF account of approximately 1,10,329 Indian seafarers.

National Welfare Board for Seafarers

6.52 As provided under Section 218 of Merchant Shipping Act, 1958 the Government of India is empowered

to constitute a National Welfare Board for Seafarers headed by the Hon'ble Union Minister of PS&W for advising the Government on the measures to be taken for promoting the welfare of seamen whether on shore or at sea. The Board functions with the Minister of PS&W as the chairman. The Director General of Shipping, is an ex-officio member of the National Welfare Board for Seafarers.

Seafarers' Welfare Fund Society (SWFS)

6.53 The SWF Society was set up as a Central Organization for the Welfare of Indian Seafarers and their families, The Society is registered under the Societies Registration Act 1860 and as a Trust under the Bombay Public Trust Act 1950. The Society represents various interests connected with Indian Shipping which includes representatives of Indian and Foreign Ship-owners and also of Seafarers' Unions separately for officers and seamen. The control of business and affairs of the Society is vested with the Committee of Management of which the Director General of Shipping is the ex-officio Chairman, SWFS manages the gratuity of approximately 80,000 Indian seafarers. The SWFS is the Central Organization of the Government of India to ensure the compliance of the Regulations 4.5 of Maritime Labour Conventions, 2006 to comply the same steps have already been taken by the SWFS by implementing various welfare schemes to the seafarers and their families. The Welfare schemes so far implemented by the SWFS are (1) Survival Benefit Scheme (ii) Invalidity Benefit Scheme (ii) Maternity Benefit Scheme (Only for women seafarers) (iv) Old Age Benefit Scheme and (v) Family Benefit Scheme.

SAGAR MEIN YOG

6.54 Incorporating yoga into naval life, "Sagar Mein Yog" envisions holistic well-being for navy personnel across three phases: Pre-Sea, At Sea, and Post Sea. This initiative emphasizes yoga as a vital tool to enhance physical fitness, mental resilience, and emotional stability for naval personnel who face demanding conditions. Our latest progress includes drafting a syllabus to integrate yoga into the navy's training program. The draft has been shared in an editable Excel format, inviting inputs from the Task Force. Additionally, yoga gurus are being individually contacted via WhatsApp and calls to review the syllabus, provide insights, and suggest corrections. This collaborative approach aims to create a comprehensive and effective yoga program tailored to the unique challenges of naval life.

SAGAR MEIN SAMMAN

6.55 "Sagar Mein Samman" is an initiative promoting women empowerment in the maritime sector. It celebrates the achievements of women professionals, including captains, engineers, managers, and leaders from various organizations, recognizing their contributions and progress in a traditionally male-dominated field. By honouring these trailblazers, the program emphasizes gender equality, encourages greater participation, and aims to break barriers for future generations of women. To drive growth, innovation, and sustainability within the sector, a dedicated sub-committee has been established to effectively execute the project.

NATIONAL SHIPPING BOARD

6.56 The National Shipping Board established as per section 4 of the Merchant Shipping Act, 1958 to advise the Central Government on matters relating to Indian Shipping and on such matters arising out of MS Act as the Central Government may refer to it for advice.

DIRECTORATE GENERAL OF LIGHTHOUSES AND LIGHTSHIPS

6.57 The Directorate General of Lighthouses and Lightships (DGLL) is a Central Government Organization under the Ministry of Ports, Shipping and Waterways, entrusted with delivering sovereign responsibilities in the field of Marine Aids to Navigation under the ambit of the Marine Aids to Navigation Act, 2021. DGLL also fulfills India's international obligations and commitments under the maritime treaties, ensuring safe and efficient navigation in Indian waters.

International Co-operation- The International Organization for Marine Aids to Navigation (IALA), having its headquarters at France, is an Intergovernmental Organization bringing together the member countries responsible for provision and maintenance of Aids to Marine Navigation and publish standards, recommendations and guidelines in respect of Marine Aids to Navigation.

DGLL has represented India as a National Member of IALA and Council Member since 1982. DGLL actively collaborates with IALA in the development of standards, guidelines, and manuals and also organizes international training courses on Aids to Navigation and Vessel Traffic Services, contributing to capacity building and maritime safety worldwide.

Directorate General of Lighthouses and Lightships (DGLL) is a self-sustaining organization and meets its expenditure through the revenue collected by it. The organization collects its revenue by levying marine aids to navigation dues on all the foreign going ships arriving at or departing from any port in India as per the provisions of the Marine Aids to Navigation Act, 2021.

DGLL is also the national authority on the matters pertaining to training on marine aids to navigation and vessel traffic services. The Marine Navigation Training Institute (MNTI), Kolkata, under the DGLL, is an accredited training organisation for imparting international courses on Marine Aids to Navigation and Vessel Traffic Services.

Details of Aids to Navigation verticals:

6.58 The functioning of DGLL is in accordance with the provision made in the Marine Aids to Navigation Act, 2021, caters to the need of Marine Aids to Navigation, in and around the coastal waters of India, stretching over 7500 km including Lakshadweep and Andaman & Nicobar Islands. The details of Marine Aids to Navigation setup and maintained by DGLL are as given below:

| Sl. No. | Aids to Navigation | Nos. |
|---------|--|------|
| 1. | Lighthouses | 204 |
| 2. | Lightship | 01 |
| 3. | Differential Global Navigation Satellite system (DGNSS) Stations | 23 |
| 4. | Radar Beacons (Racons) | 64 |
| 5. | Deep Sea Lighted Buoys | 22 |
| 6. | National Automatic Identification System (NAIS) Network with 87 Physical Shore Stations (PSS) | 01 |
| 7. | Vessel Traffic Service in Gulf of Kachchh (9 Radar + 4 AIS Base Stations & 2 Radio direction finder) | 01 |
| 8. | Lighthouse Tender Vessels | 02 |
| 9. | National Navtex Chain (7 Tx. Stations, 7 Monitoring Stations & Navtex Control Centre at Mumbai & Vizag.) | 01 |

Differential Global Navigation Satellite System (DGNSS)

6.59 The Directorate General of Lighthouses and Lightships (DGLL) has established a network of 23 DGPS stations to enhance the accuracy of GPS positioning for mariners. In 2023-24, these stations were upgraded to state-of-the-art Differential Global Navigation Satellite System (DGNSS) stations, enabling the transmission of corrections for multiple satellite constellations, including GPS, GLONASS, and IRNSS. This advanced system ensures a positioning accuracy of better than 5 meters, extending up to 100 nautical miles from the coastline.

National Navtex Network–

6.60 DGLL has established a National NAVTEX Network along the coastline of India in order to meet the international requirement on Global Maritime Distress and Safety System (GMDSS). This network consists of 07 Transmitting Stations covering the West Coast, East Coast and Andaman and Nicobar Islands.

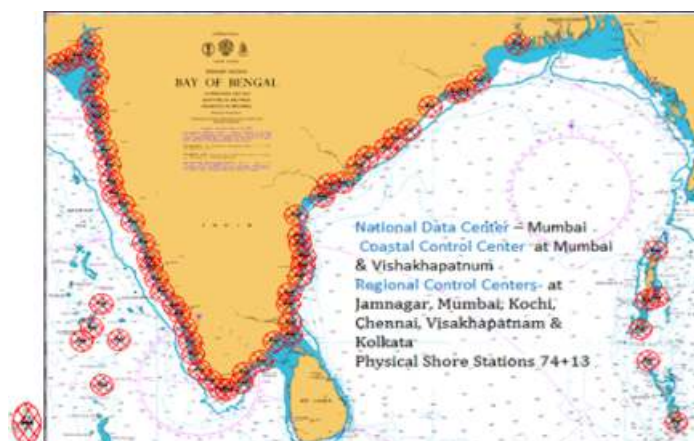
The NAVTEX Network broadcasts Maritime Safety Information (i.e. weather forecast, weather warning, navigation warnings & SAR messages). The data are provided to NAVTEX Centre by the Indian Meteorological Department (IMD), National Hydrographic Office (NHO), Indian Coast Guard (ICG) and Directorate General of Shipping at Mumbai and the same will be relayed to Mariners through various transmitting stations.

National AIS Network

6.61 Automatic Identification System (AIS) is a ship to ship and ship to shore-based data broadcast system, for maritime safety and collision avoidance.

DGLL has established a National AIS Network with 87 Physical Shore Stations (PSS), which seamlessly provides coverage up to a minimum distance of 25 nautical miles, allowing vessels equipped with AIS Transponders to be tracked.

Two Coastal Control Centers at Mumbai and Visakhapatnam have been established. The data obtained in the networks is stored and managed in the National Data Centre at Mumbai. For coastal safety and security, terminals are also provided at the Directorate General of Shipping, Joint Operation Centre (JOC) Mumbai, Joint Operation Centre (JOC) Visakhapatnam, Indian Navy Delhi and Indian Coast Guard Delhi.



Coverage of NAIS Physical Shore Stations

Vessel Traffic Service (VTS)

6.62 Vessel Traffic services, is a service with the capability to interact with vessel traffic and respond to developing situations within a VTS area to improve safety and efficiency of navigation. The VTS in Gulf of Kutch (VTS-GOK), is one of the largest VTS network in the world, established & maintained by the DGLL, covers the entire Gulf of Kutch with coverage area of about 16,000 Sq. Km. The VTS-GoK comprises 09 nos. X-band radars are installed at Koteswari, Jakhau, Chhachhi, Mandvi, Navinal, Kandla, Balachadi, Chudeshwari and Okha and 02 nos. S-band radars are installed at Okha and Jakahu. There are 06 AIS stations, 11 VHF stations comprising 27 VHF sets and 06 meteorological sensors stations.

VTS-GoK facilitates services for 01 major Port and 12 other ports in the Gulf of Kutch.

Marine Navigation Training Institute, Kolkata

6.63 The Directorate General of Lighthouses and Lightships (DGLL) is the National Competent Authority on the matters pertaining to the Training and Certification on Marine Aids to Navigation and Vessel Traffic Services.

The MNTI at Kolkata is established at par with the global standards of Maritime Education for following training.

- Training to AtoN personnel of NIOR Countries/Littoral States.
- Training to AtoN and VTS personnel of major and other ports of India.
- As a part of skill development program to meet the need of Vessel Traffic Services (VTS) personnel and create overseas employment opportunities.

Major Projects in the year 2024.

Development of tourism facilities at 75 Lighthouses

6.64 Lighthouses, vital for safe navigation, also hold immense tourism potential. In the 75th "Mann Ki Baat," the Hon'ble Prime Minister announced the promotion of Lighthouse Tourism at 75 sites to commemorate 'Azadi ka Amrit Mahotsav.'

The Ministry of Ports, Shipping, and Waterways developed facilities like museums, theaters, parks, and cafes to enhance the tourism experience. On 28th February 2024, the Hon'ble Prime Minister inaugurated these developments, boosting lighthouse tourism.

In 2023-24, these sites saw 16 Lakh visitors, with numbers rising this year, showcasing the success of this initiative.

The initiative enhances awareness of lighthouse technology evolution, showcases maritime history and cultural heritage, optimizes land use for tourism, and improves the socio-economic conditions of local communities.



Children Play area



Amphitheater



Kalwan Reef Lighthouse

Establishment of new Lighthouse at Kalwan Reef

6.65 The Directorate of Lighthouses and Lightships (DGLL) has successfully completed the construction of the new Kalwan Lighthouse, located on a reef off Rozi Island in the Gulf of Kutch, Gujarat at a total cost of INR 717 lakhs. The new lighthouse serves as a vital Aid to navigation for ships and fishing boats plying around Bedi Port and Roji Anchorage. Kalwan Lighthouse, an iconic maritime landmark, has been inaugurated by Shri Sarbananda Sonowal, Hon'ble Minister of PS&W on 19th October 2024.

Important Achievements

International Training Conducted at MNTI:

Level-1 AtoN Manager Course

6.66 DGLL has organized international level training on "Aids to Navigation Manager Level-1 Course" at MNTI Kolkata from 4th November 2024 to 22nd November 2024 wherein participants from Egypt, Myanmar, Kuwait, Libya and Philippines attended the course.



Training on VTS Operator CO-103-1 at MNTI in Oct-24

Lighthouse tourism photo exhibition at AIFACS, New Delhi

6.67 The Directorate of Lighthouse and Lightships has successfully organized the Lighthouse Photo Exhibition from 3rd March 2024 to 7th March 2024. The Lighthouse Photo Exhibition has aimed at promoting Lighthouse Tourism. The initiative aims to showcase the rich culture, significance, and allure of these magnificent structures whereby they can propel the prospect of tourism and power the local economy. It is noteworthy that, in 2023-24 the footfall at lighthouses has increased to 16 lakhs which was only 4.34 lakhs in the year 2013-14.



The Indian Lighthouse Festival 2.0

6.68 The Indian Lighthouse Festival 2.0 also known as the Bharatiya Prakash Sthamb Utsav, took place in Puri, Odisha, celebrating India's rich maritime heritage.



Inauguration of the 2nd Lighthouse Festival by Hon'ble Chief Minister of Odisha & Hon'ble Union Minister of MoPS&W

- **Inaugurations:** Two new lighthouses announced in Odisha, and Kalwan Reef Lighthouse in Gujarat unveiled.
- **Community Empowerment:** National framework to engage coastal communities in preserving and promoting lighthouses; cultural events like sand art, yoga, and musical evenings featured.
- **Cleanliness Drive:** A Swachhta Abhiyan at Niladri Beach led to significant garbage removal.
- **Tourism Growth:** Lighthouse tourism grew 400%, with footfall rising from 4 Lakh in 2014 to 16 Lakh in 2023-24; 75 lighthouses upgraded with modern amenities for INR 60 Cr.



Hon'ble Union Minister, MoPS&W during beach cleaning and Yoga at Puri Beach

Conference on 'Port of the Future' held on 05th July, 2024 at Goa

6.69 A One day 'Conference on Port of the Future' event was jointly conducted on 5th July, 2024 at the International Centre, Goa by Directorate of Lighthouses and Lightships (DGLL) and Mormugao Port Authority (MPA) who are members of the Neel Arth Vision Implementation Cell (NAVIC) under the guidance of the Ministry of Ports, Shipping and Waterways.



Release of Information booklet on Port of Future at Conference event

Stakeholder's Meet at Vizhinjam Lighthouse

6.70 The Hon'ble Minister of PS&W, Shri Sarbananda Sonowal had visited the Vizhinjam Lighthouse on 11th July 2024. A Stakeholders meeting was organized in Vizhinjam Lighthouse, Kerala to boost Lighthouse Tourism.

The Stakeholders Meet showcased the tourism potential of lighthouses, emphasizing their cultural, historical, and scenic value. It highlighted economic benefits for local communities, fostered collaboration, and addressed challenges in promoting lighthouse tourism. Over 500,000 tourists visited lighthouses from April to June 2024, validating this vision.



Hon'ble Union Minister of MoPS&W at Vizhinjam



Stake holders meet at Vizhinjam Lighthouse

COCHIN SHIPYARD LIMITED



Inauguration of world's first stepped Dry-dock at Cochin Shipyard by Hon'ble Prime Minister on 17th January 2024

6.71 During the financial year ended on 31st March 2024, Cochin Shipyard Limited achieved a turnover of INR 3645.28 Cr. as compared to INR 2330.46 Cr. for the financial year 2022-23. The net profit for the financial year 2023-24 was INR 813.10 Cr. as compared to INR 334.49 Cr. for the previous financial year. Subsequently, the Company achieved a turnover of INR 1,806.82 Cr. for the half year ended 30th September 2024 as compared to INR 1,398.34 Cr. for the half year ended 30th September 2023. The net profit for the half year ended 30th September 2024 was INR 373.92 Cr. as compared to INR 300.41 Cr. for the half year ended 30th September, 2023.

Order Book Position

6.72 As of December, 2024, CSL has 43 vessels on order including 2 Nos. 1200 Pax cum 1000 tonnes cargo vessel for A&N Administration, 8 Nos. of Anti-Submarine Warfare Shallow Water Crafts (ASW SWC) for the Indian Navy. 6 Nos. of Next Generation Missile Vessel (NGMV) for the Indian Navy, 6nos. Hybrid Electric Catamaran Hull Vessel for the Kochi Water Metro Project, 6 Nos. of Hybrid Electric Catamaran Passenger Vessels for Inland



CSL delivered battery operated passenger ferry for the Kochi Water Metro Project to Kochi Metro Rail Limited

Waterways Authority of India (IWAI), 1 No. of Dredger for Dredging Corporation of India (DCI), 8 Nos. of 7K Multipurpose Vessel (HS Eco Freighters), 2 Nos. of Commissioning Service Operation Vessels, 2 Nos. of Zero Emission Feeder Container Vessel and 2 Nos. of Service Operation Vessel for various European clients.

6.73 CSL has made significant strides in green vessel construction. It signed a contract with Kochi Metro Rail Corporation to build 23 hybrid battery-powered passenger boats, of which 17 have been delivered as of December 2024. Additionally, CSL is constructing eight hybrid electric catamaran passenger vessels for IWAI, with two already delivered. The company is also building two commissioning service operation vessels, two zero-emission feeder container vessels, and two service operation vessels for various European clients. Notably, CSL built India's first hydrogen fuel cell catamaran passenger vessel (100 PAX), a pilot project flagged off by the Hon'ble Prime Minister of India on 28th February 2024.



CSL and DCI signed agreement for building of first-ever Trailing Suction Hopper Dredger in presence of Hon'ble Minister and Hon'ble Minister of State



Hon'ble Prime Minister Shri Narendra Modi flagged off India's first indigenously built Hydrogen Fuel Cell Ferry

6.74 Amongst public sector shipyards, CSL has the highest ship repairing capacity of 125,000 DWT. In the private sector, L&T Shipbuilding Ltd. has the maximum ship repairing capacity of 300,000 DWT. CSL has developed the International Ship Repair Facility (ISRF) within the premises of Cochin Port by installing a ship lift facility of 130m x 25m x 6000T capacity with 6 workstations and allied facilities at the cost of INR 970 Cr. CSL continued to operate the dry-dock and existing facilities in the leased area (first phase) at Cochin Port premises.

6.75 CSL has also completed the civil construction of a New Dry Dock measuring 310 x 75/60 x 13m at the northern end of the existing premises of the company. The new dock will augment the company's shipbuilding and ship repair capacity essentially required to tap the market potential of building specialized and technologically advanced vessels such as LNG Carriers, Aircraft Carriers of higher capacity, Jack up Rigs, Drill Ships, Large Dredgers and repairing of Offshore Platforms and Larger Vessels.



New Dry-dock of Cochin Shipyard Limited

6.75(a) The Dry Dock project was inaugurated by the Hon'ble Prime Minister Shri Narendra Modi on 17th January 2024 after completion of its civil works. Erection of the 600 Tonnes gantry crane has been completed. The maiden flooding of the dock for testing the caisson gate and dock was carried out in September 2024. It is expected to hand over the dock floor & grand assembly area for commencing the shipbuilding activities by January 2025.



Inauguration of International Ship Repair Facility at Cochin Shipyard Limited by Hon'ble Prime Minister

6.75(b) The ISRF project was inaugurated by the Hon'ble Prime Minister Shri Narendra Modi on 17th January 2024 after completion of its civil works. Operationalization of the ISRF ship lift system was carried out on 12th August 2024. HSC Parali was the first vessel docked for the commencement of commercial ship repair activities at ISRF.



HOOGHLY COCHIN SHIPYARD LIMITED (HCSL)

6.76 Hooghly Cochin Shipyard Limited (HCSL) was initially set up as a joint venture between CSL and Hooghly Dock & Port Engineers Limited (HDPEL) on 23rd October 2017. Pursuant to the approval of the Union Cabinet, CSL acquired the shares held by HDPEL and with effect from 1st November 2019 HCSL became a wholly owned subsidiary of CSL.

- 6.77 The construction of the yard with a new state-of-the-art ship building and repair facility at Nazirgunge was completed and the Facility was dedicated to the nation by Shri Sarbananda Sonowal, Hon'ble Minister of PS&W on 16th August, 2022. The Facility has been set up in an area of 15.76 acres on the banks of river Hooghly at a cost of INR 175.20 Cr. with an intention to position itself as a premier shipbuilding/ repair yard in the east coast of India for inland and coastal vessels. HCSL also has another unit at Salkia having 9.90 acres land, where developmental activities will be commenced in near future.
- 6.78 HCSL entered the Electric Hybrid Catamaran segment by signing an agreement with CSL on 23rd March 2024 for construction of 6 nos. of Electric Hybrid Catamaran Vessel for Inland Waterways Authority of India (IWAI). HCSL also had the privilege to sign another contract for 4 nos. of 40T ASD Bollard Pull Tug with Industrial Handling Pvt. Ltd. Further, the Company is building 1 MPV (2200T) for JAK Maritime & Logistics India Pvt. Ltd. and is also serving as consultants with IWAI for setting up a new ship repair facility at Pandu, Assam. The Yard is also working towards the completion of the order for design, construction, installation and commissioning of Box Caisson Gate from CSL to be positioned and commissioned at Netaji Subash Dock at SMP, Kolkata.



- 6.79 HCSL aspires to establish itself as one of the leading shipbuilding yards in the east coast for quality inland and coastal vessels construction. The Yard is very well poised to contribute to CSL group's long term strategy, CRUISE 2030, by capitalising the vast opportunity in the small vessels segment especially inland barges and vessels, passenger ferries, RO-RO/ RO-PAX, ship repairs etc. primarily in the North East region of the country. HCSL being a Yard with its access to the National Waterways 1 and 2, envisaged by the Government of India can be best utilized for building small vessels at the least possible cost. This will help the company to penetrate the high volume low margin small vessels segment both in domestic as well as international markets.



Hon'ble Minister and Hon'ble Minister of State inaugurated Hooghly Cochin Shipyard Limited (HCSL)

UDUPI COCHIN SHIPYARD LIMITED (UCSL)

6.80 Udupi Cochin Shipyard Limited (UCSL) is a wholly owned subsidiary of Cochin Shipyard Limited (CSL), a premier public sector shipyard in India. UCSL became part of the CSL group in September 2020 by way of an acquisition by CSL under the IBC process. UCSL has two facilities; one in Udupi, Karnataka and the other in Chengalpet, Tamil Nadu. The facilities at Udupi are spread across three units viz., Malpe Harbour Complex, Hangarkatta and Babuthotta. Consequent to the takeover of the Company by CSL, the name of the Company was changed from Tebma Shipyards Ltd. to Udupi Cochin Shipyard Ltd. (UCSL) on 22nd April 2022.

6.81 UCSL performed well during the financial year 2023-24 by completing delivery of various vessels to the satisfaction of customers and securing key orders along with completing significant milestones with respect to the vessels under construction. During 2023-24, the Company bagged an international order from Wilson ASA, Norway, for construction of 6 nos. of Future Proof 3800 TDW Dry Cargo Vessels with an option for additional eight vessels. UCSL also received orders for Tuna Longliner Cum Gillnetter Fishing Boats under the "Pradhan Mantri Matsya Sampadan Yojana (PMMSY)" for the beneficiaries from the state of Kerala in addition to the existing orders in hand for the same vessel. During 2023-24, the Company delivered six nos. of Tuna LongLiner Cum GillNetter Fishing Boats for the beneficiaries from the state of Kerala, one no. of Purse Seiner Deep Sea Fishing Boat to GKS Marine Exports, two nos. of 62 tonnes Bollard Pull Tug, built for Ocean Sparkle Limited. On 3rd March 2024, Hon'ble Union Minister of PS&W, Shri Sarbananda Sonowal inaugurated the first ever ASTDS Tug (Ocean Grace), built at UCSL.

6.82 Further, during 2024-25, the Company delivered two nos. of 70 tonnes Bollard Pull Tug contracted for Polestar Maritime Limited. During 2024-25, the Company also received follow up orders for twelve nos. of 70 tonnes Bollard Pull Tug (eleven from Ocean Sparkle Limited and one from Polestar Maritime Limited). Also, Wilson ASA, Norway invoked their option for building an additional eight 6300 TDW Dry Cargo Vessels, during 2024-25.



Launching ceremony of first vessel of six vessel series of Future Proof 3800 TDW Dry Cargo Vessels Being built for Wilson ASA, Norway was held at UCSL on 16th December, 2024

SHIPPING CORPORATION OF INDIA LIMITED (SCI)

6.83 During the last 63 years, SCI has been providing yeoman service to the country's economy by meeting its ocean transportation requirements. Starting as a Liner Shipping Company with 19 vessels with a capacity of mere 0.19 million Dead Weight Tonnage (DWT) in 1961, SCI as on 31st December 2024 owns 57 vessels of 5.245 million DWT, 2.89 million GT and constitutes about 25% (in terms of DWT) of Indian tonnage.

Crude Transportation

6.84 India has one of the world's fastest growing energy markets. Energy security is of paramount importance. Looking at the nation's immense energy needs for growth, SCI gradually shifted its focus from liner business to energy transportation starting with crude oil transportation in 1964. SCI ordered several crude and product tankers in the 1970s and thereafter to exclusively meet the needs of the Indian Oil Industry.

Commodity and Product Transportation

6.85 SCI took fullest advantage of the recession in the shipping industry in early 1980 and did massive fleet acquisition (tankers as well as dry bulk vessels) to meet nations growing EXIM trade. In 1991, SCI diversified into cryogenic operations. As of date, SCI has mix fleet of 13 crude carriers, 5 VLCC, 11 product carriers, 1 gas carrier, 15 dry bulk carriers, 2 liner vessels in various sizes and is employed on a mix of time charter & voyage charter and is trading India centric as well as cross trade market. SCI also have 10 offshore supply vessels.

SCI's Bulk and Tanker vessels ply globally. Tankers, consisting of all sizes viz. MR (Medium Range Tanker), LR-I (Long Range 1 Tanker), LR-II (Long Range 2 Tanker), Aframax, Suezmax and VLCCs, on an average, transport about 30 MMT p.a. of POL cargo. Also, occasionally tonnage is In-chartered to meet the contractual obligations of lifting cargo under Contract of Affreightment (COA). SCI's Product Tankers are mostly engaged in the coastal movement and cross trade of clean petroleum products. Bulk Carriers viz. Supramax, Panamax and Kamsarmax transport about 10 MMT pa of dry bulk cargoes like coal, iron ore, urea, grain, mineral ore etc. Energy and industries form a vital aspect of a nation's economic growth and SCI provides logistical support to PSU's refineries. Vessels are deployed in transportation of crude oil, clean petroleum products, coal, iron ore, fertilizers etc. around the Indian coast supporting indigenous businesses, as well by participating in international trade, working with prominent charterers in international shipping. Deployment of crude oil tankers for STS/lighterage operation and floating storage ensures flexibility in logistical operations.

Managed vessels

6.86 Apart from operating its owned vessels, SCI has over the years also gained expertise in manning, managing and operating specialized vessels for oil industry and various Government Departments/Organizations and has emerged as a major Ship Management Company in India and presently (as on 31st December 2024) manages a total of 36 vessels of various organizations. This comprises 27 vessels of the Andaman & Nicobar Administration (A&NA), 3 vessels of the Geological

Survey of India (GSI) under Ministry of Mines, 02 vessels of ONGC, 04 LNG vessels on behalf of the India LNG Transport Companies. SCI also provides Technical Consultancy services to various organizations for their tonnage augmentation projects.

India–Maldives Shipping Services (IMSS)

6.87 India-Maldives Cargo Shipping Service between India and Maldives was jointly launched through a virtual ceremony on 21st September 2020, adding a new chapter in connectivity initiatives taken by both countries in Indian Ocean Region (IOR), connecting Indian Ports of Cochin and Tuticorin with Kulhuduffushi and Male. Majority shipments are of bulk/break-bulk nature, whereas, thrust is to fill-up vessels with containerized cargo for better profitability. After redelivery of M.V. MCP Linz in September 2022, service continued through interim arrangement. On 5th May 2023, direct shipping service recommenced between India and Maldives, through induction of M.V. MSS Galena, from VO Chidambarnar Port. On completion of charter period & redelivery of M.V. MSS Galena and for maintaining continuity of IMS Service, SCI has taken M.V. MSM Douro, w.e.f. June 2024, a 220 TEU (nominal capacity) vessel, in the IMS Service.



"M.V. MSS GALENA" the vessel flagged off by Hon'ble MoS Sh. Shantanu Thakur

India-Sri Lanka Passenger Ferry Service

6.88 The international ferry service between Nagapattinam and Kankesanthurai by the vessel Sivagangai (150 Pax.) commenced service on 16th August 2024.

SCI provided comprehensive support to the vessel owner (IndSri Ferry Services), assisting with certifications, planning, and regulatory compliance for international ferry service. The ferry initially operated three times a week. In October 2024, IndSri Ferry Services increased the frequency to four times a week (Tuesday, Thursday, Saturday, and Sunday), accommodating more passengers. As of now, the ferry has completed 37 round trips, carrying a total of 5,811 passengers. Due to seasonal weather, service has been temporarily suspended since November 19, 2024, and is expected to resume in mid-February 2025, subject to weather conditions.

EOI for International Passenger Ferry Service (Rameswaram, India - TalaiMannar, Sri Lanka)

6.89 Pursuant to the directives of MoPS&W, the Shipping Corporation of India (SCI) issued an Expression of Interest (EOI) on 20th February 2024, to identify a vessel to commence a passenger ferry service connecting Rameswaram, India, with Talaimannar, Sri Lanka, with the possibility of the selected operator extending the service to other ports within Sri Lanka. Five parties expressed interest, of which two were shortlisted.

Further, it is understood that presently the infrastructure facilities on both sides viz; Rameswaram as well as TalaiMannar, need substantial up-gradation for the ferry operation.

SCI had requested TNMB to provide details on status of floating jetty and vessel size that can be accommodated on the floating jetty. In response, the TNMB informed SCI that the tendering process for the floating jetty has been finalized and the contract has been awarded. The jetty is expected to be operational by July 2025 and is primarily intended for domestic short-sea passenger ferry services. The TNMB further advised against utilizing this floating jetty for international passenger services due to potential safety concerns.

In parallel, IIT Madras (NTCPWC), is currently undertaking the preparation of a detailed project report for the development of a dedicated port facility specifically designed for international ferry services.

To monitor progress, SCI initiated a series of email communications with the TNMB on 29th August 2024, 26th September 2024, 24th October 2024, and 25th November 2024 seeking updates on the project. In a letter dated 28th November 2024, the TNMB communicated that a proposal for the construction of a wooden jetty near the Rameswaram Port office is currently under consideration as a potential interim solution to expedite the commencement of international ferry services.

SCI is committed to provide the necessary support to facilitate the commencement of ferry services once adequate infrastructure is in place at Rameswaram.

SCI has incorporated Sustainable Development Goals (SDGs) into its CSR programme by undertaking/supporting numerous initiatives towards achieving the target of zero hunger, good health and well-being, quality education, gender equality with focus on skill development and life on planet.

Shipping Corporation of India Land and Assets Limited (SCILAL)

6.90 SCILAL, a 'Category C' CPSE is a Government Company, within the meaning of section 2(45) of the Companies Act, 2013, incorporated under the Companies Act, 2013 on 10th November, 2021, having its registered office at 'Shipping House', 245, Madame Cama Road, Mumbai-40002. It has been incorporated pursuant to the Scheme of Arrangement of Demerger approved by Ministry of Corporate Affairs (MCA) vide its order dated 22nd February, 2023 with the object of holding and disposing the Non-Core Assets of SCI distinct from the disinvestment transaction. Initially formed as wholly owned Subsidiary Company of SCI, SCILAL started to function as an Independent CPSE with effect from 14th March 2023. SCILAL is listed on National Stock Exchange and BSE Ltd on 19th March 2024.



Listing Ceremony of SCILAL at BSE International Convention Hall, Mumbai

Along with wide spread real estate situated at prominent locations, SCILAL also has a world-class maritime training institute serving Indian and International seafarers. Maritime Training Institute is gearing up now to upgrade its facilities.

In line with vision of the Govt. of India vision to become an advanced seafaring nation, Maritime Training Institute, Powai has conducted 232 nos. of courses for imparting training under following categories in 2024:

- 80 nos. DNS (TNOCs), pre-sea training leading to Navigating Officers;
- 39 nos. GMEs (TMEs) pre-sea training leading to Marine Engineer Officers;
- 80 nos. ETOs, pre-sea training leading to Electrical/Electro-Technical Officers;
- 39 nos. GP Rating cadets, pre-sea training leading to Navigating Officers (NCV); and
- 2675 nos. seafarers on various STCW/ Modular and Industry need based courses.
- Also, MTI actively encourages induction of female cadets in its courses by offering concessional fees and age relaxation, through which 82 female cadets have been trained.



Maritime Training Institute, Powai Ariel View

Since inception in 1988, MTI, Powai has trained almost 1,89,207 candidates.

Salient statistics of properties of SCILAL*

| Particulars | Area in square foot. |
|--|-----------------------|
| 159 flats in Mumbai | 140748.08 |
| 15 flats in Kolkata* | 21022.00 |
| Shipping House, Mumbai (Building) | 141783.00 |
| Shipping House, Kolkata (Land)* | 11885.00 |
| Shipping House, Kolkata (Building)* | 86510.00 |
| Particulars | Area in square meter. |
| MTI, Powai (Land) | 178871.10 |
| MTI, Powai (All Buildings excluding flats) | 16243.46 |

*Out of the above properties, the properties situated at Kolkata have been legally transferred from SCI to SCILAL on 22nd March 2024. The process of legal transfer for other properties is underway. In addition to above, as on date, SCILAL has more than INR1000 Cr.

Recent Awards & Accolades won by SCI

- SCI was acknowledged for its CSR contribution towards preserving & promoting Bharat cultural heritage for future generations by the Ministry of Culture on 17th January 2025.
- SCI was awarded Best Activity Report (third prize) at Forum of WIPS- Women in Public Sector, Western Region on 30th November 2024.
- SCI has been awarded the prestigious Shipping Company of the Year (Indian) at the 11th Samudra Manthan Awards 2024 on 21st November 2024.
- 'Ship Operator of the Year' Award at the 20th ShipTek International Maritime Awards 2024, Mumbai.
- SKOCH silver award for its work in empowering adolescent girls and advancing women's menstrual health on 22nd September 2024, Delhi
- 'Certificate for Outstanding Recognition' for Outstanding Indian Employers of Seafarers as 1st Rank on the occasion of 61st National Maritime Day Celebrations 2024, Mumbai.
- 'Environment and Sustainability' Award and 'CMD Leadership Award' at 'Governance Now' at 10 PSU Awards on 23rd March 2024, New Delhi.
- Best Enterprise Award in Navratna Category under Forum of Women in Public Sector in February 2024, Bangalore.
- 'CEO of the Year - PSU' Award at 22nd Business Leader of the Year Awards 2024 on 17th February 2024.

6.91 Indian Maritime University (IMU)

Common Entrance Test (CET) -24

- The University has increased the scope of the awareness campaign about the maritime sector and specifically the maritime education sector in India. This has resulted in increase of registration of students for CET 2024 by 79% YoY basis.
- IMU conducted the Common Entrance Test (CET) for admission to its UG (except BBA programmes) /PG Programmes on 8th June 2024 and achieved 100% admissions for all UG programmes. The total admissions for the AY 24-25, combined for UG and PG, is 89.87%.

Achievements:

9th Convocation

- The Ninth Convocation of IMU was held on 7th October 2024. Shri Harsh Vardhan Shringla (IFS Retd.) was the Chief Guest of the Convocation.
- A total of 1974 students registered for convocation out of which 259 received Degrees/Diploma in person. 10 students were awarded Gold and Silver medals each.



Medal Winners with Chief Guest Shri Harsh Vardhan Shringla (IFS Retd.)

New Programmes

- The following new programmes have been instituted from the Academic Year 2024-25.
 - MBA in Port & Shipping Logistics programme is jointly offered by IMU and Gati Shakthi Vishwa Vidyalaya.
 - MBA - Maritime Management (Online Mode for CoC Holders).
 - M.Tech. - Environmental Engineering Programme.

Placements

- 1096 students of IMU Campuses participated in the placement drive, out of which 823 students were placed, 75% of the placement is achieved.

Process Improvement

- Examination process has been streamlined (Introductory of Supplementary Examinations, Swifter Evaluation of answer scripts, zero delays in declarations of exam results, etc.)

Miscellaneous

- The University has introduced Supplementary Examinations in March/April and September/October to enable the students to write their arrear examinations separately which has brought down the duration of the end semester examinations which are held in May/June and December/January. Accordingly, the students have more time available for internships.
- The University has ensured inclusivity by incorporating enabling provisions for admissions for Transgender in Non-DG (Shipping) programmes.
- Students of B. Tech (ME) and B. Tech (NAOE) of the University can now pursue Minor Degree in select subject and students of all UG/PG programmes can pursue Simultaneous degrees in subjects of their choice through online mode.

TARIFF AUTHORITY FOR MAJOR PORTS (TAMP)

6.92 The Tariff Authority for Major Ports (TAMP) was constituted in April 1997 to provide for an independent Authority to regulate all tariffs, both vessel related and cargo related and rates for lease of properties in respect of Major Port Trusts and the private operators located therein. The Major Port Trusts (MPT) Act, 1963 was amended by Port Laws (Amendment) Act, 1997 to constitute the TAMP.

The Major Port Authorities Act, 2021 (MPAA Act, 2021) has been enacted by the Government and has come into force on 3rd November 2021 and has replaced the erstwhile MPT Act, 1963. The Act empowers the major ports to fix tariff for services rendered and port properties. In case of Public Private Partnership (PPP) projects, after commencement of the new Act, Concessionaires are allowed to determine market-based tariff.

The MPA Act, 2021 mandates constitution of an Adjudicatory Board for adjudication settlement of commercial disputes in the major ports. The TAMP shall in the interim perform the functions of the Adjudicatory Board and shall cease to exist immediately after the constitution of the Adjudicatory Board.

ANDAMAN LAKSHADWEEP HARBOUR WORKS

6.93 Andaman Lakshadweep Harbour Works (ALHW) a sub-ordinate office under the Ministry established during 1965 for the service of Andaman & Nicobar Islands and Lakshadweep Islands.

The ALHW is entrusted with the responsibilities of formulating and implementing the programs of Ministry for providing Port and Harbour facilities in Andaman & Nicobar and Lakshadweep Islands. From its inception, ALHW implementing the port development schemes from the funds provided by Ministry under Central Sector Plan schemes starting from the Third Five Year Plan onwards.

On 29th May 2024, Shri T.K. Ramachandran (IAS), Secretary of MoPS&W, visited the Andaman and Nicobar Islands. During his visit, he toured the ALHW (Andaman Lakshadweep Harbour Works) facilities. The Chief Engineer and Administrator(CE&A), ALHW, extended a warm welcome to the Secretary and provided an overview of the ongoing projects through a detailed PowerPoint presentation.

The Secretary, MoPS&W also visited the Dry Dock site and the Sea Port Terminal (SPT) at Swaraj Dweep. The CE&A, ALHW, explained the layout of the SPT to the Secretary. During the visit, the Secretary emphasized the importance of close coordination between the ALHW team and the contractors to ensure the timely completion of the projects.

Hon'ble Minister of State for PS&W, Shri Shantanu Thakur visited the A&N Islands called on Admiral D K Joshi, PVSM, AVSM, YSM, NM, VSM (Retd.), Hon'ble Lt. Governor, A&N Islands & Vice Chairman, Islands Development Agency on 30th December 2024 at Raj Niwas. Hon'ble Lt. Governor apprised the Hon'ble Minister about the status of various mega infra & strategic projects of A&N Administration being steered through Islands Development Agency, in the Shipping and Ports sectors namely International Container Transshipment Terminal at Great Nicobar Island, Deep Water Port at Atlanta Bay, Dry Cargo Transshipment Terminal at Port Meadows with particular emphasis on developing A&N Islands as Regional Ship Construction/ Repair hub in Indo-Pacific.



Meeting of Hon'ble Minister of State for PS&W with Hon'ble Lieutenant Governor, A & N Islands

Further, Hon'ble Minister of State for PS&W took review of Andaman Lakshadweep Harbour Works on 30th December, 2024. ALHW briefed the Hon'ble Minister about its contribution for developing the Port Infrastructure in the Island and outlined the progress of ongoing projects. The Minister emphasized to focus on creating facilities in long-term perspective through PPP mode, establishing a ship repair hub, floating jetties & supporting infrastructure for development of the Galathea Bay International Container Transshipment Port (ICTP) project.



Hon'ble State Minister of MoPS&W review ALHW during his visit

Important Projects completed during the Year 2024-25:

| Sl. No. | Name of Projects | Port |
|---------|---|-------------------------------------|
| 1. | Extension of Berthing Jetty at Campbell Bay in Great Nicobar- INR 16.85 Cr. | Great Nicobar Islands, Campbell Bay |



Extension of Berthing Jetty at Campbell Bay in Great Nicobar

PROJECTS IN PROGRESS:- The following projects sanctioned by MoPS&W have been taken up for implementation by ALHW.

1. Extension of New Dry Dock-II at Marine Dockyard in Port Blair, South Andaman. Sanctioned for INR123.95 Cr. to meet the increased demand to provide additional ship repair facility and to accommodate bigger size vessels has been completed around 92% and is expected to be completed by 31st March 2025 after mitigating the challenges.



Extension of New Dry Dock-II at Marine Dockyard in Port Blair

2. Design, Fabrication, Supply, erection and commission of various Mechanical Equipment at Marine Dockyard at Port Blair sanctioned for INR 26.09 Cr. is in progress for facilitating the ship repair facilities in Dry dock- II, which includes Providing 2 Nos. of 5 Ton Forklifts (Delivered on 9th October 2024), 01 No.55 Ton Mobile crane (work awarded on 26th November 2024) and 01 no. 20 Ton ELL Crane (price bid opened & under scrutiny).



Design, Fabrication, Supply, erection and commission of various Mechanical Equipment at Marine Dockyard at Port Blair

3. **Development of Sea Port Terminal at Swaraj Dweep in A&N Island** for facilitating the Passengers and tourists visiting the Island with modern amenities Sanctioned for INR24.98 Cr. is in progress with target to complete by end of March 2025. So far around 50 % of the work has been completed. The project will facilitate the visiting passengers & tourists to the Island like waiting arrangements with utilities, food court and shops etc.



Development of Sea Port Terminal at Swaraj Dweep in A&N Island

4. The work "Construction of Seawall/ Shore Protection work at Mus in Car Nicobar in Andaman & Nicobar Islands" has been sanctioned (revised) for an amount of INR 47.13 Cr. on 15th February 2024 by Ministry of Port Shipping & Waterways. The work of 450m Shore Protection with 150m approach will prevent the land erosion and accumulation in Harbour basin on completion. Design revalidation through NTCPWC is proposed due to changes in shore profile. Post design revalidation by NTCPWC, tendering process shall be taken up by Mid-February, 2025.

DREDGING CORPORATION OF INDIA LIMITED (DCI)

- 6.94 DCI is owned by four major ports namely Visakhapatnam, Jawaharlal Nehru, Paradip and Deendayal Port. DCI is specialized in the field of dredging and allied works in India. Besides Dredging Projects execution, DCI also provides solutions for project management consultancy for development of Ports, Inland waterways, Reservoirs, Dams and Flood Control Management. DCI has been rendering service to the National Maritime Sector for the past 48 years.
- 6.95 DCI, to cater to the requirements of maintenance dredging at Major Ports and to augment its dredging capacity and upgrade the technology, is in the process for procurement of TSHD of 12,000 m³ capacity being built at Cochin Shipyard Limited under the Atma Nirbhar Bharat Program. The agreement between Dredging Corporation of India and Cochin Shipyard Limited was signed on 17th March 2022 and tripartite agreement between DCI-CSL-IHC was signed on 13th April 2022. The Cost of the dredger is 104.59 million EURO's. As on 31st March 2024, six Instalments were paid to Cochin Shipyard Limited and the effectiveness of the contract commenced from 14th November 2022 with a delivery period of 34 months. The keel for DCI Dredge Godavari was laid on 13th September 2024 at Cochin Shipyard Limited.



DCI new Dredger "Godavari" keel laying ceremony on 13th September 2024 at CSL, Kochi



DCI new Dredger "Godavari" keel laying ceremony on 13th September 2024 at CSL, Kochi

- 6.96 DCI with its vast experience in dredging, highly skilled professionals and a fleet of more than 10 Dredgers strives to maintain navigational channels and other operational water fronts and contribute to the development of maritime/ port sector of the country. DCI works towards sustainable & eco-friendly future and offer solution in dredging for coastal protection and beneficial uses of dredged material and natural resources.

SAGARMALA DEVELOPMENT COMPANY LIMITED (SDCL)

6.97 The Union Cabinet, after approval of Cabinet Note on Sagarmala Programme, Concept and Implementation on 25th March 2015, gave approval for incorporation of Sagarmala Development Company (SDC) on 20th July 2016 with following decisions:

- Formation and incorporation, of the Sagarmala Development Company (SDC), under the Companies Act, 2013 and appointing Secretary, MoPS&W as the ex-officio Chairman and a Board of Directors comprising of the Managing Director, two Functional Directors, one Government Director and two Non-Official (Independent) Directors.
 - The present Board Structure of SDCL is as under:
 - One Non-executive Chairman: (Secretary, MoPS&W) (Ex-Officio)
 - One Managing Director
 - One Director (Finance)
 - One Director (Project): (Vacant)
 - Two Independent Directors: (Vacant)
 - Two Government Nominee Directors
 - The Authorized Share Capital is of INR 1,000 Cr. with the provision of increasing it in future if the need arises.
 - The present paid up share capital of the Company is INR 1000 Cr.
 - SDCL incorporated on 31st August 2016 will raise funds as debt/equity (as long term capital), as per the project requirement, by leveraging resources provided by the Government of India and from multi-lateral and bilateral funding agencies. As per the approved structure of Sagarmala Programme, SDCL shall assist the SPVs set up by Central line Ministries, State Governments/State Maritime Boards (SMBs)/ Ports etc. for project implementation. SDCL will provide funding window and/or implement residual projects that cannot be funded by any other means/mode.
- 6.98 SDCL endeavors to provide a framework and funding for ensuring integrated development of Indian maritime sector. These include Green field port/brown field port development, last mile connectivity to the ports and other relevant activities under Sagarmala Programme. With SDCL being the equity investor as well as project development agency, it can effectively contribute to better coordination with the different implementing agencies. SDCL can undertake project development and structuring activities including pre-development tasks like feasibility reports/ DPRs and also facilitate requisite approvals and clearances. To achieve the same, SDCL had submitted its application to Reserve Bank of India for registration as NBFC.
- 6.99 So far, SDCL has invested around INR 541.829 Cr. as an equity investment in the six Project SPVs, the details of the same is as under:

| S. No | Project SPV | Equity Investment by SDCL (in INR Cr.) | Year of Investment | Status of the Project |
|--|---|--|--------------------|----------------------------|
| 1 | Krishnapatnam Rail Company Ltd | 125 | 2018-19 | Operational |
| 2 | India Ports Global Limited | 10 | 2018-19 | Operational |
| 3 | Calcutta Haldia Port Road Company Limited | 50 | 2019-20 | Operational |
| 4 | Visakhapatnam Port Road Company Ltd* | 20 | 2019-20 | Operational |
| 5 | Haridaspur Paradip Railway Company Ltd | 284.50 | 2019-20 | Operational |
| | -do- | 52.28 | 2020-21 | Operational |
| 6 | Brahmaputra Sagarmala Mandir Darshanam SPV Pvt. Ltd | 0.049 | 2024-25 | Yet to start its operation |
| Total Equity Investment by SDCL | | 541.829 | | |

6.99a SDCL has started receiving the dividends from various SPVs. Further INR 4.30 Cr. have been received as dividend from Visakhapatnam Port Road Company Limited (VPRCL) for FY 2023-24

INDIAN PORT RAIL & ROPEWAY CORPORATION LIMITED (IPRCL)

6.100 In order to provide efficient rail evacuation systems to Major Ports and thereby enhance their handling capacity and efficiency, a Special Purpose Vehicle (SPV) namely Indian Port Rail Corporation Ltd. was formed on 10th July 2015 with the approval of Cabinet under Companies Act, 2013, in which the subscribed share capital of INR100 Cr. contributed by 11 Major Ports and Rail Vikas Nigam Limited (RVNL). The authorized share capital of the company is INR 500 Cr. The company has subsequently further diversified into Ropeways and the name has accordingly been changed to "Indian Port Rail & Ropeway Corporation Limited".

Objectives of IPRCL

- To provide efficient and competitive rail evacuation systems to Ports in India by way of creating last mile connectivity of the ports.
- Modernization of the rail infrastructure at ports; creating and managing the internal port railway system.
- Creation of new capacity and enhancement of capacity in embedded hinterland connectivity.
- To create railway infrastructure at Major Ports and other designated areas including land, building, locomotives and maintenance facilities for achieving the main objectives mentioned above.

- To carry on the business of development, operations & maintenance of Ropeways and other modern transit systems.
- To provide consultative and management services in all matters derived from domain expertise relating to all aspects of port infrastructure including railway, multimodal transport & port railway siding, locomotives, conveyor belts, land management etc.
- To enter either alone or jointly with any other companies or persons in India or outside India, into contracts (on turnkey basis or otherwise) for the design, erection, construction, maintenance, alteration, repair, and restoration works of all descriptions including railways, tramways, waterways, road bridges, warehouses, factories, museums, ships and buildings of every description in India or outside India.



Inauguration of Road Over Bridge (ROB) at LC-236 at DPA by Hon'ble Prime Minister of India

IPRCL Operations

6.101 In the FY 2023-24, IPRCL has been able to achieve the highest ever Gross Revenue of INR 797.04 Cr. The gross profit of the company stood at INR 61.76 Cr. with highest ever Profit Before Tax (PBT) of INR 57.27 Cr. resulting in incremental growth of 60.27% from previous year, thus achieving 19.75% Return on Net worth. Besides achieving satisfactory financial performance and physical progress for all ongoing works, IPRCL has completed the construction of LC-236 ROB at Kandla for DPA, Upgradation and Modification of track at KPL, Doubling of Southern Connectivity at KPL and rail connectivity to Wardha Dry Port for JNPA/NHML during the financial year.

Hon'ble Prime Minister of India has inaugurated the ROB at LC-236 of DPA and Baroud Railway siding of SECL through Video Conferencing. IPRCL have successfully completed the Engine rolling at Sindi-Wardha Dry port of JNPA-NHML and center yard & CONCOR yard of Chennai Port. During the financial year, Business Development efforts yielded substantive results by getting new work orders worth INR 855.06 Cr. thereby resulting in the Company's total Business in Hand of INR 2805.98 Cr as on 1st April 2024

NATIONAL MARITIME HERITAGE COMPLEX- A Project of National Importance

6.102 The NMHC project, is envisaged to be one of the largest maritime complexes in the world which is aimed to be developed as a world class and unique complex having a comprehensive integration of past, present, and future maritime activities, edutainment through interactive and experiential holistic learning, depiction of life size architecture of Lothal, etc. The project components of NMHC include NMHC museum with 14 galleries, Lothal Town and Open Aquatic Gallery, Lighthouse Museum, Bagicha Complex, Coastal State Pavilions and Recreation of Lothal city, Eco resorts and Museotel, Theme based parks, Maritime research institute and hostel, etc. The NMHC project will not only boost tourism but will also generate employment in large numbers and will also help in reviving the local businesses of the region. The Govt. of Gujarat is developing the requisite external infrastructure of the project Infrastructure for water supply line of 30 kms and water storage tank of 10 Lakh liters, new 4 lane road of 1.58 kms from Saragwala village till NMHC project site, power transmission lines laying of 17kms, and installation of GIS substation has been completed, 4 laning of road from SH1 till Saragwala village and road connectivity from Saragwala village to Ahmedabad Dholera SIR Expressway is under progress. Cabinet in its meeting held on 9th October 2024 has accorded approval for the revised cost for the NMHC project. Hon'ble Minister of PS&W along with Hon'ble Minister of Youth Affairs and Sports and Hon'ble CM of Gujarat reviewed the onsite progress on 28th December 2024.

The foundation stone of the project was laid by Hon'ble Prime Minister in March 2019. MoPS&W has appointed Indian Ports Association as the nodal agency, while Indian Port Rail Corporation Ltd. (IPRCL) as executing agency of the project. The master plan of the project has been prepared and the construction of phase 1A has been awarded to Tata Projects Ltd on 9th March 2022.



1st India Maritime Heritage Conclave – 2024

6.103 MoPS&W through IPRCL organized the country's first ever India Maritime Heritage Conclave-2024 (IMHC-2024) on 11th-12th December 2024. This gathering celebrated India's illustrious maritime legacy and its profound contributions to global trade, culture, and innovation. Presided over by Sh. Jagdeep Dhankhar, Hon'ble Vice President of India, the conclave brought together ministers, experts, and dignitaries from around the world, serving as a vibrant platform for dialogue and collaboration, reaffirming India's enduring maritime heritage and its pivotal role in shaping the global maritime narrative.



Hon'ble Minister of PS&W visited NMHC stall at Vibrant Gujarat Global Summit-2024

6.104 During FY 2023-24, Memorandum of Understanding was signed between IPRCL and Indian Ports Global Ltd. (IPGL) for undertaking development of Ports and its related infrastructure in India and abroad.

Under the MoU, projects shall be identified by both the parties; IPRCL will act as a technical consultant for project development concerning all infrastructure and logistics related works of ports whereas IPGL will provide expert advice in planning and laying down functional criteria including technology and subsequently undertake or advice in the work of operation and maintenance of ports

Similarly, IPRCL have signed MOU with National Mineral Development Corporation (NMDC) on 25th August 2023 for development of rail and road infrastructure for various NMDC plants. An MOU has been submitted to Rural Electrification Corporation (REC) for undertaking Ropeway & PRT, railway and other infrastructure projects jointly. IPRCL is empaneled with Dedicated Freight Corridor Corporation of India Ltd. (DFCCIL) for the survey, construction and maintenance of Private Sidings and Private Freight Terminals over DFCCIL network.

6.105 In Ropeway segment, pre-feasibility reports for 5 ropeway projects in Tripura and Kohima states in bundle 3 & bundle 4 from NHLML, Detailed Project Reports and Bid Process Management for Raisen Fort & Janapav Ropeway Project in the state of Madhya Pradesh, Detailed Project Reports and Bid Process Management for Chausatha Yogini Temple, Bhedaghat in the state of Madhya Pradesh were awarded to IPRCL in FY 2023-24.

In recent years, IPRCL has significantly diversified its operational portfolio, expanding into various sectors including mechanization, ropeways, Personal Rapid Transit (PRT), construction of buildings and museums, development of cargo cum passenger jetties/terminals, and electrification of the railway network. This strategic diversification positions IPRCL favorably to capitalize on the burgeoning infrastructure sector in India.

INDIAN PORT GLOBAL PRIVATE LIMITED (IPGPL)

- 6.106 In view of the strategic interest of gaining a reliable sea/land access route to Afghanistan and other Central Asian Countries, Ministry of External Affairs moved a Cabinet Note dated 5th September, 2014. As per para 12 of the said Note, it was proposed to establish a Joint Venture Company, comprising of Jawaharlal Nehru Port and Deendayal (erstwhile Kandla) Port to enter into contract with Iran's Port & Maritime Organization (P&MO) to participate in development of Phase 1 of Chabahar Port. Cabinet approved the Indian participation in Chabahar Port Development on 18th October 2014. Accordingly, India Ports Global Private Limited (IPGPL) was incorporated on 22nd January 2015. Authorized capital and Paid up capital of IPGL is INR 10 Cr. The two promoters, Jawaharlal Nehru Port and Deendayal Port, are holding equity in the ratio of 60:40 respectively.
- 6.107 A Memorandum of Understanding (MoU) for development of Chabahar Port by India was signed in Tehran between India and Iran on 6th May 2015 by the then Minister from the Indian side and Minister from the Iranian side and thereafter the contract was signed on 23rd May, 2016 at Tehran (Iran) during the visit of Hon'ble Prime Minister of India to Iran. The Contract was signed between Aria Banader Iranian Port & Marine Services Company (ABI) of Iran and India Ports Global Ltd. (IPGL) of India for equipping and operating two terminals at first development phase of Shahid Beheshti - Chabahar Port. The Ports & Maritime Organization of Islamic Republic of Iran (PMO) and the then Ministry of Shipping, Government of India were the confirming parties to the contract.
- 6.108 Since there were challenges in activation of the main contract, the foundation of a short period contract was laid during the visit of His Excellency President of Islamic Republic of Iran to New Delhi in February, 2018. Resultantly a formal Short Lease Contract between the two sides was signed on 6th May 2018. For implementation of the same, an SPV India Ports Global Chabahar Free Zone (IPGCFZ) with 98% shareholding by IPGL and 1% each by Jawaharlal Nehru Port and Deendayal Port was incorporated in Iran. In order to insulate JNPT and DPT from possible impact of United State sanctions after US withdrew from the Joint Comprehensive Plan of Action, 100% equity shares of Jawaharlal Nehru Port and Deendayal Port in IPGL purchased by Sagarmala Development Company Ltd. (SDCL) (a company under Administrative control of the Ministry). Currently 100% shares of IPGCFZ are held by IPGL.
- 6.109 Chabahar Port has handled over 60,000 TEUs of container cargo and 1.9 million metric tons of bulk/general cargo during 2023-2024, reflecting a 43% increase in vessel traffic and a 34% rise in container traffic. By October 2024, the port had managed 1,34,086 TEUs and 8.79 million metric tons of cargo, including trans-shipments from Australia, Bangladesh, Brazil, Germany, Russia, and the United Arab Emirates.
- 6.110 IPGL has also taken over the operations of the Sittwe port located on the Kaladan River, Myanmar. The operation started by IPGL since April 2024 making Sittwe Port as the second international port, after Iran's Shahid Beheshti Port in Chabahar, to be managed by IPGL.

SETHUSAMUDRAM CORPORATION LIMITED (SCL)

- 6.111 SCL is a Special Purpose Vehicle (SPV) set up under the Companies Act in the year 2004, with the approval of Cabinet, to implement the Sethusamudram Ship Channel Project (SSCP) and also to create a shipping channel along the territorial waters of India linking the Palk Bay and the Gulf of Mannar. Due to various litigations against the SSCP, the work has been stopped by an order of Hon'ble Supreme Court in August 2007 and since July 2009 all activity has been stopped at the project site.

National Technology Centre for Ports, Waterways & Coasts (NTCPWC)

6.112 The National Technology Centre for Ports, Waterways & Coasts (NTCPWC) has been envisioned as the centre for technological innovations and evolution of new ideas and breakthroughs for the port and maritime sector. It works as the technology arm of Ministry of Ports, Shipping and Waterways providing the needful technological support to ports, IWA and other institutions. This Centre gives effective solutions to an extensive range of problems being faced in the industry through scientific support and also providing valuable education, applied research and technology transfer in maritime transportation at the local, regional, national and International levels. This Centre was set up as an incubation centre at the Indian Institute of Technology Madras (IITM), Chennai during 2018 and expanded its activities both in research and development of a new campus at Thaiyur, Kelambakkam, Chennai. NTCPWC has undertaken more than 120 research and technical report projects so far.

Center of Excellence in Maritime and Shipbuilding (CEMS)

6.113 CEMS has been setup with 2 campuses with a total 24 laboratories in Mumbai & Vizag. It imparts employable engineering & technical skills in Ship Detailed Design, MRO, & advanced digital manufacturing concepts. So far, around 15000 candidates have been trained at CEMS Vizag and Mumbai.

Centre for Maritime Economy and Connectivity (CMEC)

6.114 A Memorandum of Agreement was signed between the Indian Ports Association (IPA) and Research & Information System for Developing Countries (RIS) on 19th January, 2023 in the Ministry for setting up a Centre for Maritime Economy and Connectivity (CMEC) in the presence of the Hon'ble Minister of PS&W. The agreement marked the launch of the CMEC at RIS – a think tank to give shape to India's maritime ambitions and various associated dimensions.

This initiative aims to capture actionable ideas that can be implemented within a specified timeframe. The primary objectives of CMEC are to develop a comprehensive and integrated framework for the systematic growth and diversification of India's maritime sector. It also aims to contribute to the establishment of regulatory frameworks that encourage investments in the sector, including the development of a common framework for cooperation and collaboration among nations in the Indian Ocean region. By fostering deep collaboration with all research and policy institutions in the sector, CMEC seeks to bolster the maritime economy and promote connectivity in the maritime domain.

A Research and Advisory Board (RAB) has been constituted under the Chairmanship of Secretary (PS&W) to review the functioning and tasks assigned to CMEC. Three meetings of the board have been conducted, and the last meeting of the RAB was held at RIS on 18th December, 2024.



3rd Research Advisory Board Meeting - CMEC(RIS)

Centre for Inland and Coastal Maritime Technology (CICMT)

- 6.115 CICMT at IIT Kharagpur is being set up at the cost of 69.20 crore to serve as the technology arm of the Ministry to provide technological support, research, testing and experimentation facility to Ministry, its subordinate offices, PSUs and Major Ports. It will facilitate the maritime sector in the field of ship design for coastal and inland waterways, shipbuilding technology and structural design, transport systems & logistics, cryogenic cargo handling, green/renewable energy harvesting from coastal and inland waters and use of new technologies. A state-of-art Deep and Shallow Water Seakeeping and Manoeuvring Basin (DSW-SMB) is being setup to facilitate ship model testing facility for shallow water. Wave flume and equipment for measurement of sloshing in LNG tanks will also be set up.

National Centre of Excellence in Green Ports and Shipping (NCoEGPS)

- 6.116 The National Centre of Excellence on Green Ports and Shipping (NCoEGPS) is a unique partnership between the Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, and The Energy and Resource Institute that was constituted in November 2023. The Centre is supported by major ports in India including (i) Cochin Shipyard Limited (ii) Deendayal Port Authority (iii) Paradip Port Authority (iv) V.O. Chidambaranar Port Authority. The Centre undertakes various research around policy and regulation supporting green ports, green shipping and blue economy, alternate technologies and DPRs that will foster carbon neutrality and circular economy (CE) in shipping sector in India.

The activities to be undertaken by the NCoEGPS will provide the decision makers at a national and sub-national level with methodology and framework to implement carbon neutrality measures, to meet (and exceed) obligations under the Paris Accord through electrification of process, renewable energy, biofuels and green infrastructure.

INLAND WATER TRANSPORT



Hon'ble Minister PS&W launching 'Jalvahak' Scheme by flagging off vessels DB Ajay & DB Dikhu with Tug Trisul in December 2024

Introduction

- 7.1 Inland Water Transport (IWT) mode is widely recognized for its fuel efficiency, environmental friendliness, and cost-effectiveness, especially for bulk goods, over-dimensional cargo, and hazardous goods. To make this mode commercially viable, it's essential to develop IWT infrastructure (fairway, terminals, and navigation aids) and create an enabling environment for private sector fleet augmentation.

Establishment and Role of IWAI

- 7.2 Inland Waterways Authority of India (IWAI) was established on 27th October 1986 under the Inland Waterways Authority of India Act, 1985, to regulate and develop inland waterways for shipping and navigation. The IWAI focuses on developing technically and economically viable NWs under the National Waterways Act, 2016, to supplement the congested road and rail networks. The development and regulation of waterways not declared as National Waterways remain under the purview of the respective State Governments.

Legislative Framework

- 7.3 The Parliament passed the Inland Vessels Bill, 2021, on 2nd August 2021, replacing the over-century-old Inland Vessels Act, 1917. The new Act, notified on 12th August 2021, introduced 'One Nation One Registration.' Eleven rules were notified to unify inland vessel registration, certification, and specifications nationwide. An Advisory Committee, constituted on 28th June 2023, finalized amendments to nine rules, and five rules were pre-published for public comments in November and December 2024.

Cargo Movement

- 7.4 Cargo movement on NWs reached 133.03 million metric tons (MMT) during 2024, showing a 5.45% increase from the previous fiscal year. For the period April to December 2024, total traffic reached 107.56 MMT, marking a 7% growth compared to 100.51 MMT in 2023 during the same period. Following is the decadal cargo growth :

| Year | Cargo moved (MMT) | Year | Cargo moved (MMT) |
|-----------------------|-------------------|---------|-------------------|
| 2014-15 | 6.59 | 2015-16 | 8.14 |
| 2016-17 | 55.47 | 2017-18 | 55.03 |
| 2018-19 | 72.31 | 2019-20 | 73.64 |
| 2020-21 | 83.61 | 2021-22 | 108.79 |
| 2022-23 | 126.15 | 2023-24 | 133.03 |
| 2024-25 (Till Dec 24) | 107.56 | | |

Key Inaugurations and Developments

- 7.5 Hybrid Electric Catamaran Vessels: MV Guh and MV Nishadraj, along with community jetties and quick pontoon opening mechanisms, were inaugurated by Hon'ble Prime Minister in 23rd February 2024.

The Maia Riverine Terminal on the Indo-Bangladesh Protocol route was operationalized with three trial runs between Maia (India) and Sultanganj (Bangladesh), inaugurated by the Hon'ble Minister of State for PS&W.

IWDC Meeting: The second Inland Waterways Development Council meeting on 9th-10th January 2025 at Kaziranga, Assam, announced investments exceeding INR 50,000 Cr. over the next five years. Contribution of top cargo movers on Inland Water Transport (IWT) during FY 2023-24 was also recognized during the event. The event was presided over by Shri Sarbananda Sonowal, Hon'ble Minister for PS&W in the presence of Dr. Himanta Biswa Sarma, Hon'ble Chief Minister of Assam, Shri Shantanu Thakur, Hon'ble Minister of State for PS&W and Ministers from several states along with IWT stakeholders.

Intermodal Terminals: Inauguration of IWT Intermodal Terminal at Kalughat and shilanyas of floating community jetties in Gandak River was laid in February 2024.



Inauguration of Maia Riverine Terminal on the (IBP) route 5 and 6 in February 2024



Inland Waterways Development Council meeting at Kaziranga on 9th - 10th January 2025

Hon'ble Minister of Ports, Shipping & Waterways inaugurated "Construction & Development of IWT terminal at Sonamura", "Jetty portion of Cargo terminal at Bogibeel" and "Renovation of existing shore facility at Badarpur & Karimganj."

Initiatives and Schemes

- 7.6 'Jalvahak' scheme was launched by Hon'ble Minister of PS&W in the presence of Hon'ble MoS, PS&W for incentivizing the movement of long-haul cargo via NW 1 (River Ganga) as well as for NW-2 (river Brahmaputra) and NW 16 (via IBP route, river Barak). The scheduled services between Kolkata-Patna and Kolkata-Varanasi on NW-1 and between Kolkata-Pandu on NW-2 via IBPR were also launched.



Inauguration of Bogibeel, Sonamura, Karimganj & Badarpur Terminals on 20th February 2024

Stakeholder Conferences

- 7.7 Stakeholder conference was organized in Kolkata and Kochi in March-April 2024 and in Delhi on 3rd May 2024 for promoting river cruise tourism. The conference brought together river cruise operators, representatives from the Ministry of Tourism and MoPS&W, as well as officials from State Governments and the Director General of Tourism.

In September 2024, a stakeholder conference was held at the IWAI Headquarters to understand the key issues and challenges faced by major cargo owners and operators in moving goods through IWT.



Stakeholders Conference on River Cruise Tourism, Delhi, May 2024

Technological Advancements

- 7.8 Two hybrid electric catamarans were commissioned in Ayodhya and Varanasi on 23rd January 2024, with shore charging facilities. Hon'ble Prime Minister in February 2024, inaugurated a hydrogen-fueled catamaran vessel, developed by CSL and funded by MoPS&W, at the at VoC Port, Tamil Nadu. The vessel further reached Varanasi in July 2024 and are under pilot movements currently .

Hon'ble Prime Minister Inaugurated Hybrid Electric Catamaran Vessels MV Guh at Ayodhya & MV Nishadraj at Varanasi and four of community Jetties, announced quick pontoon opening mechanism and laid foundation stone for thirteen community jetties at Varanasi in February 2024.



Hybrid Electric Catamaran Vessel MV Nishadraj commissioned on 23rd January 2024

Digital Transformation

7.9 A central database application was developed as an end-to-end single-window system as mandated by the IV Act 2021. A workshop was conducted by IWAI in December 2024 to demonstrate the portal to state government representatives, maritime boards, and stakeholders.

Over Dimensional Cargo Transport

7.10 In the year 2023-24, and from April to December 2024, a total of fourteen and eight Over Dimensional Cargo consignments were transported on various NWs (NW-1, NW-2, NW-5, NW-64, NW-31, NW-86, NW-97, and the IBP route). These heavy-duty cargo movements would have been significantly more challenging through other modes of transport.

National Waterways- 1, 2, 3, 4 and 5

7.11 NW-1 (Ganga-Bhagirathi-Hooghly River system, Allahabad to Haldia), NW-2 (River Brahmaputra, Dhubri to Sadiya), and NW-3 (West Coast Canal, Kottapuram to Kollam, including Udyogmandal and Champakara Canals) have been developed with fairways, navigational aids, jetties, and terminals equipped for cargo handling. These waterways are operational.

Fairway development and the fabrication of four floating jetties have been completed in the Vijayawada-Muktyala stretch of the Krishna River (part of NW-4) under Phase-I. Development of NW-5 has begun with a Monthly Longitudinal Thalweg Survey in the Pankapal-Dhamra Port-Mangalgadi-Paradip Port stretches and consultancy work for studies including EIA-EMP.

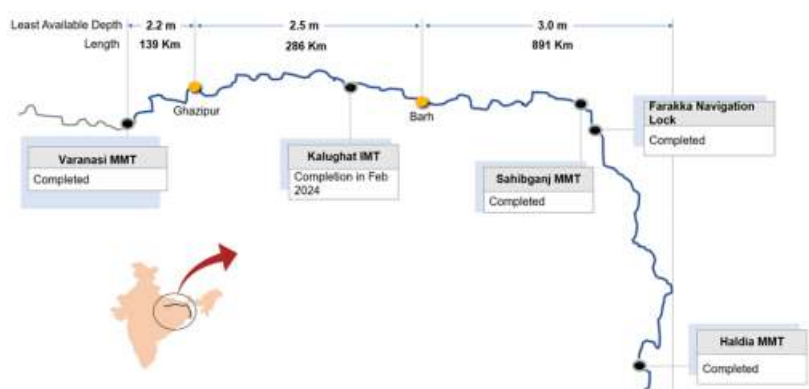
National Waterway- 1

7.12 The Ganga–Bhagirathi–Hooghly River system (1620 km from Allahabad to Haldia) was declared as NW-1 in 1986. Since then, the IWAI has undertaken various developmental works to improve navigability and maintain infrastructure, as laid out in the IWAI Act, 1985.

Significant enhancements have been implemented for NW-1, including the expedited construction of terminals, community jetties, and a navigational lock. River conservancy works such as maintenance dredging and bandalling were also carried out to ensure navigable depth. Efforts were made to enhance multimodal connectivity for cargo and passenger movement.

7.13 Jal Marg Vikas Project

- The IWAI is implementing the Jal Marg Vikas Project for capacity augmentation of NW-1 (Haldia to Varanasi, 1390 km) with technical and financial assistance from the World Bank. The project was approved by the CCEA on 3rd January 2018 at a cost of INR 5369.18 Cr. (US\$ 800 million), later revised to INR 5061.15 Cr. The project has been extended till December 2025.



Illustrative map of Multi Modal Terminals under JMVP

- Hon'ble Prime Minister has inaugurated some of the key milestone projects of JMVP namely MMT Varanasi (12th November 2018), MMT Sahibganj (12th September 2019), MMT Haldia (13th January 2023), and the new navigational lock at Farakka (17th October 2023). IMT Kalughat was inaugurated by the Hon'ble Minister of PS&W on 15th February 2024.
- In January 2023, Hon'ble Prime Minister launched the MV Ganga Vilas, the world's longest river cruise, highlighting the country's thriving river cruise tourism. This luxurious 3,200-kilometer journey from Varanasi to Dibrugarh traversed 27 river systems across five Indian states and Bangladesh. The remarkable expedition garnered global attention and secured a spot in the prestigious 'Limca Book of Records.'



Hon'ble Prime Minister flagged off MV Ganga Vilas, world's longest river cruise

Multimodal Terminal at Varanasi

7.13a The Phase-I Multimodal Terminal at Ramnagar, Varanasi, with a capacity of 1.26 MMTPA, was inaugurated by Hon'ble Prime Minister on 12th November 2018. It is connected to a two-lane road with NH-7 and NW-2, with planned rail connectivity from Jeonathpur railway station on the Eastern Dedicated Freight Corridor by 2027. M/s IPRCL is the Project Management Consultant for the rail connectivity. The terminal is being transferred to Syama Prasad Mookerjee Port, Kolkata, for operation and maintenance.



View of Multimodal Terminal at Varanasi

Multimodal Terminal at Sahibganj

7.13b The Multimodal Terminal at Sahibganj, with a capacity of 3.03 MTPA, was inaugurated by the Hon'ble Prime Minister on 12th September 2019. It is connected to NH-80, with proposed rail connectivity from Sakrigali Railway Station expected to be completed by 2027. M/s IPRCL is the Project Management Consultant for rail connectivity. The terminal is being transferred to Syama Prasad Mookerjee Port, Kolkata, for operation and maintenance.



Night view of Multimodal Terminal at Sahibganj, Jharkhand

Multimodal Terminal at Haldia

7.13c The Multimodal Terminal at Haldia, with a capacity of 3.08 MMTPA, was inaugurated by the Hon'ble Prime Minister on 13th January 2023. It is connected to NH-41, with proposed rail connectivity expected to be completed by 2027. M/s IPRCL is the Project Management Consultant for rail connectivity. A concessionaire has been engaged for O&M of MMT Haldia on the Equip, Operate and Transfer (EOT) Model.



View of Multimodal Terminal at Haldia

Navigational Lock at Farakka

7.13d The New Navigational Lock at Farakka was constructed on 14.86 hectares of land transferred by Farakka Barrage Project on 2nd March 2016. It was inaugurated by Hon'ble Prime Minister on 17th October 2023.



New Navigational Lock Gate, Farakka, West Bengal



Container Vessel RN Tagore crossing Farraka Lock gate

Inter-modal terminal (IMT) at Kalughat

7.13e The Intermodal Terminal at Kalughat, Saran district of Bihar, on 13.17 acres, was designed mainly to handle container cargo destined for Nepal. It is connected to NH-19 and was inaugurated by Hon'ble Minister of PS&W on 15th February 2024.



View of Intermodal terminal at Kalughat, Saran, Bihar

Fairway development / maintenance

7.13f To ensure complete fairway development (Haldia to Barh-3m, Barh to Ghazipur – 2.5m and Ghazipur to Varanasi – 2.2m), NW-1 is divided into 11 stretches. Contracts have been awarded for 9 stretches, with ongoing maintenance activities. Dredging for the Haldia Access Channel will be conducted under a contract between Syama Prasad Mookerjee Port, Kolkata (SMPK), and Dredging Corporation of India Limited (DCIL). The contract for the remaining stretch (Ghazipur-Varanasi) is expected to be awarded in January 2025. Additionally, navigational facilities such as channel marking, day/night aids, and the River Information System are being provided.

Jal Marg Vikas Project – II (Arth Ganga)

7.14 Hon'ble Prime Minister, during the National Ganga Council meeting on 14th December 2019, urged a shift from 'NamamiGange' to 'Arth Ganga,' focusing on sustainable economic activities around the river Ganga.

- JMVP aims to develop the river Ganges as a commercially sustainable and safe navigation route. Arth Ganga, developed under JMVP-II, focuses on sustainable development and boosting economic activities along the river. Efficient logistics and transport systems are crucial for sustaining and accelerating economic growth in the Ganga basin. JMVP-II is expected to enhance these activities, aligning with the Arth Ganga program.
- The project also benefits small dairy farmers and other local producers, making waterways a cost-effective and eco-friendly transport option. Products like marigold, vegetables, banana, paan, and fruits are abundantly transported to nearby cities. The project includes setting up small jetties along the river to boost community-level economic activities. IWAI, in coordination with state missions and schemes like Pradhan Mantri Kaushal Vikas Yojana, facilitates skill development training for communities along the Ganga.

| Intended benefits of JMVP-II (Arth Ganga) | |
|---|---|
| 1. | Economic benefits to the farmers, traders and public living around the Ganga belt |
| 2. | Growth of small-scale industries |
| 3. | Employment opportunities |
| 4. | Easy, cost-effective and environment-friendly transportation of cargo |
| 5. | Improved logistics through small jetties |
| 6. | Wider choice of logistics mode for cargo movement |

The estimated cost of JMVP (Arth Ganga) is INR 607.71 Cr.

The progress of various components of Arth Ganga program is summarized under the sub-sections below.

7.14a River conservancy works which cover multiple locations along NW-1(Kolkata – Farakka, Kahalgaon – Sultanganj, Barh – Digha, Digha – Majhaua, Majhaua – Ghazipur and Ghazipur - Varanasi). The Centre for Inland and Coastal Maritime Technology (CICMT) at IIT Kharagpur is developing a Quick Pontoon Opening Mechanism (QPOM) to reduce transit time, with initial fabrication at two pilot locations.

Development and modernization of Community Jetties

7.14b The project includes developing and modernizing around 60 community jetties along the Ganga in Uttar Pradesh, Bihar, Jharkhand, and West Bengal. This includes:

- Offshore Floating Jetties: Anchored to the riverbank with floating pontoons and gangways for safe passenger movement. Completed: 11 in Uttar Pradesh, 23 in Bihar and Jharkhand, 15 in West Bengal. Ongoing: 4 in Uttar Pradesh, 7 in West Bengal.
- Onshore Terminal Facilities: Terminals with waiting areas, ticketing rooms, security offices, administrative spaces, pantry and storage spaces, public toilets, and parking. Accessible by road, electricity, water supply, and wastewater disposal systems. Ongoing: 10 in Uttar Pradesh, 8 in Bihar, 8 in West Bengal.

These efforts aim to reduce logistics costs and improve facilities for commuters and local producers along the Ganga.

Channel Stabilization Works on NW-1

7.14c Eco-friendly channel stabilization works will be undertaken to maintain the navigable channel using bamboo submerged vanes, Balli screens, and vetiver grass to deepen the main channel and strengthen riverbanks. The works will be done in two phases:

- Phase I: Execution at seven locations (Mathara D/S Zamania, Chhatarpur, Raghunathpur, Ghazipur-Khalishpur, Arjunpur, Srirampur, and Haldi) was started in June 2022 and completed in August 2022 under IIT Roorkee's supervision.
- Phase II: Identification and design for 15 locations completed by IIT Roorkee, with work awarded for nine locations and tenders published for the remaining six locations.

Ro Pax Terminals

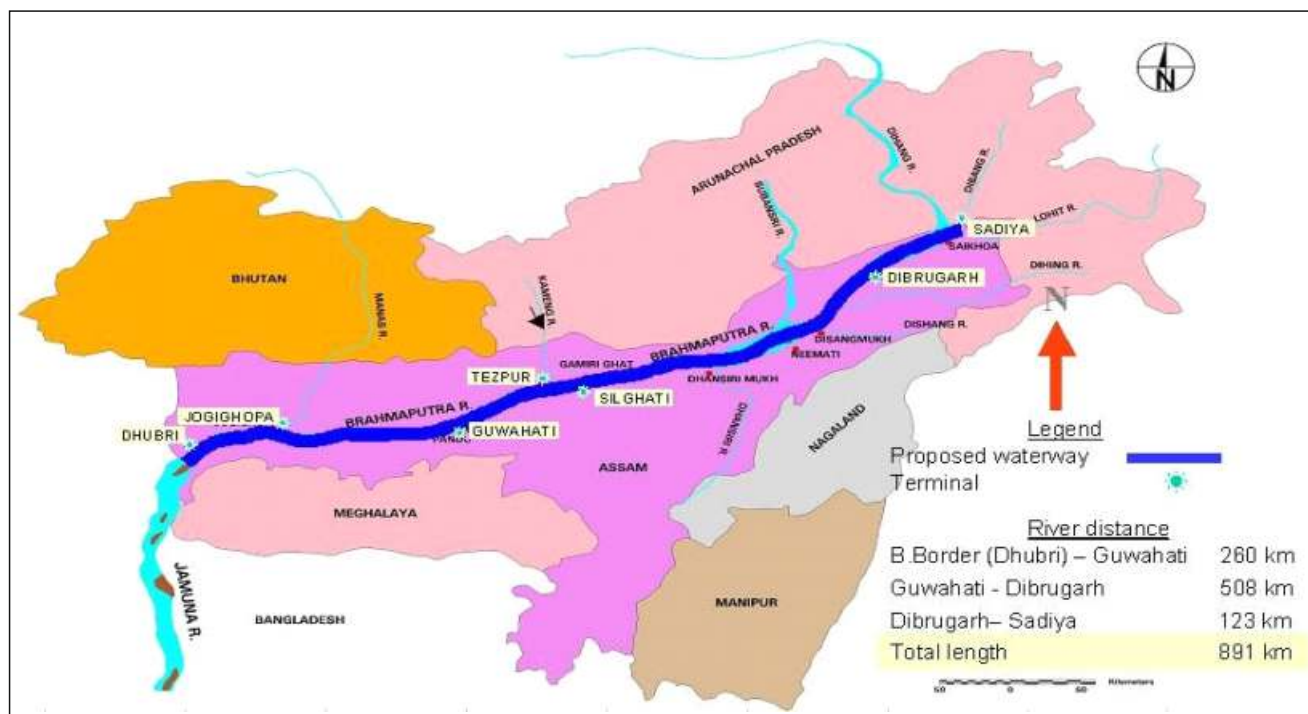
7.14d Under the Arth Ganga program, Ro-Pax terminals will be established on NW-1 to improve logistics, boost economic activities, and create employment opportunities within local communities.

7.14e The project includes operations and maintenance of seven RIS stations and comprehensive annual maintenance of 30 ship stations. Comprehensive Annual Maintenance Contract (CAMC) for the Farakka-Patna stretch of NW-1 is also in progress.

- 7.14f This component includes water level discharge and monitoring stations, procurement of FRP and inspection (VIP) boats, survey equipment, AIS equipment, and bank-to-bank surveys. Most of the works have been completed, with AIS equipment works in progress.
- 7.14g The DPR for modernization of the existing navigational lock at Farakka has been prepared, and EPC works have been awarded.
- 7.14h Ten Quick Pontoon Opening Mechanisms (QPOM) are planned at different locations. The pilot project at two locations (one in U.P. and one in Bihar) has been successfully completed, with tenders in progress for the remaining eight locations. These efforts aim to improve navigation and logistics on NW-1, promoting economic growth and sustainability along the river.

National Waterway–2

- 7.15 NW-2 comprises the Brahmaputra River from Dhubri to Sadiya (891 km) in Assam. DCI has been given the responsibility to maintain an assured depth of 2.5 m and a width of 32 m in the Dhubri-Pandu stretch (255 km) at a cost of INR 135.28 Cr for three years. It will provide a Least Available Depth (LAD) of 2.5 m in Pandu-Neamati stretch (374 km), 2.0 m in the Neamati-Dibrugarh stretch, and 1.5 m in the Dibrugarh-Sadiya stretch. Night navigation facilities are available between Dhubri Bangladesh border and Silghat (440 km).



Map of National Waterways – 2

The government has approved revised cost estimates for developing IWT infrastructure in the Northeast Region:

- NW-2 (Brahmaputra): INR 474 Cr.
- NW-16 (Barak) & Indo-Bangladesh Protocol Routes: INR 148 Cr.
- Ship Repair Facility: INR 298.54 Cr.
- Elevated Connecting Road for Multi-Modal Terminal (MMT) Pandu: INR 180 Cr.

Ro-Pax Services and Vessel Deployment in NW-2 and NW-16

7.16 Hon'ble Prime Minister has inaugurated Ro-Pax services across various routes on the Brahmaputra (NW-2) with four vessels (INR 10.40 Cr. each) deployed.

- Dhubri-Hatsingimari: MV Bob Khathing
- South Guwahati-North Guwahati: MV JFR Jacob
- Neamati-Kamalabari: MV Rani Gaidinliu & MV Sachin Dev Barman



M.V. Rani Gaidinliu plying on National Waterway

IWAI has deployed four Departmental Dredgers and five Survey Launches in NW-2 and one survey vessel in NW-16 (Barak).

- IWT terminals at Pandu and Dhubri are outsourced to private operators for operation and management for five years, saving maintenance costs and enhancing cargo transportation.

7.17 Ongoing Projects in the Northeast Region

- Alternative Road to Pandu Port (NW-2): Awarded cost INR 153.05 Cr., 76% physical progress, 83.33% financial progress.
- Ship Repair Facility at Pandu (NW-2): Awarded cost INR 145.49 Cr., 65% physical progress, 61.3% financial progress.
- IWT Terminal at MMLP Jogighopa (NW-2): Awarded cost INR 63.9 Cr., 95.05% financial progress.
- Cargo Terminal at Bogibeel (NW-2): Awarded cost INR 56 Cr., 98.42% financial progress.
- Floating Jetties at Bogibeel and Pandu (NW-2): Awarded cost INR 8.26 Cr., Bogibeel jetty completed, Pandu jetty 85% progress.

Additional Projects

- Construction of office complexes at Bogibeel and Dhubri for Customs, Immigration, and Guest House.
- Extension of jetty at Bogibeel IWT tourist-cum-cargo terminal.
- IPRCL assigned DPR preparation for Tourist/Cargo terminals at Silghat, Bishwanath, Neamati, and Guijan.
- Developmental Works on NW-16 (River Barak)

7.18 Developmental works on NW-16 (river Barak)

The comprehensive development of NW-16 and the IBP route is underway at a cost of INR 148 Cr., to be completed by March 2025. The project includes fairway development, terminal upgrades at Badarpur and Karimganj, and constructing a permanent terminal at Sonamura. DCI is responsible for dredging in the Bhanga-Badarpur stretch (INR 39.53 Cr. over three years).

7.19 Kerala National Waterways:

The state of Kerala has 5 declared NWs. The West Coast Canal or NW-3 is a 205 km (127 mi) long inland navigational route located in Kerala, which runs from Kollam to Kottapuram. It was declared a National Waterway in 1993. It has been extended from Kottapuram to Kozhikode vide National Waterways Act 2016. Additionally, 4 more NWs were declared vide National Waterways Act, 2016.

| Sl. No. | Name of NW | River / Canal | Length (In Km) |
|---------|---------------------------|--|----------------|
| 1. | NW-3 | Kottapuram - Kollam stretch including Champakkara and Udyogmandal canals – 205 Km. | 375 |
| | NW-3 (<i>extension</i>) | Kottapuram to Kozhikode stretch – 170 Km. | |
| 2. | NW-8 | Alappuzha - Changanassery Canal | 28 |
| 3. | NW-9 | Alappuzha- Kottayam - Athirampuzha Canal | 38 |
| 4. | NW-13 | AVM canal | 11 |
| 5. | NW-59 | Vaikkom – Kottayam canal | 28 |

The following infrastructure has been created over NW-3 till date.

National Waterway No-3 is operational on Kottapuram-Kollam stretch. The details of cargo movement and associated infrastructure is as follows.

| FY | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 (till Nov 24) |
|-------------------------|---------|---------|---------|---------|---------|--------------------------|
| Cargo moved (In MMT) | 0.55 | 0.73 | 1.7 | 3.23 | 3.29 | 2.26 |

Details of terminals- The details of existing terminals are as follows. There are nine terminals where IWAI has set up jetties, further for four remaining terminals (two are functioning on land leased through CPT).

| S. No. | Terminal location | Area (in hectare) | Length & type of jetty | Storage facilities |
|--------|-------------------|-------------------|------------------------|--|
| 1 | Kottapuram | 0.5823 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage. |
| 2 | Aluva | 1.331 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 3 | Maradu | 2.0268 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 4 | Vaikom | 0.5184 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 5 | Thannermukkom | 0.917 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 6 | Alappuzha | 2.2277* | - | - |
| 7 | Thrikunnappuzha | 0.5057 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 8 | Kayamkulam | 1.6304 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 9 | Kollam (Quilon)** | 1.6208 | 30 m (RCC Jetty) | 200-square meter covered godown and 400-square meter open storage |
| 10 | CEPZ(Kakkanad) | 1.2234 | No construction | Land acquired and leased to Kochi Water Metro |
| 11 | Chavra | 0.8061 | No construction | Land acquired. No jetty constructed. |
| 12 | Bolgatty | 0.8000 | Ro-Ro/Lo-Lo service | Leased from CPT. Container terminal |
| 13 | Willingdon Island | 0.5000 | Ro-Ro/Lo-Lo service | Leased from CPT Container terminal |

Other Infrastructure available

- Total eight Cranes & Forklifts cargo handling equipment are available at terminals.
- One Cutter Suction Dredger (CSD), one multipurpose Amphibian Dredger and one survey launch.

Other facilities

- 24 hours navigational aids (312) provided for round the clock navigation in NW-3. In addition, permanent Beacon posts with lights (17) also provided in NW-3.
- NW-3 has an assured 2.00 m Least Available Depth (LAD) with 32 m / 38 m bottom channel width, except 1.50 km sections spread over 3 locations, where LAD of 2 m achieved for single lane channel.

On-going works

- Dredging works for Edapallikotta – Kollam stretch (including hard-strata) with a completion period as 24 months underway
- Construction of navigation lock at Thrikkunnappuzha entrusted to Irrigation Dept., Government of Kerala (INR 38 Cr.) in year 2017. The physical progress achieved is only 66% with scheduled completion by March 2025.
- Construction of single lane bridge at Kovilthottam entrusted to Harbour Engineer dept. (HED), Government of Kerala in year 2017 at cost of INR 7.84 Cr. (on cost sharing 50:50 between IWAI & KMML). The piling work is in progress & with scheduled completion by March 2025.
- Two Ro-Ro IWT permanent terminals built at Bolgatty & Willingdon Island for container traffic to ICTT Vallarpadam through Ro-Ro / Lo-Lo services. Two Ro-Ro Vessels deployed for Ro-Ro operations through M/s Kerala Shipping & Inland Navigation Corporation Ltd., Kochi. Ro-Ro service reduces the Kochi city congestions and reduces the road distance of 35 KM. (i.e., 3.50 km on IWT v/s 35 km on Road).
- Stakeholder meeting convened at Kochi on 24th April 2024.

National Waterway – 8 & 9:

- NW-8 and NW-9 are connected to NW-3 at Alappuzha and are partially operational for tourism and passenger movements.
- 24-hour navigational aids are installed—15 in NW-8 and 25 in NW-9—to ensure safe movement of tourism and passenger traffic round the clock.
- Monthly hydrographic surveys are conducted to maintain navigational safety and efficiency.

National Waterway – 13-AVM canal

- 26 bridges having horizontal clearance from 1.1m to 21.8m & Vertical Clearance ranging from 0.5m to 3.6m.
- No IWT operations. Local Ferry Service by small boats and operation of tourism boats.
- No major industries. Small scale Coconut Husk Processing industries adjacent to canal.

National Waterway – 59- Vaikom-Kottayam

- National Waterway-59 (NW-59) starts at Vechoor near Vembanad Lake and extends to Athirampuzha in Kottayam taluka.
- Vembanad Lake serves as the passage for NW-3 (Kollam to Kottapuram). NW-59 connects Athirampuzha with NW-3 at Vechoor and further connects to Cherthala, Alappuzha District via Vembanad Lake.
- NW-59 is also linked to NW-9 at Maniyaparambu.
- The primary catchment area of NW-59 includes Kottayam, Alappuzha, and South Ernakulum districts, all within a 25 km range of the waterway.

- North Ernakulum and Pathanamthitta districts fall within the secondary catchment area as they are more than 25 km away from NW-59.
- NW-59 is proposed to be utilized for tourism purposes, given the proximity to numerous resorts in Kumarakom.

Andhra Pradesh National Waterways:

7.20 There are 3 NWs in the state of Andhra Pradesh:

| Sl. No | NW | River | Length (Km) | States |
|--------|--------|--|-------------|--|
| 1. | NW-4 | Kakinada - Puducherry stretch of canals integrated with Bhadrachalam -Rajahmundry stretch of River Godavari and Wazirabad - Vijayawada stretch of River Krishna (1,078 km). Further extended River Krishna from Wazirabad to Galagali (628 KM) & River Godavari from Bhadrachalam to Nasik (1184 Km) . | 2,916 | Andhra Pradesh, Telangana, Chhattisgarh, Karnataka, Tamil Nadu, Puducherry and Maharashtra |
| 2. | NW-79 | Penna River | 29 | Andhra Pradesh |
| 3. | NW-104 | Tungabhadra River | 232 | Karnataka, Telangana & Andhra Pradesh |

- National Waterway 4 (NW-4) runs along the Coromandel Coast through Kakinada Canal, Eluru Canal, Commamuru Canal & Buckingham Canal and also through part of Krishna and Godavari rivers. It was initially declared a National Waterway on 24th November 2008 for a total length of 1078 Kms with the following limits.

Lengths of Individual Stretches (NW-4)- declared in 2008.

| Stretch | Length (in km) |
|--|----------------|
| Kakinada canal | 50 |
| Eluru canal | 139 |
| Krishna River (Prakasam Barrage- Wazirabad) | 157 |
| Godavari River section (Rajahmundry- Bhadrachalam) | 171 |
| Commanur canal | 113 |
| North Buckingham canal | 316 |
| South Buckingham canal | 110 |
| Marakkanam-Pondicherry section | 22 |
| Total | 1,078 |

Extension and Connectivity:

The National Waterway-4 (NW-4) was extended under the National Waterways Act, 2016. The declared reach of the River Krishna was extended from Wazirabad to Galagali, Karnataka, adding an additional 636.20 km. The River Godavari's limit was extended from Bhadrachalam to Nashik, Maharashtra, adding

an additional 1201.60 km. The total declared length of NW-4 is now 2916 km, compared to 1078 km declared in 2008.

NW-4 passes through Tamil Nadu, Andhra Pradesh, Karnataka, Telangana, Chhattisgarh, Maharashtra, and the UT of Puducherry. It connects to Adani Krishnapatnam Port, Kakinada Port (managed by Kakinada Seaports Limited), and the major port of Ennore.

Classification:

Class-III NW: For self-propelled vessels with a carrying capacity of up to 500 tonnes DWT or one tug and two barges combination of 1000 tonnes DWT.

Class-I NW: For self-propelled vessels with a carrying capacity of up to 100 tonnes DWT or one tug and two barges combination of 200 tonnes Dead Weight.

| S. No. | NW | River / Canal Stretch | State(s) | Classified as |
|--------|------|---|---|---------------|
| 1. | NW-4 | Kakinada Canal | Andhra Pradesh | Class-III |
| | | Godavari River (Bhadrachalam to Rajahmundry) | Andhra Pradesh | Class-III |
| | | Eluru Canal | Andhra Pradesh | Class-III |
| | | Krishna River (Wazirabad to Vijayawada) | Andhra Pradesh | Class-III |
| | | Commamuru Canal | Andhra Pradesh | Class-I |
| | | North Buckingham Canal (Peddaganjam to Central station Chennai) | Andhra Pradesh & Tamil Nadu) | Class-I |
| | | South Buckingham Canal (Central Station of Chennai to Marakkanam) | Tamil Nadu | Class-I |
| | | Marakkanam to Puducherry through Kaluvelly tank | TamilNadu & Puducherry | Class-I |
| | | River Godavari (Bhadrachalam – Nashik) | Andhra Pradesh, Chhattisgarh, Telangana & Maharashtra | Class-I |
| | | River Krishna (Wazirabad to Galagali) | Andhra Pradesh, Telangana & Karnataka | Class-I |

Declaration and Planning:

NW-4 was declared in 2008, and IWAI prepared the DPR for its development through WAPCOS in 2010, suggesting an investment of INR 2,523 Cr. (at 2009 rates). The DPR is currently being updated, and the tender has been floated.

Actions Taken Since Declaration:

- DPR Preparation: The 2009 DPR by WAPCOS recommended an investment of approximately INR 2500 Cr. in two phases.
- Dredging: Dredging was carried out in two stretches between Muktyala and Harish Chandra Puram (Muktyala-Chamaru & Chamaru-Harischandrapuram). Dredging in the Harish Chandra Puram-Chamaru section was completed, but the Muktyala-Chamaru stretch was foreclosed due to rock outcrops.
- Steel pontoons: Four steel pontoons were handed over to Andhra Pradesh Tourism Development Corporation for river cruise tourism on the River Krishna. Three pontoons were placed at Bhavani Sagar Island near Prakasam Barrage, and one at Ibrahimpatnam.
- Land Acquisition: Land was acquired at Muktyala and Harish Chandra Puram, with acquisition at Ibrahimpatnam pending with the State Government.
- Monthly Longitudinal Surveys: Surveys have been conducted in the Muktyala-Prakasam Barrage stretch (River Krishna) and Polavaram-Pochavaram stretch (River Godavari).
- Feasibility Study: The feasibility work for the Penne River (till Mylawaram Reservoir) has been awarded.
- Cargo Movement: Cargo movement for the last five years in NW-4 has shown significant activity, contributing to the waterway's utility for transportation and trade.
- These efforts and actions are part of the continuous development and improvement of NW-4, enhancing its role in India's inland water transport network.

| Cargo Movement | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 (till Dec. 24) |
|----------------|----------|----------|----------|----------|----------|-------------------------|
| (MMT) | 0.08 | 6.83 | 11.23 | 8.42 | 4.30 | 4.90 |

Works undergoing/proposed to be carried out

- a) Six (06) steel pontoons are being provided on river Godavari to Andhra Pradesh Tourism Development Corporation. The tender has been floated.
- b) Three (03) steel pontoons are being provided on River Krishna to Telangana Tourism Development Corporation. The tender has been floated.
- c) The tender for updating of DPR for NW-4 has been floated.
- d) The tender for boundary wall of Harischandrapuram is under process.

| Locations of proposed Pontoons | Krishna (All in Telangana) | Godavari (all in AP) |
|--------------------------------|----------------------------|----------------------|
| | Nagarjuna Sagar Dam | Gandipochamma Temple |
| | Nagarjuna Konda | Pochavaram |
| | U/s Srisailem Dam | Perantapalli Village |

Works proposed in project pipeline

- Installation of Navigational Aidson Ro-Ro routes and other areas to ensure safe navigation.
- Maintenance Dredging on Ro-Ro routes on an as-needed basis.
- Procurement of 2 Ro-Ro vessels for deployment in Phase-I; 1 Cutter Suction Dredger (CSD) of 500 cubic meters with Tug & Anchor Pontoon.

Construction Projects:

- Approach road, and ramp for Ro-Ro activities at Muktyala.
- Six pontoons for River Godavari (Maharashtra portion).
- Four pontoons for River Krishna (Karnataka portion).
- Four pontoons for River Krishna (Andhra Pradesh portion).
- One pontoon for River Godavari (Telangana portion).
- Approach road, and ramp for Ro-Ro activities at Harischandrapuram.

These proposed works aim to enhance the infrastructure and navigational capabilities of the National Waterways, promoting safer and more efficient transportation.

Issues and actions taken

- a) Chairman, IWAI interacted with Stakeholders at Vijayawada on 22nd May 2024.
- b) A few interventions on Buckingham Canal are being conceptualised.
- c) Pilot movement planned between Muktyala-Ibrahimpattam as around 1 MMT of cement is consumed in Vijayawada.
- d) Meeting held with AP Maritime Board on 5th December 2024. They have been requested to work out the OD pairs of coal movement through Singareni Coal fields (situated in River Godavari) and OD pairs for ITC paper mill at Bhadrachalam. Based on their inputs, the proposal will be conceptualised.

Challenges in development of NW-4

The key challenges for development of NW-4 are bridges with low Vertical/horizontal clearances, low discharge due to construction of Dams without navigational lock at short duration (e.g., Weirs – 3 Barrages – 21 Dams -5. Check Dams – 14 on river Godavari in a total distance of 1201.60 Kms and Dams: 7, Weirs 3, and Barrages: 3 on river Krishna in a total distance of 636.2 Kms).

Further for Buckingham Canal & Kakinada Canal (a constituent of NW-4), the canal has been encroached upon at a few places.

Penna River has been declared as NW-79 from Penna Barrage, Pothireddypalem to confluence with Bay of Bengal near Kudithipalem for a total distance of 29 Kms. It is entirely in the state of AP. The feasibility of its extension till Mylavaram barrage is under progress.

Tungabhadra River (NW-104) - passes through the State of Karnataka, AP and Telangana. A river cruise facility is proposed at Sunkesula Barrage on Telangana-AP border.

Maharashtra NWs

7.21 There are 15 National Waterways in Maharashtra declared vide National Waterways Act, 2016 with a total length of 3089 Kms.

| S. No. | NW | River | Length (Km) |
|--------|--------------|---|-------------|
| 1. | NW10 | Amba River | 45 |
| 2. | NW28 | Dabhol creek -Vashishti River | 45 |
| 3. | NW53 | Kalyan -Thane -Mumbai Waterway, Vasai Creek and Ulhas River | 145 |
| 4. | NW72 | Nag River | 60 |
| 5. | NW83 | Rajpuri creek | 31 |
| 6. | NW85 | Revdanda creek and Kundalika River | 31 |
| 7. | NW89 | Savitri River and Bankot creek | 46 |
| 8. | NW91 | Shastri River -Jaigad Fort creek | 52 |
| 9. | NW100 | Tapi River(Gujarat& Maharashtra) | 436 |
| 10. | NW70 | Manjara River | 242 |
| 11. | NW78 | Painganga River -Wardha River | 265 |
| 12. | NW109 | Wainganga River -Pranahita River | 164 |
| 13. | NW 73 | Narmada (Gujarat& Maharashtra) | 226 |
| 14. | NW 4 (part) | Godavari (Maharashtra, Chhattisgarh & Telangana) | 1202 |
| 15. | NW 11 | Arunavati – Aran River system | 99 |

Total six (06) National Waterways are operational in Maharashtra for a total length 530 Kms.

The operational National waterways are River Amba (NW-10), NW-53 (Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas River), NW-85 (Rajpuri Creek), NW-85 (Revdanda creek and Kundalika River), NW-91 (Shastri River-Jaigad Fort creek), and NW-73 (River Narmada).

The total Cargo movement in the operational Maharashtra NWs is as follows.

| S. No. | River | 2023-24 (In MMT) | 2024-25 (till Oct) (in MMT) |
|--------|--|------------------|-----------------------------|
| 1. | Amba River (NW-10) | 30.17 | 16.98 |
| 2. | Kalyan-Thane-Mumbai Waterway,Vasai Creek and Ulhas River (NW-53) | - | 1.58 |
| 3. | Rajpuri creek (NW-83) | 0.45 | 0.18 |
| 4. | Revdanda creek and Kundalika River (NW-85) | 0.99 | 0.33 |
| 5. | Shastri River-Jaigad Fort creek (NW-91) | 37.05 | 19.39 |
| | Total | 68.66 | 38.46 |

Iron ore, coal, limestone and dolomite are the major commodities transported across Maharashtra Nws.

IWAI has prepared the detailed project report/ feasibility study report of all the national waterways in Maharashtra. Further, for River Amba (NW-10) & Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas River (NW-53) waterway, EIA-EMP studies have been initiated for the proposed interventions being planned in these NWs for which IWAI has proposed allocation of funds to the tune of INR 22.14 Cr. as per the following breakup.



Chairman IWAI visited River Amba in November 2024

| S. No. | DESCRIPTION | FY 24-25 (INR Cr.) | FY 25-26 (INR Cr.) | Total (INR Cr.) |
|--------|---|--------------------|--------------------|-----------------|
| (a) | Supporting Infrastructure (Dredging/ Channel Marking/ Bandalling/ Navigational Aids and RIS-V) | 1.34 | 14.76 | 16.10 |
| (b) | Terminal Development, Land acquisition/ leasing and first mile, last mile connectivity | 0.00 | 0.00 | 0.00 |
| (c) | Hydrography Survey | 0.34 | 0.22 | |
| (d) | Cargo Promotion | 0.00 | 0.20 | 0.20 |
| (e) | Miscellaneous Expenditure (Administrative expenses, training & capacity building, office establishment, periodic evaluation, Crisis Management Plan, contingencies PMU etc. | 1.70 | 4.14 | 5.84 |
| | Total Approved for Maha NWs: | 3.38 | 19.32 | 22.14 |

IWAI further intends to develop Dabhol Creek- Vashishti River (NW-28) and provide supporting infrastructure on NW-53 (Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas River) and NW-91 (Shastri River-Jaigad Fort creek).

The river Amba (NW-10), Rajpuri Creek (NW-83), River Revadanda Creek- Kundalika (NW-85) & River Shastri-Jaigad Creek (NW-91) are already operational. IWAI is in the process of operationalizing a few stretches of River Godavari (a constituent of NW-4), River Savitri (NW-89) in collaboration with Maharashtra Tourism.

- River Godavari- Three floating jetties at Kopargaon (Near Shirdi), Nathsagar Dam, Nanded.
- Rajpuri Creek (NW-83) - A floating jetty at Agardanda Fort.
- River Savitri-Bankot Creek (NW-89) - A floating jetty at Harihareshwar.

Issues, Challenges and Progress

Barge Capacity and Pipeline Issues:

- Currently, 2000 DWT and 8000 DWT barges are used for transporting commodities through NW-10.

- The 8000 DWT barges operate at 55-65% capacity due to the river's depth of 3.5m below chart datum (CD) and the presence of GAIL & RIL gas pipelines across NW-10.
- Pipelines were initially reported at a depth of 2.8m below CD, preventing uniform dredging in Karanja Creek.
- A committee formed by MoPS&W determined the actual pipeline depth to be 4.5m below CD. Operators are now ready to dredge the channel at their own cost, and the committee's report has been submitted to MoPS&W.

Wharfage/Waterfront Royalty Charges:

- Stakeholders have raised concerns about Maharashtra Maritime Board (MMB) charging wharfage/waterfront royalty fees, despite many rivers being notified as NWs under the National Waterways Act, 2016.
- According to Section 17(1) of the IWAI Act, 1985, only IWAI can levy such fees with the Central Government's approval.
- IWAI requested MoPS&W to address this issue with the Government of Maharashtra (GoM). GoM has suggested that development works in Maharashtra NWs be taken up under an MoU with IWAI, and the charges can be negotiated.

These efforts aim to resolve existing challenges and enhance the operational efficiency of NW-10, ensuring better transportation and trade facilities

Works proposed/undertaken

- a) EIA-EMP studies for NW-10 & NW-53- Work under process
- b) Tender for EIA-EMP studies in NW-28 and dredging in NW-28 under process.

7.22 NWs in Odisha and Status of works

| Waterway | Stretch |
|---|---|
| NW-5 | Comprising of Talcher-Dhamra Stretch of Brahmani-Kharsua-Tantighai-Pandua Nala-Dudhei Nala-Kani Dhamra-river system, Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers |
| Baitarni River (NW-14) | Dattapur village to confluence with Dhamra river near Laxmiprasad Dia |
| Birupa Badi Genguti Brahmani River System (NW-22) | Birupa Barrage at Choudwar to Confluence of Birupa and Brahmani rivers near Upperkai Pada village including alternative route from Samaspur village to near Kharagpur village Bramani river from confluence of Birupa and Brhmani rivers near Upperkai Pada village to Bramani river at Katana |
| Budha Balanga River (NW-23) | Barrage (approx. 300m from Patalipura village) to confluence of Budha Balanga River with Bay of Bengal at Chandipur Fishing Port |
| Mahanadi River (NW-64) | Sambalpur Barrage to Paradip Port |
| Subarnarekha River(NW-96) | Chandil Dam to confluence with Bay of Bengal |

NW-5 - The East Coast Canal along with river Brahmani and Mahanadi delta was developed as National Waterway- 5 with a total length of 588 km. The various sub stretches of waterway are as follows

| S. No. | Stretch | Distance (in Kms) |
|--------|---|-------------------|
| 1. | Talcher - Dhamra Stretch of River Brahmani | 265 |
| 2. | Mangalgadi-Paradip Stretch of Mahanadi delta | 67 |
| 3. | Charbatia-Dhamra stretch of Matai River | 39 |
| 4. | Geonkhali-Charbatia Stretch of East Coast Canal | 217 |

NW – 5 interconnects the industrial and mineral hinterlands of Angul, Sukinda and Dhenkanal, and connects these to the Paradip and Dhamra ports as well. It passes through the major towns like Talcher, Paradip, Dhamra in the river section and Bhadrak, Balasore, Jaleswar and Haldia in the canal section. The areas near the river section of waterway are rich in minerals viz. coal, iron ore and industrial products such as Ferrochrome, steel alloys etc. The alignment of NW-5 is shown below.



Brief of Odisha Waterway

The waterway comprises the canal section and the river section. The canal section” is the combination of the old Hijli Tidal Canal and the Orissa Coast Canal, together called the East Coast Canal (ECC). The ECC runs from Geonkhali on the right bank of the river Hooghly (approx. 34 nautical miles or 68 km downstream from Kolkata Port) to the Charbatia lock, where the canal joins to the river Matai and thereafter through the river section to the Dhamra Port.

The salient features of canal and river sections are given below: -

- **Brahmani- Kharsua-Mahanadi Riversystem:** The Brahmani, Kharsua and Mahanadi River system mainly constitutes the river portion to be developed for proposed waterway and described in various sub-stretches as given below:
- **Talcher to Jokadia** River Brahmani from Talcher to Jokadia has a length of 131 kms and average slope of 35 cm/km with maximum discharge of 9701 m³ /s. The width varies from 137.5 to 2050 m. It is a tropical alluvial river with braiding and meandering characteristics and bed and bank erosion. The lean season depth varies from 0.20 m to 0.6m.
- **Jokadia to Singhpur** - The discharge flows d/s through the weir at Jokadia along the Kharsua River. Its width varies from 90 m to 880 m. From Jokadia to Singhpur for 60 kms the average slope is

16cm/km. This stretch is not influenced by the tidal effect and the present depth is dependent on the discharge from Jokadia weir. The lean season depth varies from 1.5 m to 6 m.

- **Singhpur to Mangalagadi** - The waterway from Singhpur to Mangalagadi for 44 km is a mixed zone influenced both by river discharge and the tides. The width varies from 100 m to 800 m, and depth varies from 1.6 m to 10 m.
- **Mangalgadi to Dhamra** - The waterway from Mangalgadi to Dhamra for 28 km follows the rivers Brahamani, Dhamra and influenced by tidal effect. The present depth varies from 2 m to 12 m and width from 350 m to 1500 m.
- **Mangalgadi to Paradip** - The stretch of 67 km from Mangalgadi to Paradip passes through Hansua Nadi, Babar Creek, Nuna Nadi, Gobri Nadi, Ramchandi Galia Nadi, Kharnasi Nadi and Mahanadi River and the entire stretch is tidal. The width of waterway varies from 16 m to 20 m in Babar Creek and 10 m to 25 m in Ramchandi Galia Nadi, whereas the average width is more than 45 m in other nadis and rivers.
- **Canal Section** - The East Coast Canal (ECC) connects the Rupnarayan river through a lock at Geonkhali in Distt. Midnapore, West Bengal, to river Matai through a lock at Charbatia in Bhadrak District, Orissa. The total distance from Geonkhali to Charbatia is 217 km of which 91 km is in the State of West Bengal and the rest in Orissa. The canal has a broadly N-S orientation and runs parallel to and roughly 5 km from the east coast.

Industrial Scenario

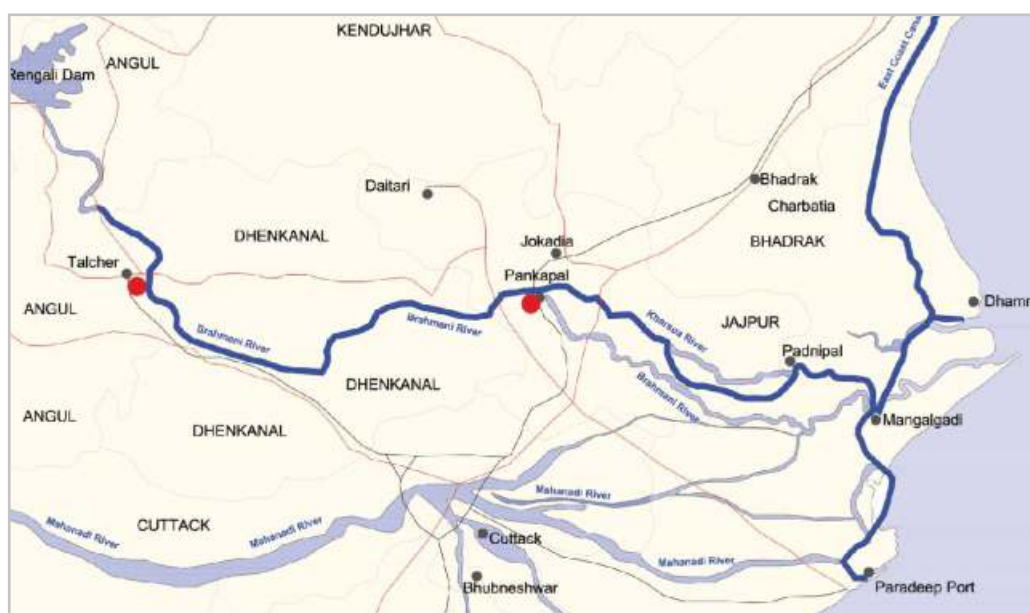
- Major industries in Odisha are concentrated in the clusters of Rourkela, Kalinganagar, Jharsuguda, Angul, Dhenkanal, Sundargarh, Kendujhar, Khorda, Paradip, Balasore and Koraput. Out of these industrial clusters, a traffic study has been conducted for the relevant clusters along the waterway i.e., Angul, Dhenkanal, Jajpur, Balasore and Haldia (only major industrial cluster of West Bengal in the hinterlands of NW-5). It is assumed that traffic from these clusters moving along the waterway is likely to shift onto the waterway. These clusters here are delineated according to district boundaries.
- The Angul cluster is characterized by variety of economic mineral reserves including coal, chromite, graphite, manganese, mica, granite, laterite, and quartz etc. The region is a concentration of many large and medium scale industries and Public Sector Undertakings (PSU"s). Angul has total 1,155 registered industrial units out of which 10 are registered medium and large-scale units and these include NALCO, NTPC, MCL, Jindal Steel and Power Ltd etc.
- Dhenkanal district has vast reserves of chromite, fire clay and quartzite which are commercially exploited. Currently there are 1,294 registered industrial units including 15 large and medium scale industries, besides 13 large upcoming projects. These include Navbharat Ferro Alloys, Bhushan steel limited, BRG Steel, Scaw Industries etc.
- Jajpur district is in the eastern part of Odisha and is rich in Iron Ore, Chromite and Quartzite reserves. There are 2 public sector mines and 8 private sector mines operating in the region. The concentration of these mines is in the Sukinda area. The large concentration of chromite and iron ore in Sukinda provides tremendous scope for development of mineral based industries in the area.

There are 2,069 registered industrial units including 14 registered medium and large-scale units. Kalinganagar in district has been identified as one of the major growth centers by Government of Odisha.

- The major industrial units in Jajpur include IDCOL, TISCO, Neelanchal Ispat, Visa Steel, Jindal Stainless, Maithan Ispat etc.

Connectivity

- Industries in district of Angul, Dhenkanal and Jajpur are well connected to coal and iron ore mines and to Paradip and Dhamra ports via rail and road. The existing network of road and rail connecting these relevant clusters with each other and with ports and mineral reserves is presented in the figure below.



- **Rail Connectivity:** Talcher is part of the East Coast Railway zone and is connected to various cities of Odisha such as Puri and Bhubaneswar through Bangrusin. Paradip Port is connected by a double, electrified line section with Cuttack which connects to the Howrah Chennai Trunk Line. The 155 km Daitari- Banspani rail line has been commissioned in March 2024. The 78 km Haridaspur-Paradip Rail Link to provide a dedicated corridor from the Port to the iron ore mines and steel plants has been commissioned in 2020. Dhamra port has two rail tracks and a four-lane road along with service lines viz. transmission line and pipelines.
- **Road Connectivity:** Talcher is connected to N.H. 55 via N.H. 23 at Banarpal and at a distance of 160 km from Bhubaneswar, the place is an important road junction of the State connected by regular bus services from Bhubaneswar, Cuttack, Dhenkanal, Talcher, Sambalpur, Sundargarh, Rourkela, Raipur, Durgapur and other important places of the State and sister States. Paradip port is connected to NH-5 through a 2-lane road up to Chandikol and 4-laning of the road is in process. The two-lane SH-12 from Paradip port to Cuttack provides network between the port and the mines. Dhamra port is connected to Bhadrak through NH 5.

- The existing connectivity scenario is as follows.



Traffic

- The proposed waterway passes through the major towns like Talcher, Paradip, Dhamra in the river section and Bhadrak, Balasore, Jaleswar and Haldia in the canal section. The river section of waterway is basically rich in minerals viz. coal, iron ore and industrial products such as Ferrochrome, steel alloys, tyres, granites and forest products. The canal section of waterway carries mainly agriculture production, handicrafts, textiles etc. Moreover, the waterway provides passage for movement of these cargo to consumer centers located along the coastline and to north/north-eastern through NW – 1 / NW – 2.

The likely commodities to use the proposed IWT mode are divided into the following groups:

- Minerals: Coal, Iron Ore
- Agricultural products: Paddy, Rice, Straw, Animal fodder, Jute, Coconut and manure, consumables, fish products.
- Finished goods/Manufactured products: Fertiliser, cement, sugar, salt, building materials (sand, bricks, metals, tiles, Asbestos sheets and fabricated steel items), textiles etc.

The projected Cargo volumes are:

| S.No. | Origin - Destination | Major Commodity | Traffic(MMTPA) |
|-----------------|----------------------|-----------------|----------------|
| Outbound | | | |
| 1 | Talcher to Paradip | Thermal Coal | 10 MMTPA |
| 2 | Talcher to Pankajal | Thermal Coal | 6 MMTPA |
| 3 | Talcher to Dhamra | Thermal Coal | 4 MMTPA |
| 4 | Pankajal to Dhamra | Steel | 4 MMTPA |

| S.No. | Origin - Destination | Major Commodity | Traffic(MMTPA) |
|----------------|----------------------|-----------------|-----------------|
| Inbound | | | |
| 1 | Paradip to Talcher | Coking Coal | 1.5 MMTPA |
| 2 | Paradip to Pankapal | Coking Coal | 1.5 MMTPA |
| 3 | Dhamra to Pankapal | Coking Coal | 1.5 MMTPA |
| 4 | Dhamra to Talcher | Coking Coal | 1.5 MMTPA |
| Total | | | 30 MMTPA |

Studies/works undertaken for NW-5

Since the declaration of NW-5 in 2008, the following studies has been undertaken:

- **Preparation of DPR for development of IWT along East Coast Canal (ECC) and Brahmani-Kharsua River System-** the DPR prepared in year 2009 suggested construction of 5 barrages with navigational locks, modification of bridges etc. The development cost (Phase-1 and Phase-2) was projected at INR 2228.04 Cr. as per 2009 rates.
- **Updating of DPR for development of IWT along ECC and Brahmani-Kharsua River System-** The updated DPR proposed the revised costing with the same recommendations and stressed on operationalising Phase-1 (Paradip / Dhamra and Pankapal- 212 Km) of the project initially. The projected cost of development was estimated at INR 1462 Cr. (2016 rates) for Phase-1.
- **Mathematical modelling studies for Brahmani Delta network** for Phase-1 was done in 2016 through IIT Guwahati as per the recommendations of earlier 2 DPRs. Based on the bathymetry and topographic analysis, the report suggested construction of 5 barrages with navigational locks and 2 check dams and identified the locations and height of barrages and check dams.
- **DPR for Construction of 04 weirs cum barrages, one Rubber dam with 04 Navigational locks and 02 Check dams by M/s Tractebel** – The report was prepared based on the recommendation of mathematical modelling report of IIT Guwahati. The report submitted in 2019 gave the detailed engineering design and drawing in consultation with State Government The report thereafter was sent for vetting to CWC in August 2020 and as there was no progress on vetting the work was taken back from CWC and allocated to NTCPWC in August 2023 which has been duly vetted by NTCPWC in March 2024.
- Detailed Engineering Report (DER) including Detailed Engineering Design and Drawing (DED & D) through M/s SM Consultants- The detailed engineering and design were prepared as recommended in earlier 2 DPRs and based on the field survey. 9 bridges were identified which doesn't conform to the navigational standards published by IWAI. Accordingly, the report provided the necessary design and drawings for existing nine bridges between Dhamra /Paradip to Pankapal i.e., Phase-1.
- Preparation of TEFR for Phase-II development of NW-5 was awarded to NTCPWC, IIT Madras and the draft DPR has been submitted by the agency. The report suggested construction of additional 6 weirs/barrages with navigational locks for maintaining required LAD of 3.0 m.

Works - The following works has been carried out till date.

- **Modification of HT/LT lines-** 2 HT/LT lines in Phase-1 were identified which doesn't conform to the navigational regulation prescribed by IWAI and accordingly, the work relating to modification of 2 HT/LT lines has been taken up through OPTCL. 98% of the work has been completed. There are some local issues which are being addressed.
- **Dredging in NW-5-** The work for dredging operations in the Tantighai- Kani river system of NW-5 consisting of stretch between Erada - Padanipal was entrusted to M/s Reach Dredging Ltd. However as on date arbitrated proceedings are underway.

OTHER DEVELOPMENTS

- **Earlier MoU dated 20th July 2014-** IWAI, with the State Government of Orissa and Port of Paradip and Dhamra signed an MoU for the development and maintenance of viable stretches of National Waterways-5 of about 332 Kms in two phases with the intent to connect the industrial belt in Kalinganagar, Vyas Nagar Industrial Hub and cost-effective evacuation of coal, iron ore and other industrial products from Talcher area to the Ports of Paradip and Dhamra.

After this MoU, a SPV namely Inland Waterways Consortium of Odisha Limited was formed in 2016 but IWAI didn't form a part of it.

- **Meeting of Committee of Secretaries (CoS)-** During the meeting of CoS held on 21st June 2023, directives were issued to IWAI for undertake preparatory works for operationalisation of NW-5 for evacuation of coal through Talcher coal mines.

Based on the directives of CoS the following activities have been completed by IWAI

- a) Vetting of Weirs/barrages for Phase-1 of NW-5 through NTCPCWC.
- b) Preparation of TEFR for Phase-2 of NW-5
- c) Financial Analysis report for NW-5 through KPMG-HSA
- d) Identification of an existing SPV duly revived after due diligence, the SPV comprising of Government of Odisha and Paradip Port has been onboarded by IWAI in May 2024.

➤ **Way Ahead**

- ❖ Updating of DPR for NW-5 under process
- ❖ MoU for Cargo / financial commitment from Stakeholder's
- ❖ Approval of CCEA

7.23 Gujarat NWs

The 2 category -A National Waterways in the state of Gujarat are viz NW-73 (Narmada River) & NW-100 (River Tapi).

A total cargo movement of 108.79 MMT through the national waterways was recorded during the F.Y 2021-22 out of which cargo movement through the state of Gujarat was around 29.36 MMT duly

accounting for 27% of the total cargo movement across the country.

- Two jetties for cruise tourism on river Narmada (NW-73) provided by IWAI – Completion by November 2024.
- Tapi River (NW-100) is operational - 2 terminals for cruise terminals are planned.
- Additional two jetties provided in Narmada, Madhya Pradesh (MP) Portion on behalf of MP Government as the MP portion of River Narmada has not been declared as a NW.
- Tripartite MoU signed between IWAI, MP and Gujarat for river cruise tourism on 19th April 2024.
- Cruise tourism jetties at Sindhrot Dam (NW-66) and Dholavira (NW-48) are being planned in consultation with Gujarat Tourism.

7.24 Karnataka NWs

Total 12 NWs passes through or are in the state of Karnataka.

| S. No. | NW | River | Length (Kms) |
|--------|--------------|------------------------|--------------|
| 1. | NW -4 (Extn) | Krishna River | 636.20 |
| 2. | NW21 | Bhima River | 139 |
| 3. | NW41 | Ghataprabha River | 112 |
| 4. | NW43 | Gurupura River | 10 |
| 5. | NW51 | Kabini River | 23 |
| 6. | NW52 | Kali River | 54 |
| 7. | NW67 | Malaprabha River | 94 |
| 8. | NW74 | Netravathi River | 78 |
| 9. | NW76 | Panchagangavalli River | 23 |
| 10. | NW90 | Sharavati River | 29 |
| 11. | NW104 | Tungabhadra River | 230 |
| 12. | NW105 | Udayavara River | 16 |

These NWs do not have any cargo movement.

A stakeholder meet duly chaired by Chairman, IWAI was convened at Bengaluru on 31st May 2024. The following suggestions were made by Government of Karnataka.

- A) River Kabini (NW-51) – the proposal for cruise tourism across this NW is being evaluated. Chairman, IWAI visited the site on 1st June 2024.
- B) River Sharavati (NW-90) - A proposal for overnight cruise has been suggested by Government of Karnataka and based on the inputs the same will be carried out.
- C) Tender has been floated for three floating concrete jetty i.e., one in Kabini (NW-51) & two in Sharavati (NW-90) with last date 18th January 2025.

7.25 Goa National Waterways

1. Out of the 106 new National Waterways (NWs) declared in April 2016, six inland waterways of the State of Goa have been declared as NWs. Before declaration of these waterways as NWs some of these waterways in the state of Goa were already amongst the most used waterways in the country for navigation and shipping both for cargo & passengers' traffic. The salient details of NWs are as follows.

| S. No. | NW | River | Limits | Length (in Kms) | Remarks |
|-----------------------|--------|-----------------|--|-----------------|--|
| 1 | NW-25 | Chapora River | Arabian Sea at Morjim to Bridge at SH 124(1Km from Maneri village) | 33 | Tidal in the initial reach of 28.70 Km |
| 2 | NW-27 | Cumberjua Canal | Confluence of Cumberjua and Zuari rivers near Cortalim ferry terminal to confluence of Cumberjua and Mandovi rivers near Sao Martias Vidhan Parishad | 17 | Entirely tidal |
| 3 | NW-68 | Mondovi | Confluence with Arabian Sea at Reis Magos to Bridge at Usgaon | 41 | Tidal till Ganjem |
| 4 | NW-71 | Mapusa - Moide | Confluence point of Mapusa and Mandovi rivers at Porvorim to Bridge on National Highway -17 at Mapusa | 26.64 | Entirely Tidal |
| 5 | NW-88 | Sal | Arabian Sea at Mobor to OrlimDeusa Bridge | 14 | Entirely Tidal |
| 6 | NW-111 | Zuari | Mormugao Port to Bridge at Sanvordem | 50 | Entirely tidal |
| Total (in Kms) | | | | 181.64 | |

2. A proposal was received from Captain of Ports (CoP) which was laid before the IWAI Board in its 164th meeting dated 02.06.2017 and the board approved the agenda item 164.17 for carrying out developmental activities worth INR 22.67 Cr. (INR 15.83 Cr. for jetties and INR 6.84 Cr. for upgradation/induction of new navigational aids).
3. Further, three jetties on River Mondovi (NW-68) have been provided at the following locations.

| Location | Remarks |
|--------------------------------|---|
| Captain of Ports jetty (NW-68) | Six pontoons (12m x 3 m) formed 1 jetty |
| Old Goa Jetty (NW-68) | Six pontoons (12m x 3 m) formed 1 jetty |
| Panjim Ferry Ramp (NW-68) | Twelve pontoons (12m x 3 m) formed 1 jetty. The jetty was augmented as one jetty comprising of Six pontoons was proposed for setup in River Chapora (NW-25) but due to local resistance the plan was dropped, the jetty was shifted to Panjim Ferry Ramp as existing Betim-Panjim Ferry has footfall of around 1200 pax per day. |

4. 10 community jetties (comprising of 2 pontoons each of size 12m x 3 m) are being provided at the following locations.

| S.No | River | Location |
|--------------|-------------------------|---|
| 1. | NW- 27(Cumberjua Canal) | Banastarim |
| 2. | NW- 27(Cumberjua Canal) | Cumberjua Ferry Point |
| 3. | NW- 68 (River Mondovi) | Usgaon Pale |
| 4. | NW- 68 (River Mondovi) | Divar Island |
| 5. | NW- 68 (River Mondovi) | Sinquerim |
| 6. | NW- 68 (River Mondovi) | Verem |
| 7. | NW- 68 (River Mondovi) | Charao Island |
| 8. | NW- 68 (River Mondovi) | Maritime School Jetty |
| 9. | NW- 111(River Zuari) | Cortalim Fishing Jetty |
| 10. | NW- 111(River Zuari) | Shiroda Ferry Ramp |
| Total | | 10 Jetties each having 2 Floating Pontoons |

5. Further, navigational aids as prescribed by Captain of Ports are being proposed for tendering under DIB provisions.
6. The issue of reconstruction of light house at Campal(in River Mondovi- NW-68) costing around INR 14.5 Cr. was raised during MSDC, which was later directed to DGLL.
7. VTMS tender is under preparation.
8. Mathematical modelling of Aguada Bay (on River Mondovi-NW-68) is under process through NTCPCW.
9. Dredging for NW-71, NW-27 and NW-68 under process of tendering.

Further, two NWs i.e., NW-25 and NW-88 have been proposed for operationalization.

7.26 National Inland Navigation Institute (NINI) at Patna

The National Inland Navigation Institute (NINI) was set up by Inland Waterways Authority of India (IWAI) at Patna, Bihar in February 2004 with a view to develop human resources for the Inland Water Transport Sector. The Institute is being managed by Inland Waterways Authority of India (IWAI) under the Ministry. The major achievements during Jan'24 to Mar'24 were as below: -

- (i) The following training activities were carried out:
- ❖ Induction Training GP Rating Course (39th Batch)
 - ❖ The GP Rating (Inland Vessel) trainees were imparted practical training on board training ship HSD Sone.
 - ❖ Conducting Vessel Operations and Safety Course for Government of Nagaland Personnel at MSDC Guwahati, Assam
 - ❖ 12 Week Water Wing course for CRPF Personnel.
- (ii) Basic Safety Course for Inland Vessels

- ❖ Personal Safety & Social Responsibility for Inland Vessel
 - ❖ Personal Survival Technique for Inland Vessel
 - ❖ Fire Prevention & Fire Fighting for Inland Vessel
 - ❖ Elementary First Aid for Inland Vessel
 - ❖ Security Training for Inland Vessel
- (iii) Preparatory Course for Inland Vessel Certificate of Competency.
- ❖ Serang
 - ❖ Master Class II
 - ❖ Master Class I
 - ❖ Second Class Engine Driver
 - ❖ First Class Engine Driver
 - ❖ IVMS Course

7.27 International Cooperation

7.27a Indo Bangladesh Protocol on Inland Water Transit and Trade (PIWTT)

The Protocol on Inland Water Transit and Trade (PIWTT) exists between India and Bangladesh, allowing both countries to use each other's waterways to move cargo in accordance with their respective laws and regulations. This Protocol is valid until June 2025. It permits inland vessels from both countries to ply on designated protocol routes and dock at notified Ports of Call for loading and unloading cargo.

There has been a significant improvement in the organized movement of cargo vessels on the Protocol route, facilitating both transit cargo to the North-East (NE) region of India and export cargo to Bangladesh. The Indian transit cargo primarily includes fly-ash, coal, food items, and ODC for power projects in the NE region, while other cargoes being moved consist of wheat, rice, sponge iron, maize, and stone chips.

During the fiscal year 2023-24, approximately 4.68 million tonnes of traffic were moved on the IBP route, with 3.37 million tonnes recorded from April to December 2024.



Cargo Vessel MV Beki and AAI moving on Indo-Bangladesh Protocol route

7.27b Development of fairway from Sirajganj to Daikhowa and Ashuganj to Zakiganjon Indo-Bangladesh Protocol route

India and Bangladesh have signed an MoU to develop the fairway from Sirajganj to Daikhowa (175 km) and Ashuganj to Zakiganj (295 km) on the Indo-Bangladesh Protocol route. The project involves dredging and maintaining a fairway with a depth of 2.5 meters and a width of 30 meters for

seven years. The cost of dredging will be shared in an 80:20 ratio between India and Bangladesh, with India bearing INR 244.67 Cr. of the estimated INR 305.84 Cr. project cost. Initial dredging has been completed, and maintenance dredging will continue until March/April 2026.

7.27c Transportation of transit cargo from Bhutan to Bangladesh

Transit transportation of Bhutanese bulk cargo, specifically stone aggregates, to Bangladesh via NW-2 and IBP routes began on 11th July 2019. The IWAI vessel "AAI," carrying stone aggregates, was digitally flagged off from Dhubri on NW-2 by the then Hon'ble Minister of State (Independent Charge) for Shipping. This route holds significant potential as a popular trade option between Bhutan and Bangladesh. During FY 2022-23 up to December, 908 vessels moved between Dhubri (India) and Chilmari (Bangladesh), transporting a total of 1.92 Lakh MT of cargo. In Fiscal Year 2023-24, 1109 vessels transported 2.3 Lakh MT of cargo on the same route.

7.27d Myanmar

The Kaladan Multimodal Transit Transport Project (KMTTP) was initiated by the Ministry of External Affairs (MEA) to provide an alternative connectivity route from Mizoram to Haldia/Kolkata ports through the Kaladan River in Myanmar. The project includes road transport from Mizoram to Paletwa (Myanmar), inland water transport (IWT) from Paletwa to Sittwe (Myanmar), and maritime shipping from Sittwe to Haldia/Indian ports. Funded and piloted by the MEA, the Inland Waterways Authority of India (IWAI) was appointed as the Project Development Consultant (PDC) for the Port and IWT components. The Phase-I work of these components has been completed, with operation and maintenance commencing on 1st February 2020. Sittwe Port, constructed under this project, was designated as an International Multi-Modal customs transit jetty by the Government of Myanmar on 29th November 2022 and is now ready for operation. The port was inaugurated on 9th May 2023 by the Hon'ble Union Minister for PS&W, Government of India, and the Hon'ble Deputy Prime Minister & Union Minister for Transport and Communication, Government of Myanmar.

Hydrography Survey Activities-River Information System

7.28 The River Information Services (RIS) for tracking and tracing of inland navigation vessels has been set up in 3 phases from Haldia to Varanasi. It supports onboard navigation, shore-based traffic monitoring and other tasks such as calamity abatement.

The details of three phases, viz. Haldia-Farakka, Farakka-Patna and Patna-Varanasi are as follows:

| | Phase -I | Phase -II | Phase -III |
|-----------------|---|--|--|
| | Haldia –Farakka | Farakka-Patna | Patna-Varanasi |
| Coverage | 545 Km | 410 Km | 353 km |
| Control Station | BISN Jetty (Kolkata) & Farakka | Patna | Ramnagar |
| Base Stations | 1. Haldia 2. Tribeni 3. Swaroopganj 4. Ballia 5. Kumarpur | 1. Manihari 2. Bhagalpur 3. Mungher 4. Hatidah 5. Barh | 1. Maujampur 2. Gobindpur Khas (Ballia) 3. Zamania |

E-Navigation Software (IWAI Vessel Tracker & PANI Portal):

7.29 The IWAI Vessel Tracker & PANI Portal is an indigenous software developed by IWAI through NTCPCW to assist masters of passenger and Ro-Ro vessels in navigating more easily. While the River Information System is already in place, the basic requirement of AIS for tracking any vessel is crucial. However, the procurement and annual license fees for AIS were too costly for small operators. To address this, IWAI developed software providing similar features that leverage the widespread use of smartphones and the internet. Initially implemented on NW-1 and gradually expanded to other waterways, the software has undergone successful field trials and is now widely used by IWT carriers. It has significantly increased navigation ease for masters of passenger and Ro-Ro vessels, making advanced navigation tools more accessible and ensuring safer and more efficient operations on inland waterways.



| Vessel No. | Vessel Name | Operator | Destination | Departure Date | Departure Time | Arrival Date | Arrival Time |
|------------|-------------|----------|-------------|----------------|----------------|--------------|--------------|
| 101 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 102 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 103 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 104 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 105 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 106 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 107 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 108 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 109 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |
| 110 | Shikhar | Shikhar | Shikhar | 10/10/2024 | 10:10:00 | 10/10/2024 | 10:10:00 |

Vessel Tracks Log Table showing the End Users



A vessel utilizing E-Navigation software

TRANSPORT RESEARCH WING & DEVELOPMENT WING



- 8.1 Transport Research Wing (TRW) provides data, analytics and research support to the Ministry of Ports, Shipping and Waterways for planning and policy formulation. TRW is the nodal wing for collection, compilation and dissemination of data on Ports, Shipping, Ship-building and Ship-repairing industry and Inland Water Transport (IWT) at the National level. It collects data from Major Ports, Non-major Ports, Public Sector Undertakings, Autonomous Bodies, State Maritime Boards and Directorate of Ports (State Govts.), etc. It scrutinizes and validates data received from primary and secondary sources for consistency and comparability and works as a data repository for the Ministry. It provides data to various wings of the Ministry as and when required basis and to other agencies/ Offices as a standard procedure on requirement or otherwise. Moreover, TRW is associated with the process of policy formulation/ revision pertaining to Ports, Shipping and IWT sectors of the Ministry.
- 8.2 TRW regularly coordinates with various other Agencies/ Offices/ Ministries/ Departments of Govt. of India, State Governments/UT Administrations and Other agencies of national repute such as - Ministry of Finance, Ministry of Commerce, NITI Aayog, Central Statistical Office (CSO) and National Sample Survey Office (NSSO) of Ministry of Statistics and Programme Implementation.
- 8.3 TRW brings out annual, half yearly and monthly publications as per the schedule and during the Calendar year 2024 the following publications have been released: -

- Basic Port Statistics of India 2022-23
 - Indian Shipping Statistics 2023
 - Statistics of India's Shipbuilding and Ship-repairing Industry 2022-23
 - Statistics of Inland Water Transport 2022-23
 - Half-Yearly update on Indian Port Sector for period ending 30th September 2023 and 31st March 2024
 - Monthly Cargo Traffic handled at Major Ports
 - Monthly Cargo Traffic handled at Non-Major Ports
- 8.4 The data and publications are available at the Official website of the Ministry i.e. www.shipmin.gov.in under 'Transport Research Wing'.
- 8.5 In addition, TRW prepares monthly progress report of the Central Sector Infrastructure projects under the Ministry costing INR 150 Cr. and above and updates the information on OCMS (Online Computerized Monitoring System) of Ministry of Statistics and Programme Implementation. Further, TRW also compiles service price indices for Port sector and providing data for compilation of Global Indices like Liner Shipping Connectivity Index to Ministry of Commerce and Industry.

DEVELOPMENT WING

- 8.6 The Development Wing is Apex Technical Organization of the Ministry headed by Development Advisor (Ports). This Wing deals with the subject on port development and renders technical advice on matters relating to the development of Major Port Projects, Andaman & Lakshadweep Harbour Works (ALHW), the Dredging Corporation of India Limited (DCI) etc. This Wing also renders technical advice to other Ministries in case of Fishing Harbour and Maritime State Governments as and when requested regarding Non-Major Ports and advice on techno-commercial dispute between ports and the contracting firms as and when required. The Wing is associated with Bureau of Indian Standards (BIS) for formulation/upgradation of Indian Standards on Port & Harbour Engineering and on equipment and floating crafts.
- 8.7 The Development Wing is associated with processing matters related to the Indian National Section – Permanent International Association for Navigational Congress (INA-PIANC). The Government of India is a member country of PIANC. The Development Wing is assisting the Indian Coast Guard for implementation of "National oil spill Disaster contingency plan" at the Major Ports. This Wing also coordinates the Research Committee Works related to Port Sector of the Ministry.

INTERNATIONAL COOPERATION



South Asia's Largest Maritime Thought Leadership Forum - Sagarmanthan: The Great Oceans Dialogue

Sagarmanthan: The Great Oceans Dialogue

- 9.1 Ministry of Ports, Shipping and Waterways (MoPS&W) in collaboration with Observer Research Foundation (ORF) organized the inaugural event of “Sagarmanthan: The Great Oceans Dialogue” from 18th-19th November, 2024 in New Delhi. The Curtain Raiser event of the dialogue was organized on 3rd September, 2024 by the Hon'ble Minister of PS&W. The initiative of this event has brought together global policymakers, maritime experts, industry leaders, and scholars to deliberate on advancing sustainable and innovative maritime practices. The two-day forum's agenda included sessions on maritime connectivity, sustainable development, technological innovation, and global maritime governance. A separate session with youth was also organized under the leadership of Hon'ble Minister of PS&W.
- 9.2 The Ministry also showcased India's advancements in port digitisation, renewable energy integration, and decarbonised shipping, reflecting the nation's vision of becoming a global maritime hub. The Dialogue featured participants from 60 countries across the globe with more than 1700 participants including Ministers, former Heads of State and Government, journalists, and experts. The dialogue underscores India's strategic role in global trade, with vast coastline and strategic islands that bolster its maritime potential. The event also highlights the nation's commitment to the decarbonisation of the maritime sector through green initiatives such as the Harit Sagar Guidelines and the National Green Hydrogen Mission. On the sidelines of the event, bilateral meetings with Greece, Norway and Kenya were also held under the chairmanship of the Hon'ble Minister (PS&W), Secretary (PS&W) and Additional Secretary (PS&W) respectively.



Indian and Greece delegation after the bilateral meeting

Cooperation with Multilateral Organizations

- 9.3 India became a member of the International Maritime Organization (IMO) in 1959 which is the global standard setting authority for the safety, security and environmental performance of shipping and ensures that such standards are fair and effective and are universally adopted and implemented. India has been an active participant at the IMO. In fact, participation of India in the functioning of IMO has helped India to voice its developmental concerns to the international maritime community. India has been a member of the IMO Council.
- 9.4 India has been re-elected as Member of the IMO Council for biennial 2024-25 under Category 'B', representing nations with the largest interest in international seaborne trade during the IMO Council election held during 33rd regular session of the Assembly of IMO on 1st December, 2023 at IMO Headquarters, London. Further, India is seeking re-election to the membership of the IMO Council under Category B for the biennium 2026-27 for which election is scheduled to be held on 1st December 2025 during the 34th Regular Session of the IMO General Assembly from 24th November - 5th December 2025.
- 9.5 IMO adopts and implements various treaties in the form of conventions/ protocols. From time to time, keeping in mind our national interests and the international standards evolved by IMO through its treaties, India has been becoming party to the treaties adopted by IMO. As on date, IMO has adopted 59 treaties which are open for countries to become parties. Out of these 59 treaties, India is a party to 35 treaties (conventions/protocols) which have been suitably incorporated into the Indian domestic legislation i.e. the Merchant Shipping Act, 1958 and Rules etc. India is also party to 02 Conventions of the International Labour Organisation (ILO).
- 9.6 India has passed the landmark Recycling of Ships Act, 2019. The new Act provides a legislative framework for implementation of the provisions of the Hong Kong Convention. It also contains provisions of the Convention which are not covered in the Ship Breaking Code (Revised), 2013. With enactment of this Act, ship recycling volume is expected to have considerable increase after June, 2025 when the Convention and Act will come into force. Further, Recycling of Ships Rules, 2021 have been notified under this Act. Director General of Shipping, Government of India, has been notified as the national authority for the purposes of this Act.

- 9.7 India has also acceded to IMO's Hong Kong international convention for safe and environmentally sound recycling of ships in November, 2019. Accession to IMO's Hong Kong international convention will provide a fillip to the domestic ship recycling industry in India which is one of the world's five major ship recycling countries. In 2023, India has submitted 17 papers at Marine Environment Protection Committee (MEPC) of IMO on various issues (8 at 79th session of MEPC and 9 papers at 80th session of MEPC).
- 9.8 India is also a party to two important conventions of the International Labour Organization (ILO) meant for welfare of seafarers, namely the Maritime Labour Convention and the Seafarer's Identity Document Convention. India contributes approximately 12 percent of the total workforce in the shipping industry. India is home to the second largest number of seafarers after the Philippines. The International Labour Organization (ILO) has mandated standards for the maritime industry too. The Maritime Labour Convention is a single, coherent instrument which replaces and consolidates 37 separate ILO maritime labour conventions adopted since 1920.
- 9.9 Apart from IMO, India has been contributing significantly to the other multilateral organizations/agreements such as ASEAN (Association of Southeast Asian Nations); Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC); India, Brazil and South Africa (IBSA); Indian Ocean Rim-Association for Regional Cooperation (IORA); International North South Transport Corridor (INSTC), Indian Pacific Ocean Initiatives (IPOI), South Asian Association for Regional Cooperation (SAARC), India-Middle East-Europe Economic Corridor (IMEC) etc.

Bilateral/Multilateral Cooperation Agreements/MoUs on Maritime

- 9.10 MoPS&W has entered into cooperation instruments/Agreements with the following 34 countries and regional groupings on maritime by way of Agreements or MoUs etc. to foster growth of the Indian maritime sector as well as to safeguard India's maritime interests:-

| | | | |
|------------|----------|-------------------|-----------|
| Austria | Germany | Netherlands | Spain |
| Bangladesh | Greece | Oman | Sri Lanka |
| Belgium | Iran | Pakistan | Turkey |
| Bulgaria | Jordan | Poland | UAE |
| China | Maldives | Portugal | Ukraine |
| Cyprus | Malta | Republic of Korea | USA |
| Denmark | Morocco | Russia | Vietnam |
| Egypt | Myanmar | Singapore | |
| Finland | Nepal | South Africa | |

Mutual and Unilateral Agreements on Recognition of Certificates of Seafarers

- 9.11 India has signed agreements for mutual recognition of Certificates of Competence (CoC) of Seafarers with Finland, UK, Sweden, Iran, UAE, Norway and South Korea. Further, India has also signed agreements for unilateral recognition with 34 countries. Being a manpower supplying nation with a large population/seafarers, such unilateral agreements are beneficial to bolster employment of Indian seafarers. The following 34 countries recognize Indian certificate:-

| Sl. No. | Country | Sl. No. | Country |
|---------|-------------------|---------|-----------------|
| 1 | Antigua | 18 | Jamaica |
| 2 | Australia | 19 | Japan |
| 3 | Bangladesh | 20 | Kuwait |
| 4 | Barbados | 21 | Latvia |
| 5 | Belize | 22 | Liberia |
| 6 | Bahamas | 23 | Luxembourg |
| 7 | Cook Island | 24 | Malaysia |
| 8 | Cyprus | 25 | Malta |
| 9 | Denmark | 26 | Marshall Island |
| 10 | Dominica | 27 | Mauritius |
| 11 | France | 28 | Netherlands |
| 12 | Ghana | 29 | Panama |
| 13 | Georgia | 30 | Qatar |
| 14 | Hellenic republic | 31 | Singapore |
| 15 | Hong Kong | 32 | Vanuatu |
| 16 | Ireland | 33 | Vietnam |
| 17 | Isle of Man | 34 | Vincent |

Joint Meetings held during the Year 2024

Joint Working Group meeting with Sri Lanka

9.12 Two JWG's with Sri Lanka on 30th January, 2024 and 21st March, 2024 were held to review the resumption of passenger ferry ship service between Nagapattinam in India and Kankesanthurai in Sri Lanka. Both sides discussed the steps to re-commence the passenger ship service.



Hon'ble Minister of PS&W, Gol and Hon'ble Minister of Industry, Business, and Financial Affairs, Denmark during the MoU signing ceremony

Joint Working Group meeting with Denmark

- 9.13 The 5th meeting of the Joint Working Group on Shipping between India and Denmark was held in Copenhagen, Denmark, on 6th May, 2024. The meeting was co-chaired by the Additional Secretary, Ministry of Ports, Shipping and Waterways and Director-General of the Danish Maritime Authority. Both sides discussed the Danish action plan, Danish maritime initiatives, Centre of Excellence on Green Shipping etc.
- 9.14 The MoU on maritime issues between the Ministry of Ports, Shipping and Waterways, Government of India and Ministry of Industry, Business and Financial Affairs of the Kingdom of Denmark has been extended for a further period of three years. The MoU extension was signed on 17th September, 2024 by the Hon'ble Minister of PS&W, GoI and Hon'ble Minister of Industry, Business and Financial Affairs, Govt. of Denmark.
- 9.15 As per the MoU between the countries and as discussed in the JWG meeting, a work plan on various themes/initiatives for green and digital initiatives in maritime sector has been prepared by the Steering Group comprising members from Directorate General of Shipping and Danish Maritime Authority.

Joint Working Group meeting with Norway

- 9.16 The 9th India-Norway Joint Working Group (JWG) Maritime meeting was held on 13th May, 2024 in Oslo, Norway, under the co-chairmanship of Additional Secretary, Ministry of Ports, Shipping and Waterways and Director General of the Department of Maritime and Coastal Development from the Ministry of Trade, Industries and Fisheries (MoTIF). Both sides discussed on green shipping, ship recycling, maritime training, maritime security related issues.

1st Joint Working Group Meeting on Northern Sea Route between India and Russia

- 9.17 1st Joint Working Group Meeting on Northern Sea Route was held between India and Russia on 10th October, 2024 in New Delhi. The Indian side was headed by Additional Secretary (PS&W) and the Russian side was headed by the Special Representative of "Rosatom" State Corporation for Arctic Development. Both sides discussed and agreed to strengthen the bilateral ties and to work closely on Northern Sea Route.

Meeting of Joint Committee on Transport with Malta

- 9.18 The first Meeting of Joint Committee on Transport was held virtually with Malta on 26th November 2024. The Meeting was organized under the co-chairmanship of Additional Secretary, Ministry of Ports, Shipping and Waterways (MoPS&W), Govt. of India and Co-chairmanship of Principal Secretary, Ministry for Transport, Infrastructure and Public Works, Govt. of Malta. The Joint Committee formed under the MoU discussed the possible collaboration in the field of Green shipping, cruise shipping, ports infrastructure, initiatives under IMO, sharing information and best practices in shipping registry.

India – Sri Lanka Passenger Ferry Service

- 9.19 The Hon'ble Minister of External Affairs and the Hon'ble Minister of PS&W virtually flagged off the passenger ferry service between Nagapattinam in India to Kankesanthurai in Sri-Lanka on 14th October, 2023. This momentous occasion marked a new era of connectivity and economic growth between India and Sri-Lanka. India and Sri-Lanka have shared long and historical intellectual, cultural, religious and linguistic ties. Ferry services have traditionally been an important source of connectivity between the two countries thereby facilitating movement of people, trade and goods for centuries.
- 9.20 During the visit of Hon'ble President of Sri Lanka to India in July, 2023, the decision to commence ferry services between Tamil Nadu, India and Sri Lanka was outlined as part of the Joint Vision Document released by both the countries. The distance between Nagapattinam, Tamil Nadu to Kankesanthurai, Sri Lanka will be covered in approx. 3-4 hours based on sea conditions.
- 9.21 The initial funding of INR 8 Cr. was sanctioned by MEA for upgradation of Nagapattinam port to Tamil Nadu Maritime Board (TNMB). TNMB has carried out the channel dredging work at Nagapattinam Port, upgraded the facilities and renovated passenger terminal, berth and road. The passenger ferry service has been started with the Vessel "Cheriyapani", a day light vessel.
- 9.22 As the deployment of HSC Cheriyapani was a temporary measure, the Shipping Corporation of India (SCI) simultaneously issued an Expression of Interest (EOI) in October 2023 to identify a suitable vessel for the Nagapattinam-Kankesanthurai route. Following a thorough evaluation of the responses, SCI selected M/s IndSri Ferry Services Pvt Ltd to operate the service.
- 9.23 Accordingly, IndSri Ferry Services acquired the 150-capacity passenger vessel "Sivagangai" and relocated it from Port Blair to Chennai. After undergoing necessary dry dock repairs, surveys, and certifications & completing other statutory requirements, the vessel "Sivagangai" commenced service on 16th August 2024, from Nagapattinam to Kankesanthurai.



MV Sivagangai acquired to run ferry service between India and Sri Lanka

India-Maldives Cargo Ship Service

- 9.24 The Shipping Corporation of India (SCI) started the India Maldives Cargo Shipping Service from September 2020 with financial support from the Ministry of Ports, Shipping and Waterways. In order to run the service, the MEA has agreed to continue the India-Maldives cargo service directly beyond mid-May, 2024 till the finalization of the current charter party or Financial Year 2024-25. The SCI has also discussed the issue on a regular basis with the High Commission of India, Maldives to make the service profitable/self-sustainable.

High Level Meetings

9.25 The Israel delegation led by Hon'ble Minister of Transportation and Road Safety visited India to meet Hon'ble Minister of PS&W on 4th September, 2024 to have discussions on maritime cooperation and strengthening relations between India and Israel.

9.26 The Hon'ble Minister of PS&W, met the Minister of Enterprises, Government of Italy, in an effort to deepen the maritime cooperation between the two countries on 30th November, 2024. The meeting took place on the sidelines of the docking of Italian Navy School Ship, The Amerigo Vespucci, at the Indira docks in the Mumbai Port.



Discussion between Indian and Israel Delegation in Transport Bhawan, New Delhi



Hon'ble Minister of PS&W, GoI and Hon'ble Minister of Enterprises, Govt. of Italy



Italian Ship "Amerigo Vespucci" at the Indira docks in the Mumbai Port

ADMINISTRATION AND FINANCE



Free Health check-up camp for all Safai Mitra working in Ministry of Ports, Shipping & Waterways held in Ministry on 29th September, 2024

Administration

- 10.1 Administration Wing of the Ministry of Ports, Shipping and Waterways is headed by Joint Secretary (Administration I.) and Joint Secretary (Administration II.) who are presently being assisted by Deputy Secretary (Administration), Under Secretary (Administration) supervising the work of Establishment Section, Cash Section and General Section. The Establishment Section is entrusted with the service and administrative matters of 276 regular employees of (Group A, B, and C) (sanctioned strength) of the Ministry. This includes the management of services of officers on deputation under central staffing scheme in the Main Secretariat of the Ministry as well as various Cadres such as Central Secretariat Service (CSS), Central Secretariat Stenographers Service (CSSS), Central Secretariat Clerical Service (CSCS) and Development Wing. Establishment Section implements all administrative orders issued by Department of Personnel and Training, Department of Pension and Pensioners' Welfare, Ministry of Finance, Union Public Service Commission, Central Information Commission, Central Vigilance Commission etc.
- 10.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ ST/ OBC/ PwD in filling up vacant posts in the Ministry. Information about the total number of Government Servants, separately for Secretariat and Non-Secretariat side (Group-wise) and representation of SC/ST employees in the Ministry is given at ANNEXURE- III.

Welfare

- 10.3 Several welfare measures for all employees including the women employees of the Ministry were undertaken. There is an Internal Complaints Committee on sexual harassment to look after the grievances of women employees relating to sexual/ Gender based harassment and She-Box portal is also operational in the Ministry. Further, as part of the welfare measure for employees in the

Ministry, a new initiative has been started to greet the employees on their birthday to keep their morale and motivation high.

- 10.4 To oversee the implementation of the Prohibition of Smoking in Public Places Rules, 2008 in the Central Govt. Offices/ Buildings, the Ministry has constituted a Committee for surprise checking in the premises of the Ministry. The Ministry has successfully completed online Annual Performance Appraisal Reports (APARs) of all the officers of Ministry through Smart Performance Appraisal Report Recording Online Window (SPARROW) Portal. The Biometric Attendance System (BAS) for regular as well as outsourced employees has also been implemented in the Ministry which is being monitored regularly.



Hindi Pakhwada 'Tippan Aalekhan Pratiyogita' held on 21st September 2024

- 10.5 Important Days of national importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Swachhta Diwas, Constitution Day, International Yoga Day, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, etc. were observed and "Pledge" taken by the employees of the Ministry. Contributions were also raised and collected towards "Flag Day". Essay competitions both in Hindi and English were conducted to celebrate these events. The Participants were rewarded for participating in these events.

E-Office

- 10.6 E-Office system has been implemented fully for all the officers and their supporting staff in the Ministry. The Ministry has also migrated to e-file system w.e.f. 1st January, 2017 and is one of those Ministries which have switched over to e-filing system completely. Existing physical files/records have been digitized. Scanners have been provided to all the Sections/Officers for scanning of daily routine papers/receipts/dak etc.

Right to Information (RTI) Act

- Detailed information relating to obligations listed in Section 4 of the RTI (Publications of Manuals) has been uploaded/hosted in the websites of the concerned organizations.
- For the implementation of the RTI Act, the Ministry has exclusively created a cell and an Information and Facilitation Counter (IFC) at the Reception for the convenience of the public who visit personally.
- The Ministry has appointed/designated Central Public Information Officers (CPIOs) and First Appellate Authorities (FAAs) based on the Divisions, who are in the rank of Under Secretary and Deputy Secretary/Director and equivalent respectively. Details are available on Ministry's website. Notifications/ Orders indicating the appointment of CPIOs/ Appellate Authorities under the Act have been published and uploaded/hosted on the website of the Ministry i.e., www.shipmin.gov.in.

- Whenever a request is received from the public/citizen by the CPIO/IFC, the same is passed/ transferred to the RTI Cell where the application is registered after ensuring that fee has been deposited. Thereafter the request is sent to the concerned CPIOs/Appellate Authorities to provide desired information to the applicant(s) for disposal of First Appeal. A monthly statement in this regard is sent to Department of Personnel & Training (DoP&T).
- Copies of the RTI Act and circulars received from DoP&T on RTI are circulated promptly to all the organizations for compliance.
- Useful guidance material/instructions are also circulated to all CPIOs/Appellate Authorities.
- All the useful records are duly maintained.
- The Quarterly details of RTI Applications and RTI Appeals received and disposed of by this Ministry during the period from 1st January 2024 to 31st December 2024 are as under:

| Sl. No. | Period | RTI Applications received and disposed of | RTI Appeals received and disposed of |
|---------|--------------------|---|--------------------------------------|
| 1 | January – March | 114 | 13 |
| 2 | April – June | 141 | 4 |
| 3 | July – September | 119 | 13 |
| 4 | October – December | 107 | 10 |
| | Total | 481 | 40 |

Integrated Finance Wing

- 10.7 The Secretary, Ministry of Ports Shipping & Waterways is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary & Financial Advisor (AS & FA) and the Pr Chief Controller of Accounts (Pr CCA) The Integrated Finance Wing (IFW) is headed by the Additional Secretary & Financial Advisor (AS & FA) who is assisted by the Deputy Secretary (Finance) the Under Secretary (Finance), the Section Officer (Finance) and the other supporting staffs IFW renders its financial advice including concurrence to the projects and schemes emanating from the different Programme Divisions/ Wings of the Ministry within the delegated power of the Ministry

Accounts and Budget

- 10.8 Secretary, Ministry of Ports, Shipping and Waterways (MoPS&W) is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and the Pr. Chief Controller of Accounts (Pr.CCA).
- 10.9 The office of the Pr. CCA is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules. Pr. CCA office has been entrusted with the task of preparation of Budget, Statement of Central Transactions (SCT), Finance Accounts and Appropriation Accounts while rendering technical advice to the Ministry on financial and accounting matters, cash management. The office of the Pr. CCA also undertakes coordination with the Controller General of Accounts (CGA), Comptroller & Auditor General (C&AG) of India, Finance Ministry and other related agencies.

10.10 There are 6 Pay and Accounts Offices (PAO's) under the administrative control of Pr. CCA:

1. PAO Control, New Delhi
2. PAO Secretariat, New Delhi
3. PAO LHLS, Noida (Directorate of Lighthouse & Lightships)
4. PAO Mumbai
5. PAO Kolkata
6. PAO ALHW, Port Blair (Andaman & Lakshadweep harbor works)

MAJOR REFORMS

E-Lekha

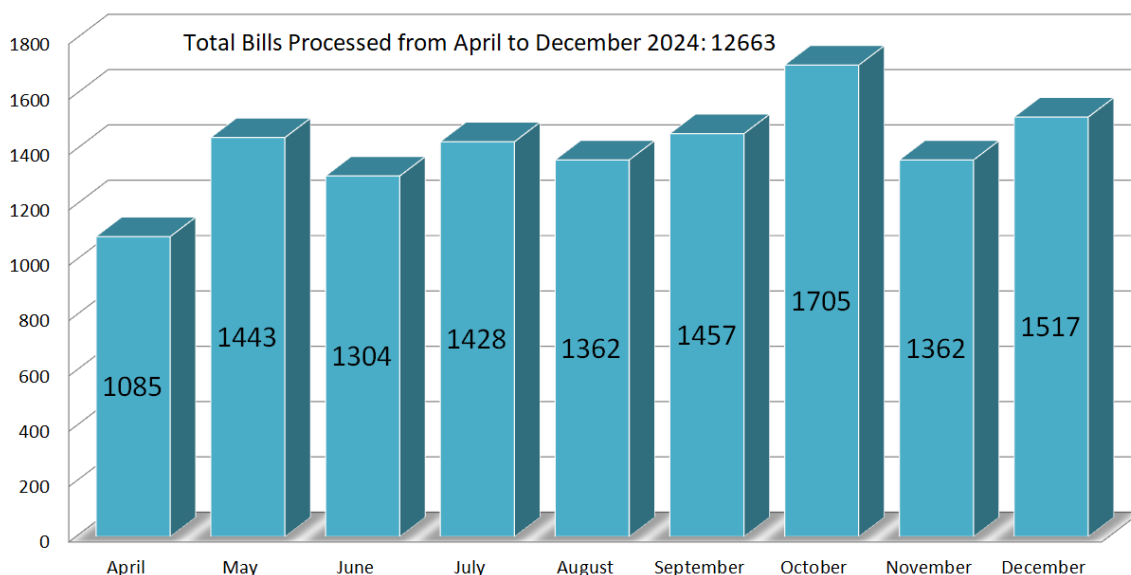
10.11 A web-based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAOs have been fully integrated with accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on a daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being utilized by various Departments of the Ministry.

Public Finance Management System (PFMS)

10.12 PFMS was initially started for release of funds under plan schemes of Govt. of India. Now the scope of PFMS has been expanded to integrate various existing standalone systems being used by Drawing & Disbursing Officer (DDOs) and PAOs for online processing of sanctions, bills and payments of all types of expenditure such as works, grants, salaries etc.

CGA has rolled out PFMS in all Ministries including Ministry of Ports, Shipping and Waterways. PFMS has been implemented in all 6 PAOs and all DDOs of Ministry of Ports, Shipping and Waterways.

No. of Bills Passed through PFMS in 2024



Treasury Single Account (TSA)

- 10.13 TSA is a Bank Account or a set of linked accounts through which the Government transacts all its receipts and payments. The principle of unity follows from the fungibility of all cash irrespective of its end use. TSA system for Autonomous Bodies/Implementing Agencies (AB/IA) is intended to facilitate release of Government grants to AB/IA 'just in time' and avoiding parking of funds in PSBs or accumulation of unutilized grants with AB/IA.

This prevents cash transfers to ABs/IA in lump sum and facilitates draw-down from Government Account as and when required.

As per directions of Dept. of Expenditure, Ministry Finance, Sagarmala Scheme has successfully been deployed under the TSA Module with 'Sagarmala Development Company Limited' (SDCL) as the Central Nodal Agency of the Scheme.

E-BILL

- 10.14 An e-Bill system for end-to-end digital processing of claims and their online tracking was announced in the Union Budget 2021-22. This system was designed and developed by PFMS, O/o CGA, Department of Expenditure and was launched by Hon'ble Finance Minister on 2nd March 2022. The e-Bill system provides convenience to vendors/suppliers/contractors in submitting their bills/claims without physically approaching the offices and enables them to track their claims online. Besides, it provides a faster, paperless end to end bill processing with audit trails at every stage. To support the initiative, O/o Pr. CCA, M/o PSW has conducted training sessions successfully familiarizing field officials with the e-bill system and enabling a smoother transition towards e-bill process.

INTERNAL AUDIT

- 10.15 The Internal Audit wing in the Pr. CCA organization of M/o PSW has been established as an effective instrument for identifying the systematic errors & lapses in the functioning of various departments in the Ministry and consequently advising the concerned department for necessary action/rectification. Office of Pr.CCA undertakes Internal Audit/ Inspection of accounts of all Wings of the Ministry including field units of M/o PSW and PAOs under the office of Pr.CCA.
- 10.16 Internal Audit has proved to be an effective management tool to bring about objectivity and financial propriety in day-to-day functioning and greater sensitivity for financial prudence. It has also led to a significant improvement in maintenance of Accounts/records almost in all offices of the Ministry of Ports, Shipping and Waterways.

| | Number of paras outstanding at the beginning of the F.Y. 2024-25 | Number of paras settled during the F.Y. 2024-25 | Number of paras raised during the F.Y. 2024-25 | Number of paras outstanding (a on 31 st December 2024) |
|----------------------|--|---|--|---|
| Internal Audit paras | 467 | 64 | 51 | 454 |
| CAG Paras | 3 | 1 | 5 | 7* |
| PAC Paras | 40 | 16 | 0 | 24** |

* Action taken Notes (ATNs) have been submitted in respect of 05 CAG paras which are pending for vetting by Audit.

** Action Taken Reports (ATRs) in respect of 19 PAC Paras have been submitted for vetting.

10.17 Summary of important audit observations made during recent audit reports are enclosed at ANNEXURE-IV.

Grant No. 78 – Ministry of Ports, Shipping and Waterways:

10.18 The position of savings/excess in respect of above mentioned Grant No. 78 for the year 2024-25 and actual expenditure for the year 2024-25 (upto 31st December, 2024) has been reflected in ANNEXURE-V. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in ANNEXURE-VI. Head wise details of expenditure for 2022-23 to 2024-25 (upto 31st December, 2024) are given in ANNEXURE-VII. Head wise details of expenditure incurred by MoPS&W on behalf of other ministries for 2022-23 to 2024-25 (upto 31st December 2024) are given in ANNEXURE-VIII. Directorate General of Lighthouse and Lightships (DGLL) is maintaining two funds viz. Depreciation Reserve Fund and General Reserve Fund for providing certain services required to develop transportation facilities in the country. Details are at ANNEXURE-IX.

Vigilance

10.19 The Vigilance Wing of the Ministry coordinates and supervises the vigilance activities within the Ministry as well as the PSUs and autonomous bodies under its administrative control. The Wing is headed by the Chief Vigilance Officer (CVO) of the rank of Additional Secretary appointed with the approval of Chief Vigilance Commission (CVC).

10.20 Each organization under the Ministry has either a part-time or full-time CVO. The part-time CVOs are appointed from amongst the officers of the concerned organization in consultation/ concurrence with the CVC. The full-time posts of CVOs, wherever such posts exist, are filled-up by officers of organized services through DoP&T.

10.21 The emphasis has been laid on the role of preventive vigilance by taking prompt administrative actions and ensuring transparency including simplification of procedures and use of e-technology etc. Special emphasis was laid on the strengthening of vigilance machinery in various organizations under the Ministry particularly the Port Trusts. Punitive action has been taken wherever required in consultation with CVC against the delinquent officials.

10.22 During the Vigilance Awareness Week, a pledge was administered to the staff and officers of the Ministry. Vigilance Awareness Week was also observed in the organizations under the Ministry.

10.23 Vigilance activities in various organizations under the Ministry are being reviewed periodically through their reports/returns and also through interactions with CVOs/Head of the Organizations during periodical meetings.

USE OF OFFICIAL LANGUAGE



Release of souvenir "Navankur" by the Secretary (PSW)

- 11.1 Hindi Division has been functioning in the Ministry for implementation of the Official Language Policy of the Union Government. Besides implementation of the Official Language (Hindi) Policy in the Ministry, Hindi Division also facilitates implementation of the official language policy in all the offices under the administrative control of the Ministry. It also undertakes regular monitoring of implementation of the Official Language Policy not only within the Ministry, but also in the other offices under this Ministry. Hindi Division is under the administrative control of the Senior Economic Advisor and have Five (05) sanctioned posts, consisting of One (01) Joint Director (OL), One (01) Assistant Director (OL), Two (02) Senior Translation Officers and One (01) Junior Translation Officer. The Deputy Director (OL) has been posted in lieu of Joint Director.
- 11.2 In accordance with the Annual Programme for Transacting the Official Work of the Union in Hindi issued by the Department of Official Language, Ministry of Home Affairs, every year, Ministry continues with its efforts to do maximum of the official work in Hindi for implementation of the Official Language Policy of the Union Government.

Compliance of Section 3(3) of the Official Language Act, 1963 (as amended in 1967)

- 11.3 In pursuance of the Official Language Policy of the Government of India, all documents covered under section 3(3) of the Official Language Act, 1963 (as amended in 1967) in Ministry were issued both in English and Hindi during the reporting period.

Official Language Implementation Committee (OLIC)

- 11.4 An Official Language Implementation Committee is constituted in the Ministry under the chairmanship of the Senior Economic Advisor. This committee reviews the progress of the work done in Hindi in the Ministry on a quarterly basis. This committee gives suggestions and recommends measures to increase the progressive use of the official language "Hindi" in the

functioning of the Ministry. Four (04) meetings of the Committee were held for the quarters ending 31st January, 2023, 31st March 2024, 30th June 2024 and 30th September 2024 during the period between 1st January 2024 to 31st December 2024.

Inspections to assess the progressive use of Hindi in Sub-Ordinate Offices

11.5 Nine (09) sub-ordinate offices were inspected by the officials of the Ministry during the period between 1st January, 2024 to 31st December, 2024 to assess the progressive use of Hindi in official work.

Inspections of the Committee of Parliament

11.6 During the inspection by the First Sub-Committee of the Parliamentary Committee on Official Language in the offices under the control of the Ministry, the Hindi Section reviews their inspection questionnaires and provides them necessary guidance. During the period between 1st January 2024 to 31st December 2024 the first sub-committee of the Parliamentary Committee on Official Language inspected office of Seamen's Provident Fund Organization, Mumbai (18th January 2024) and Mumbai Port Authority, Mumbai (19th January 2024).

Hindi Pakhwada (fortnight)

11.7 In order to encourage progressive use of Hindi in official work and to propagate Hindi, 'Hindi Pakhwada' was organized in the Ministry from 14th - 29th September 2024. During Hindi Pakhwada, various competitions were held. During this year a total of 96 officers and staff participated in 7 competitions and participants won a total of 49 Prizes. The original poems composed by the officers and staff of the Ministry in the Poetry Recitation Competition held during the Hindi Pakhwada were compiled in a souvenir titled "Navankur" and released by the Secretary (Ports, Shipping & Waterways) at the closing and prize distribution ceremony of the Hindi Pakhwada.



Hindi workshops

- 11.8 During the period between 1st January 2024 to 31st December 2024, Hindi Workshop was organized on 26th June, 2024 on “Kanthasth 2.0”. Several participants took part in this workshop and took advantage of the workshop. Further, it has been integrated in the e-office.

Rajbhasha Shield Scheme

- 11.9 To encourage the use of official language Hindi in the sub-ordinate offices of the Ministry, the Official Language Shield Scheme is being run on annual basis, in which region wise shields and certificates are awarded to the winning offices in the meeting of Hindi Advisory Committee.

Incentive scheme for official work in Hindi

- 11.10 The Ministry is implementing a cash incentive scheme of Department of Official Language on yearly basis to encourage officials for doing their official work in Hindi. Under this scheme, a total of ten prizes (cash awards) are given namely, two First prizes of INR 5000/- each, three Second prizes of INR 3000/- each and Five Third Prizes of INR 2000/- each. Any official, who writes a minimum of 20,000 or more Hindi words in a financial year in his official work, is eligible to participate under this scheme. The word limit for non-Hindi speaking officials is a minimum of 10,000 words per year and they are given 20% weightage as regards number of words. A total of 03 officials of this ministry participated under this scheme and won prizes during the reporting period (1st January 2024 to 31st December 2024).

Quarterly Reward Scheme for enhanced Hindi Usage

- 11.11 In compliance with the decision taken in the meeting of the Official Language Implementation Committee of the Ministry held on 20th July 2021 and with a view to encourage various Sections/Divisions of the Ministry a new incentive scheme is instituted in the Ministry to progressively increase their official work output in Hindi. Under the scheme, top three Sections/Divisions of the Ministry in terms of quantum of their official work output in Hindi are awarded with First, Second and Third Prize worth INR 5000/-, INR 3000/- and INR 2000/- respectively on a quarterly basis. Sections/Divisions eligible for the scheme have been awarded with cash prizes during the reporting period (01st January 2024 to 31st December 2024).

Mini Library in the Ministry

- 11.12 With the guidance of senior officers and tireless efforts of Hindi Division, a Mini Library has also been established in the Hindi section of the Ministry. In addition to the regular work of Hindi section, the employees of Hindi section manage the work of Mini library. Hindi books of famous authors have been made available in this library. Ministry officials and employees take advantage of this. During the reporting period (1st January, 2024 to 31st December, 2024) 45 more books of famous Hindi writers have been made available in this library.

LIST OF ANNEXURE

ANNEXURE - I

(Para 1.5 refer)

MINISTRY OF PORTS, SHIPPING & WATERWAYS

I. The following subjects which fall within List I of the Seventh Schedule to the Constitution of India:

1. Maritime shipping and navigation; provision of education and training, training for the mercantile marines.
2. Lighthouses and lightships.
3. Administration of the Indian Ports Act, 1908 (15 of 1908) and the Major Ports Authority Act, 2021 (01 of 2021) and ports declared as major ports.
4. Shipping and navigation including carriage of passengers and goods on inland waterways declared by Parliament by law to be national waterways as regards mechanically propelled vessels, the rule of the road on such waterways.
5. Shipbuilding and ship-repair industry.
6. Fishing vessels industry.
7. Floating craft industry.

II. In respect of the Union Territories:

8. Inland waterways and traffic thereon.

III. In respect of the union territories of the Andaman and Nicobar Islands and the Lakshadweep:

9. Organization and maintenance of mainland, islands and inter-island shipping services.

IV. Other subjects which have not been included under the previous parts:

10. Legislation relating to shipping and navigation on inland waterways as regards mechanically propelled vessels and the carriage of passengers and goods on inland waterways.
11. Legislation relating to and coordination of the development of minor and major ports.
12. Administration of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948) and the Schemes framed thereunder other than the Dock Workers (Safety, Health and Welfare) Scheme, 1961.
13. To make shipping arrangements for and on behalf of the Government of India/ Public Sector Undertakings/ State Governments/ State Government Public Sector Undertakings and autonomous bodies in respect of import of cargo on FOB/FAS and export on C&F/CIF basis.
14. Formulation of the privatization policy in the infrastructure areas of ports, shipping and inland water

15. Planning of Inland Water Transport.
16. Formulation of the privatization policy in the infrastructure areas of ports, shipping and inland waterways.
17. The Development of township of Gandhidham.
18. Prevention and control of pollution:1
 - (a) Prevention and control of pollution arising from ships, shipwrecks and abandoned ships in the sea, including the port areas;
 - (b) Enactment and administration of legislation related to prevention, control and combating of pollution arising from ships; and
 - (c) Monitoring and combating of oil pollution in the port areas.

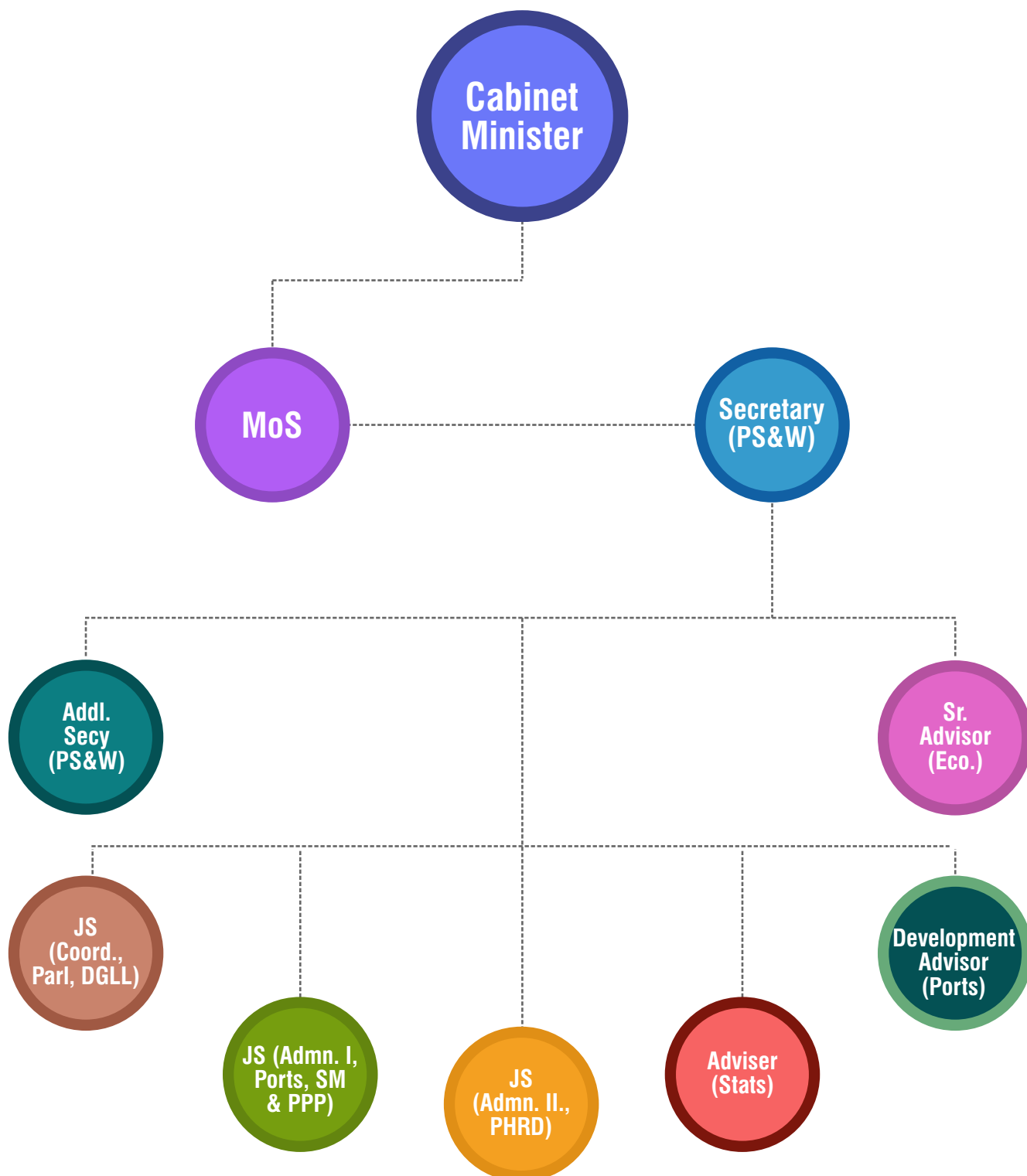
V. ACTS: (As may be amended from time to time)

- The Indian Ports Act, 1908 (15 of 1908)
- The Indian Carriage of Goods by Sea Act, 1925 (26 of 1925)
- The Dock Workers (Regulation of Employment) Act, 1948
- The Merchant Shipping Act, 1958 (44 of 1958)
- The Seamen's Provident Fund Act, 1966 (4 of 1966)
- The Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Act, 1984 (55 of 1984)
- The Inland Waterways Authority of India Act, 1985 (82 of 1985)
- The Multi Modal Transportation of Goods Act, 1993 (28 of 1993)
- The Dock Workers (Regulation of Employment) (Inapplicability to Major Ports) Act, 1997 (31 of 1997)
- The Suppression of Unlawful Acts against Safety of Maritime Navigation and Fixed Platforms on Continental Shelf Act, 2002 (69 of 2002)
- Indian Maritime University Act, 2008 (22 of 2008)
- The National Waterways Act, 2016 (17 of 2016)
- The Admiralty (Jurisdiction and Settlement of Maritime Claims) Act, 2017 (22 of 2017)
- The Recycling of Ships Act, 2019 (49 of 2019)
- The Major Ports Authority Act, 2021 (01 of 2021)
- The Marine Aids to Navigation Act, 2021
- The Indian Vessels Act, 2021
- India Bills of Lading Act, 1826
- Coasting Vessels Act, 1838

ANNEXURE - II

(Para 1.12 refer)

Organization Chart - Ministry of Ports, Shipping and Waterways



ANNEXURE - III

(Para 10.2 refer)

Annual Statement Showing the Representation of SCs, STs and OBCs as on 1st January, 2025 and Number of appointments made during the Preceding Calendar year 2024:

Ministry of Ports, Shipping & Waterways (Main Secretariat)**Representation of SCs/STs/OBCs/EWSs (As on 01.01.2025)**

| Group | Total Employee | SCs | STs | OBCs | EWS | Total |
|--------------------------------|----------------|-----------|-----------|-----------|----------|------------|
| A | 57 | 10 | 3 | 9 | - | 22 |
| B | 87 | 26 | 9 | 24 | - | 59 |
| C (Excluding Safai Karamchari) | 40 | 7 | 4 | 9 | 1 | 21 |
| C (Safai Karamchari) | - | - | - | - | - | - |
| Total | 184 | 43 | 16 | 42 | 1 | 102 |

Number of Appointments made during the Calendar Year 2024

| BY DIRECT RECRUITMENT | | | | | |
|--------------------------------|----------|----------|----------|----------|-----------|
| Group | SCs | STs | OBCs | EWS | Total |
| A | - | - | - | - | - |
| B | 5 | 4 | - | - | 9 |
| C (Excluding Safai Karamchari) | 1 | - | - | - | 1 |
| C (Safai Karamchari) | - | - | - | - | - |
| Total | 6 | 4 | - | - | 10 |

| BY PROMOTION | | | | |
|--------------------------------|-----|-----|------|-------|
| Group | SCs | STs | OBCs | Total |
| A | 2 | 2 | 1 | 5 |
| B | - | - | - | - |
| C (Excluding Safai Karamchari) | - | - | - | - |
| C (Safai Karamchari) | - | - | - | - |
| Total | 2 | 2 | 1 | 5 |

| BY DEPUTATION | | | | |
|--------------------------------|----------|----------|----------|----------|
| Group | VH | HH | OH | Total |
| A | - | - | - | - |
| B | - | - | - | - |
| C (Excluding Safai Karamchari) | - | - | - | - |
| C (Safai Karamchari) | - | - | - | - |
| Total | - | - | - | - |

ANNEXURE - IV

(Para 10.17 refer)

(SUMMARY REPORT OF INTERNAL AUDIT PARAS)

(Including Schemes/Banks/PSUs/Grantee Institutions)

| S. No. | Nature of Irregularities | No of paras | Total amount involved (INR in lakhs) |
|--------|---|-------------|---|
| 1. | Non-recovery of Government dues from Central Govt. Department/ State Govt./ Private Parties | 1 | 105.75 |
| 2. | Over payments | | |
| 3. | Non-adjustment of advances- Contingency Advance TA Advance LTC Advance Long Term Advances | 2 2 3 | 2.01 0.14 1.39 |
| 4. | Blocking of Govt. money | - | - |
| 5. | Non accounted of costly stores/Govt. money | - | - |
| 6. | Items of special nature | - | - |
| | Total | 8 | 109.29 |

ANNEXURE - V

(Para 10.18 refer)

**GRANT OF THE MINISTRY OF PORTS, SHIPPING AND
WATERWAYS
FOR THE FINANCIAL YEAR 2024-2025 (Net Basis)**

(INR in Cr.)

| Grant No. & Name | | Budget Estimate | Supplementary | Revised Estimate | Actual Expenditure upto 31.12.2024 |
|------------------|-----------------|-----------------|---------------|------------------|------------------------------------|
| Grant No. 78 | Revenue Account | 1299.56 | 216.59 | 1516.15 | 890.14 |
| | Capital Account | 1077.93 | 264.46 | 1342.39 | 831.12 |
| Total | | 2377.49 | 481.05 | 2858.54 | 1721.26 |

Source: DDG, E-lekha and Supplementary Demand for Grants.

ANNEXURE - VI

(Para 10.18 refer)

HEADWISE DETAILS OF RECEIPTS AS PER THE STATEMENT OF CENTRAL TRANSACTION (SCT) FOR THE LAST THREE YEARS

REVENUE RECEIPTS

(INR in Cr.)

| Sr. No. | MAJOR HEAD | 2022-23 | 2023-24 | 2024-25 (upto 31.12 2024) |
|----------|---|---------------|---------------|---------------------------|
| 1. | 0021-Taxes on Income other than Corporation Tax | 24.47 | 25.03 | 19.38 |
| 2. | 0045-Other Taxes & Duties on Commodities & Services | 0.00 | 0.00 | 0.00 |
| 3. | 0049- Interest Receipts | 5.67 | 10.17 | 14.06 |
| 4. | 0050-Dividends & Profits | 179.98 | 185.58 | 149.04 |
| 5. | 0070-Other Administrative Services | 0.00 | 0.00 | 0.00 |
| 6. | 0071-Contribution & Recoveries towards Pension & Other Retirements Benefits | 13.10 | 13.12 | 13.46 |
| 7. | 0075-Miscellaneous General Services | 0.00 | 0.00 | 0.00 |
| 8. | 0210-Medical & Public Health | 0.39 | 0.42 | 0.36 |
| 9. | 0216-Housing | 0.73 | 0.30 | 0.49 |
| 10. | 1051-Ports and Light Houses | 401.19 | 441.84 | 297.83 |
| 11. | 1052-Shipping | 98.31 | 107.92 | 81.94 |
| 12. | 1054-Roads and Bridges | 0.00 | 0.00 | 0.00 |
| 13. | 1056-Inland Water Transport | 11.82 | 13.97 | 19.88 |
| 14. | 1401-Atomic Energy Research | 0.00 | 0.00 | 0.00 |
| 15. | 1475 – Other General Economic Services | 0.00 | 0.02 | 0.02 |
| A | REVENUE RECEIPTS | 735.66 | 798.37 | 596.46 |

CAPTIAL RECEIPT

| Sr. No. | MAJOR HEAD | 2022-23 | 2023-24 | 2024-25 (up to 31.12.2024) |
|---------|--|-------------|-------------|----------------------------|
| 1. | 4000- Miscellaneous Capital Receipts | 0.00 | 0.00 | 0.00 |
| 2. | 6858- Loans for Engineering Industries | 0.00 | 0.00 | 0.00 |
| 3. | 7051- Loans for Port & Light Houses | 0.00 | 0.00 | 0.00 |
| 4. | 7056-Loans for Inland Water Transport | 0.00 | 0.00 | 0.00 |
| 5. | 7601-Loans & Advances to State Govt. | 0.00 | 0.00 | 0.00 |
| 6. | 7610- Loans to Govt. Servants | 0.39 | 0.28 | 0.19 |
| | CAPITAL RECEIPTS | 0.39 | 0.28 | 0.19 |

ANNEXURE - VII

(Para 10.18 refer)

Ministry of Ports, Shipping & Waterways
HEADWISE DETAILS OF EXPENDITURE FOR THE LAST THREE
YEARS i.e. FROM 2022-23 TO 2024-25 (upto 31.12.2024)

(INR in Cr.)

| Major head wise Description | 2022-23 | 2023-24 | 2024-25 (up to 31.12.2024) |
|--|----------------|----------------|----------------------------------|
| Revenue Section | | | |
| 2852-Industries (Assistance to ship building R&D, E governance) | 59.21 | 99.12 | 89.47 |
| 3051- Ports & Lighthouses | | | |
| 3051-.01 Major Ports(Sagarmala) | 563.70 | 637.65 | 483.18 |
| 3051-.02-Minor Ports(ALHW) | 63.52 | 68.76 | 46.59 |
| 3051-.03Light Houses and Light Ships(DGLL) | 372.20 | 373.43 | 270.54 |
| 3051-.80General (R&B) | 9.75 | 9.71 | 8.11 |
| 3052-Shipping (DG Shipping) | 189.96 | 214.01 | 151.38 |
| 3056-Inland Water Transport | 76.33 | 76.50 | 63.11 |
| 3451-Secretariat-Economic Services | 50.33 | 61.15 | 49.57 |
| 3601-Grant-in-aid to State Government | 4.91 | 0.00 | 0.00 |
| TOTAL Revenue Exp. (Gross) | 1389.91 | 1540.33 | 1161.95 |
| Deduct recoveries | -0.73 | -32.36 | -1.30 |
| Exp. met from DGLL Receipts | -372.20 | -373.43 | -270.54 |
| Total Revenue Exp. (Net) | 1016.98 | 1134.54 | 890.11 |
| Capital Section | | | |
| 5051- Capital outlay on Ports & Lighthouses | | | |
| 5051-.01 Major Ports(Sagarmala) | 124.21 | 123.02 | 16.77 |
| 5051-.02-Minor Ports(ALHW) | 0.00 | 0.00 | 0.00 |
| 5051-.03 Light Houses and Light Ships(DGLL) | 61.98 | 99.89 | 52.80 |
| 5052-Capital outlay on Shipping | 9.95 | 13.19 | 2.43 |
| 5056-Capital Outlay on Inland water transport | 544.31 | 1010.50 | 757.50 |
| 5475-Capital Outlay on other General Economic Services | 0.00 | 2.84 | 1.62 |
| 7051-Loans for Ports & Light Houses | 0.00 | 0.00 | 0.00 |
| TOTAL Capital Exp. (Gross) | 740.45 | 1249.44 | 831.12 |
| Deduct Recoveries | -62.04 | -100.81 | 0.00 |
| Total Capital Exp. (Net) | 678.41 | 1148.63 | 831.12 |
| Grand Total of Rev. +Cap. (Net) | 1695.39 | 2283.17 | 1721.23 |

Source: Statement of Grant Transaction (SGT)

ANNEXURE - VIII

(Para 10.18 refer)

Expenditure incurred by Ministry of Ports Shipping and Waterways on behalf of other Ministries

FOR THE LAST THREE YEARS i.e. FROM 2022-23 TO 2024-25 (upto 31.12.2024)

(INR in Cr.)

| MAJOR HEAD WITH GRANTS | 2022-23 | 2023-24 | 2024-25 (up to 31.12. 2024) |
|--|---------------|---------------|--------------------------------|
| Revenue Section | | | |
| 2049-Interest Payment (Gr.No.39) | 10.22 | 10.58 | 0.26 |
| 2071-Pension Payment (Gr.No.41) | 37.22 | 35.33 | 34.85 |
| 2235-Social, Security & Welfare (Gr.No.41) | 0.04 | 0.04 | 0.04 |
| 3051-Port and Lighthouses Andaman & Nicobar administration (Gr.No.52) | 4.87 | 3.68 | 2.93 |
| 3051- Lakshadweep (Gr.No.56) | 0.65 | -0.01 | 0.00 |
| 3605- Technical & Economical Co-operation with other Countries (Gr.No.29) | 100.00 | 100.00 | 0.00 |
| TOTAL (Revenue Exp.) | 153.00 | 149.62 | 38.08 |
| Capital Section | | | |
| 4405-Capital outlay on fisheries (Gr.No.52) | 0.98 | 0.18 | 0.09 |
| 5051- Capital outlay on Ports & Lighthouses Andaman & Nicobar administration (Gr.No.52) | 1.35 | 3.45 | 1.98 |
| 5052-Capital outlay on Shipping Andaman & Nicobar administration (Gr.No.52) | 0.34 | 0.00 | 0.00 |
| Lakshadweep (Gr.No.56) | 0.01 | 0.00 | 0.00 |
| 5452-Capital outlay on tourism Andaman & Nicobar administration (Gr.No.52) | 0.99 | 0.00 | 0.00 |
| 7610-Loans to Govt. servants (Gr.No.30) | 0.39 | 0.09 | 0.12 |
| TOTAL (Capital Exp.) | 4.06 | 3.72 | 2.19 |
| Grand Total (Rev. + Cap.) | 157.06 | 153.34 | 40.27 |

Source: Consolidated Classified Abstract

ANNEXURE - IX

(Para 10.18 refer)

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

| DEPRECIATION RESERVE FUND (8115) | (INR in Cr.) |
|--|---------------------|
| Opening Balance as on 1 st April 2024 | 330.18 |
| Receipt during Apr- December -2024 | 30.00 |
| Payment during Apr-December- 2024 | 0.00 |
| Closing Balance as on 31 st December 2024 | 360.18 |
| GENERAL RESERVE FUND (8121) | |
| Opening Balance as on 1 st April 2024 | 1200.07 |
| Receipt during Apr-December -2024 | 90.00 |
| Payment during Apr-December -2024 | 0.00 |
| Closing Balance as on 31 st December 2024 | 1290.07 |

Source: Classified Consolidated Abstract Account





MINISTRY OF PORTS, SHIPPING & WATERWAYS
GOVERNMENT OF INDIA

Transport Bhawan, 1 Parliament Street, New Delhi-110001

www.shipmin.gov.in