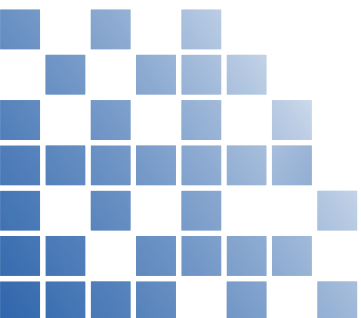
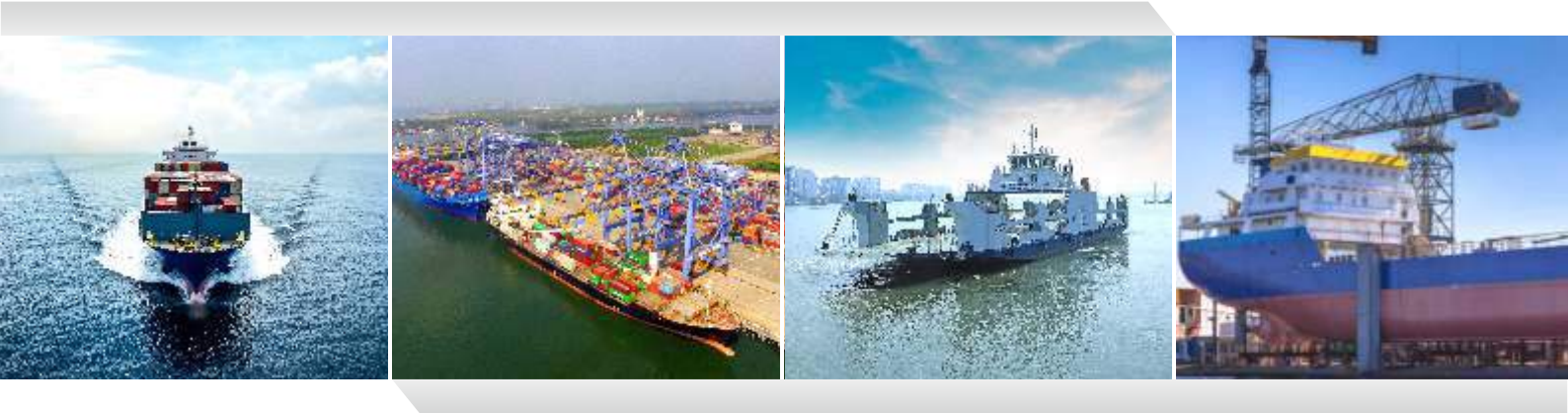


ANNUAL REPORT **2023-24**



**GOVERNMENT OF INDIA
MINISTRY OF PORTS,
SHIPPING & WATERWAYS**

सत्यमेव जयते



GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING & WATERWAYS



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Vision Statement

To create sustainable, world-class maritime and inland waterways infrastructure for providing efficient and cost-effective logistics to promote EXIM trade and contribute to the nation's economic growth and development.

Snapshot

PORTS

Total Ports
229

Major Ports
12

Other Ports
217



Installed Capacity
2,690 Million Metric Tonnes

Cargo Handling Ports
78

Cargo handled
1,540 Million Metric Tonnes

SHIPPING

Indian flagged vessels
1,526

Seafarers
2.85 lakhs

No of Ships built in India
26,412 Gross Tonnage



Lighthouses
203

Light Ship
1

Ocean Cruise Calls
227 with
4.71 lakh passengers

INLAND WATERWAYS



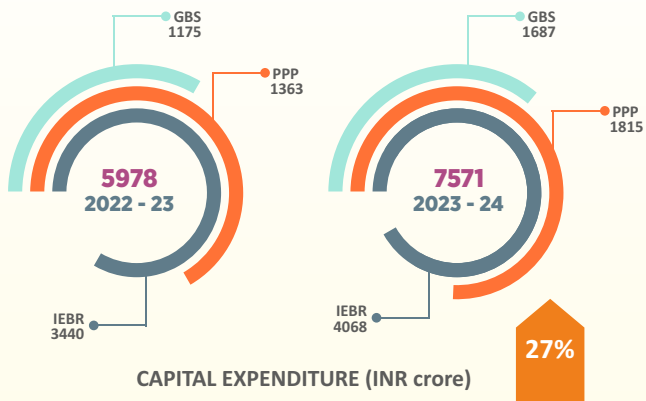
Notified National Waterways (Nws)
111

Operational National Waterways
24

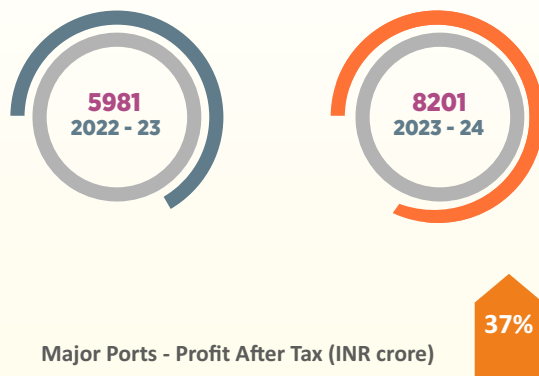
Cargo handled on national Waterways (Nws)
133 MMTPA

Score Card - Ministry of Ports, Shipping and Waterways

Capital expenditure - Increased by a CAGR of 13% over the past 5 years

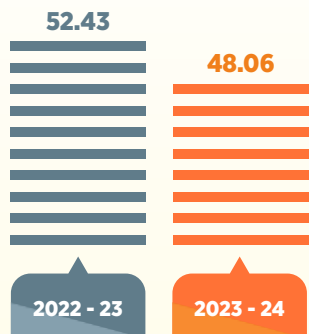


Profit After Tax (PAT) of Major Ports - Increased by a CAGR of 22% over the past 5 years

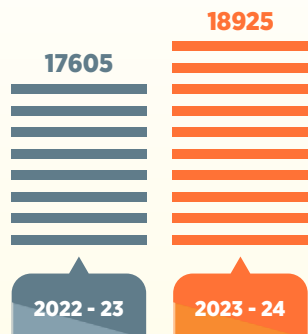


Score Card - Ports

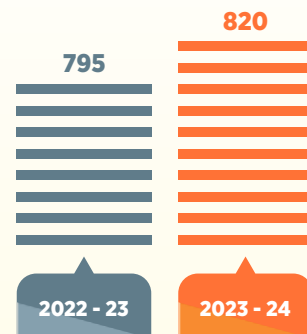
Average Vessel Turnaround Time at Major Ports (Hours)



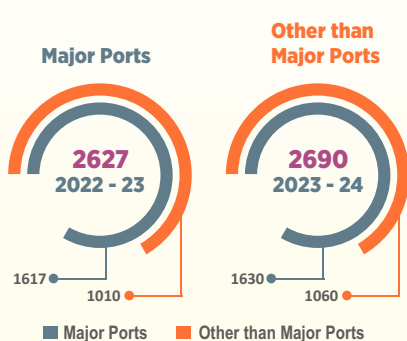
Average Output per Ship Berth Day (in Tonnes)



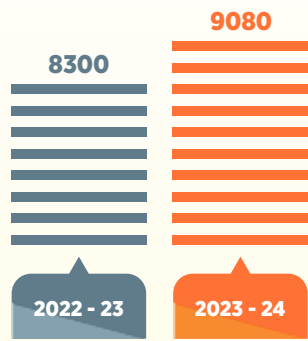
Cargo throughput at Major Ports (MMTPA)



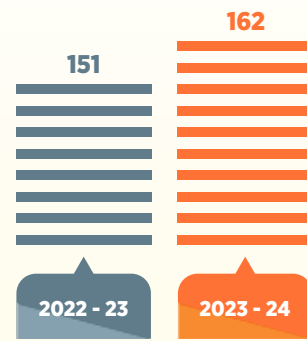
Capacity at Major India Ports (MMTPA)



Value of PPP Projects Sanctioned (INR crore)

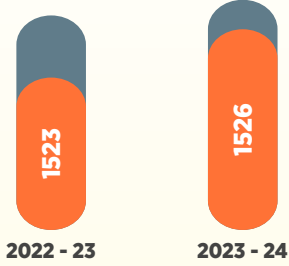


Coastal Cargo Handled (MMTPA)

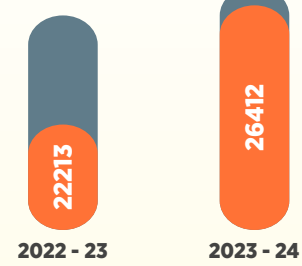


Score Card - Shipping

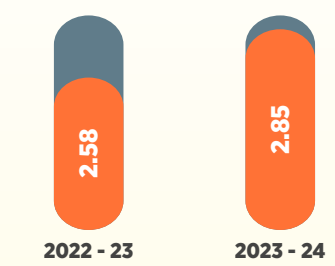
No. of Indian Flagged Ships / Vessels



No. of ships built in India (GT)

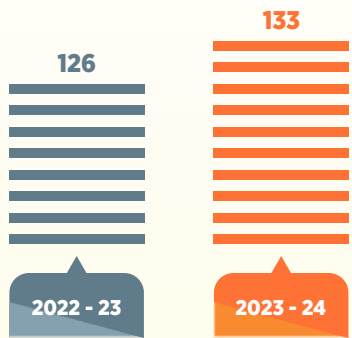


Employed Indian Seafarers (in Lakhs)

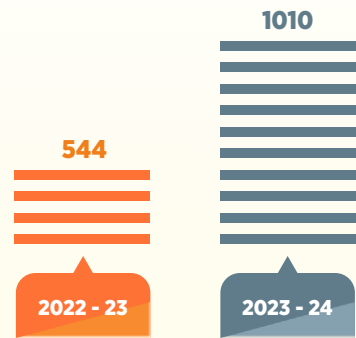


Score Card - Inland Waterways

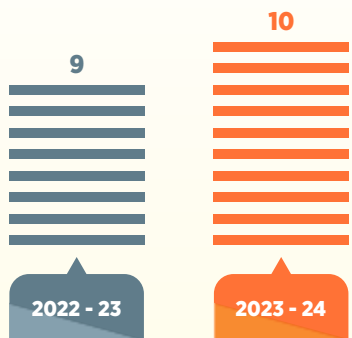
Cargo handled on national Waterways (NWs) (MMTPA)



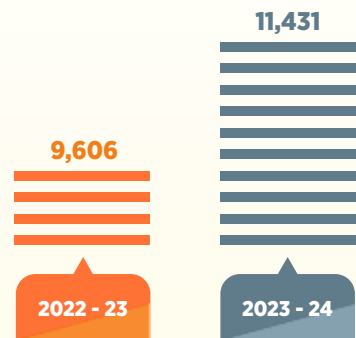
Investment (CAPEX) in NWs (INR crore)



Operational NWs for river cruise



Overnight River Cruise Passengers



Green Initiatives

PORTS

- **Zero Carbon Emission Goal, 'Harit Sagar' the Green Port Guidelines** were launched on 10th May 2023.
- **Four major ports, Deendayal Port, Visakhapatnam Port, New Mangalore Port and VOC Port, are already generating more renewable energy than their demand.**

SHIPPING

- **LNGC Aseem** (a ship owned by SCI's joint venture LNG transport company) celebrated a rare & extraordinary accomplishment of **500th successful voyage, transporting LNG with unwavering strength**

SHIP BUILDING

- **Hon'ble Prime Minister Shri Narendra Modi flagged off India's first indigenously built Hydrogen Fuel Cell Ferry.** The inauguration of this project will provide impetus for using Hydrogen in marine application as envisaged under National Green Hydrogen Mission and early adoption of hydrogen fuel cell technology in the marine sector will provide it a global competitive advantage whereby meeting sustainable green energy aspiration of our Nation for net zero emission
- Steel cutting of **Zero Emission Feeder Container vessel** being built for Samskip Group, Norway.
- Cochin Shipyard Limited delivered **5 numbers of Electric Hybrid 100 Pax Water Metro boat for Kochi Water Metro Project.** Kochi Water Metro plan to scale upto 78 vessels, whiis the world's single largest fleet of electric ferries.
- CSL upgraded to "**GreenCo Gold**" ratings from "GreenCo Silver ratings by the Confederation of Indian Industry.

WATERWAYS

- **Harit Nauka Guidelines**, launched at the 1st IWDC meeting on 8th January 2024 puts forth a strong commitment towards furthering passenger transport through waterways in an environment friendly and sustainable manner by promoting the adoption of **low-emission fuel (CNG/LNG/electric/hydrogen/ methanol)** for inland vessel operations (**Green Vessels**).



Digital Initiatives

PORTS

- The National Logistics Portal (Marine) - **SAGAR-SETU** was inaugurated on 27th January 2023.
- One-stop platform connecting all stakeholders in the logistics community through IT.
- Aimed at improving efficiency and transparency while reducing costs and time delays.
- **Mobile app** launched by the National Logistics Portal (Marine) on 31st March 2023, aims to **improve the Ease of Doing Business**.



Shri Sarbananda Sonowal, Union Minister, MoPS&W speaking at the launch of Online Dredging Monitoring System

- **Sagarmanthan:**
Developed in-house by the Ministry, the Sagar Manthan Dashboard is a real-time Performance Monitoring Dashboard. The digital platform has all the integrated data related to the Ministry and other subsidiaries to enable organizations to monitor and track the progress of their projects & Key Performance Indicators in real-time.
- **“Implementation of SCADA & PLC Automation system at Marine Oil Terminal, Mumbai, Maharashtra”**. This project shall reduce manpower costs, streamline operational activities, enable remote monitoring across both Mumbai Port locations.
- **Online Dredging Monitoring System** has been launched by Hon’ble Minister for Ports, Shipping and Waterways on 09th June 2023. This system is expected to assist in visualization of daily, weekly and monthly progress with dredging performance and downtime monitoring and display data with loading position. This system is designed to enhance productivity of the dredger and to take corrective measures for achieving daily targets so as to enable to complete the dredging project in time.

SHIPPING

Director General (Shipping) has implemented digitization of its services including:

- Online modules for the **Maritime Training Institute (MTI)**
- Online module for instant issuance of **INDoS number to the seafarers**
- Automatic issue of **Watch keeping Certificate**
- **Biometric Centralised Attendance System for students at MTIs**
(To bring in transparency and accountability)

HRD Initiatives

SAGAR MEY YOG

Initiative has been started by the DG Shipping in collaboration with the Yoga institute for well beings of the seafarers. MoU has been signed between the Yoga Institute and DG Shipping, so as to mutually work together for the well beings of the Seafarers

- **SAGAR MEY SAMMAN** initiative started on 19th October 2023 in GMIS-2023. It is a campaign to promote the role of women seafarers in India's Maritime Sector.
- MoPS&W is funding the **skill development initiatives under DDU-GKY to train 10,000 persons annually for next 3 years** and has currently started training in Andhra Pradesh, Kerala and Tamil Nadu.
- **Swasthya Ahara Project** was inaugurated at BYL Nair Hospital Mumbai during April 2023. The project caters to supporting the dependents of the patients admitted at 4 nos. Government Hospitals at Mumbai by serving them hot meal (dinner) for entire one year
- 4 nos. of **E-Learning classrooms set up through SCI-CSR** support at two government aided schools in Kurla and Chembur, Mumbai, were inaugurated on 18th August 2023.
- **20 Smart Classrooms** in 12 government schools at Vijayapur and Yadagir, Karnataka, set up through SCI-CSR initiative was inaugurated on 15th and 16th September 2023.
- **SCI CSR Project towards Installation of Solar Street Lamps** in North Goa was inaugurated on 15th March 2024 at Sri Sai Baba Mandir, Kadamba Plateau, Old Goa.
- In a ceremony held at Rishikul Govt. P.G. Ayurvedic College & Hospital, Haridwar (Aspirational district) on 18th March 2024, **15 nos. of life saving/ critical medical equipment's / instruments was handed over to the hospital as part of SCI CSR initiatives.**
- On 20th March 2024, **Solar LED lamps were distributed to 370 poor families of Pahadpur Village** in Mayurbhanj District of Odisha as part of SCI CSR initiatives. This will enhance the livelihood of rural consumers.
- Hon'ble Minister for PS&W has launched a programme of **Port Health Organization (PHO) module** with Sagar Setu (National Logistic Portal Marine)





MoU Signed with Countries and States

The Global Maritime India Summit (GMIS), 2023 witnessed signing of 360 MoUs with an **investment commitment of INR 8.35 Lakh crore** in various segments of the maritime sector

During GMIS 2023, SCI signed 7 MOUs of total value of INR 2425 crore. These MOUs were with Lino Lines (Japan), HPCL, MRPL, Indian Navy, NTPC Green Energy Ltd., Tata NYK Shipping and Wartsila India Pvt. Ltd.

CSL awarded seed funding of INR 30 Lakhs each to 3 start-ups viz.,

Fuselage Innovations Pvt. Ltd., Xalten Systems Pvt. Ltd., and Ensoverse Pvt. Ltd., through IIMK (LIVE) backed USHUS Marine Start-up Support Program

Contract signed with a **European Client for the design and construction of one no. hybrid Service Operation Vessel (SOV)**. The total project cost for the firm order is ~ INR 500 crore and the vessel are to be delivered in 2026. The vessel is designed and built for the service, maintenance, and operational needs of the offshore wind farm industry in the European market where sustainable energy solutions are in high demand.

Udupi Cochin Shipyard Limited (UCSL), a wholly owned subsidiary of Cochin Shipyard Limited (CSL) has bagged an international order from M/s. Wilson Ship owning AS, Norway, for **Design and Construction of 6 Nos. new generation diesel electric 3800 DWT general cargo vessel** with an option for 8 more vessels.

Cochin Shipyard Limited (CSL) delivered **New-Generation-Purse-Seiner** to GKS Marine Exports. The vessel has an innovative design engineered and developed with Modern Mechanized Hydraulic Purse Seining equipment. It has facilities such as Power Block, Fish Handling crane, Advanced Fish Finder, Air-conditioned 10-men accommodation etc

UCSL delivered one no. of 62 Tonne Bollard Pull Tug, being built for Ocean Sparkle Limited, the leading tug operator in India.

Flagged off "Ocean Splendour" 62T Bollard Pull Tug, built for Ocean Sparkle Limited.

Hon'ble Union minister Shri Sarbananda Sonowal inaugurated the first ever ASTDS Tug (Ocean Grace)

Hooghly Cochin Shipyard Limited (HCSL) secured an order for construction of 2 numbers of 40T Bollard Pull ASD Tugs for Industrial Handling Private Limited for a value of around INR 35 crore.

MoU signed with Indian Navy for implementation of Navy Gallery at a cost of INR 179 crore.

MoU signed with UAE for collaboration in development of NMHC.



New Developments, Schemes and Vision Document

PORTS

The 'Sagar Samajik Sahyog' - Revised Corporate Social Responsibility (CSR) Guidelines 2023 were launched by the Ministry of Ports, Shipping, and Waterways on 27th June 2023 for Major Port Authorities. Under these guidelines, the Major Ports have been empowered to sanction and approve CSR projects.

Maritime Amrit Kaal Vision 2047 builds on the Maritime India Vision 2030 and has identified over 150 initiatives across 10 themes covering all the facets of the Indian maritime sector.



- Vision action plan is expected to propel India to new heights, attracting over **INR 70 lakh crore of investments** thereby enabling India's quantum leap towards becoming a **global maritime hub**.

Ministry of Ports, Shipping & Waterways (MoPS&W), Govt. of India is developing the **International Container Transshipment Port (ICTP) at Galathea Bay**.

- The project is planned in four phases, with Phase 1 aimed at handling approximately 4 million Twenty Foot Equivalent Units (MTEUs) by 2028, with a dredged depth of 20 meters.

SHIPPING

IMO Member State Audit Scheme (IMSAS) of India : The Maritime Administration (DGS) successfully completed the 1st IMO Member State Audit Scheme (IMSAS) of India between 24th February 2024 to 04th March 2024 demonstrating its full compliance of the relevant IMO Conventions, Codes and Guidelines as applicable.

Re-election of India to the Council of International Maritime Organisation for the biennium 2024-25 with highest tally: India has been re-elected to the Council of International Maritime Organization (IMO), London in the category of 10 member countries with 'the largest interest in international seaborne trade'. India secured 157 votes out of 163 valid votes during the election.

WATERWAYS

The River Cruise Tourism Roadmap 2047 launched at the 1st IWDC meeting on 8th January 2024 focuses on four vital pillars, including Infrastructure, Integration, Accessibility, and Policy for promoting river cruise tourism.

- Over **30 possible routes** and tourist circuits along inland waterways have been identified for further development.
- **Investment outlay of INR 45,000 crore** to develop river cruise tourism in India with INR 35,000 crore earmarked for cruise vessels and INR 10,000 crore for cruise terminal infrastructure is estimated by 2047.

Tourist footfall in 2022-23 for ocean cruise has risen to 3.08 Lakhs and for light house has risen to 12.3 lakhs compared to the year 2014-15.

New Institutions Created

National Technology Centre for Ports, Waterways and Coasts (NTCWPC), IITM - Discovery Campus inaugurated on 24th April 2023 at Chennai. NTCWPC, IIT IM has been established at a cost of INR 77 crore under the ambit of Sagarmala Programme to act as a technological arm of the Ministry.



NTCWPC-Discovery Campus, IIT Madras

The **Inland Waterway Development Council (IWDC)** was constituted on 1st October 2023 with the Union Minister of Ports, Shipping and Waterways as the Chair and representations from relevant Central and State Ministries.

- It has a 10-point mandate revolving around fairway development, enhancing cargo and passenger transport in IWT, the potential of river cruise tourism to boost economic activity, sustainability practices in terms of non-fossil fuel-based vessel operations among others.

The 1st IWDC meeting was held on 8th January 2024 in Kolkata.

New Services

International Passenger Ferry Service (India and Sri Lanka):

International Passenger ferry service between Nagapattinam (Tamilnadu, India) and Kankesanthurai (Jaffna, Sri Lanka) through HSC Cheriyanpani was flagged off on 14th October 2023.

India Maldives Shipping Service:

India Maldives Shipping Service commenced with the flagging off of MV MSS Galena from VOC Port, Tuticorin by Hon'ble Minister of State (PS&W) on 05th

May 2023. Since then, the vessel has completed 39 voyages and carried 2653 TEUs of Break-Bulk cargo from India to Male and 2625 TEUs from Male to India. The cargo consisted mainly of construction material, organic manure, food items, garments, plywood, cement, vehicles, freighted empties etc.

Amazon's first cargo shipment reached Kolkata from Patna along NW 1 route highlighting the potential of IWT for promoting sustainable logistics practice in e-commerce sector in November 2023.



INTRODUCTION



75th Republic Day parade, 26th January 2024, MoPS&W's Tableaux, unveils the power of Nari Shakti and Sagarmala in the Maritime sector

- 1.1 Ministry of Shipping was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries. Thereafter, name of the Ministry was changed to Ministry of Ports, Shipping and Waterways (MoPS&W) on 9th November 2020.
- 1.2 Ministry of PS&W encompasses within its fold shipping and port sectors which also include shipbuilding and ship repair, major ports 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 the 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, 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 Shripad Naik and Shri Shantanu Thakur are the Ministers of State for Ports, Shipping and Waterways (PS&W).

1.7 Secretary (PS&W) is assisted by Additional Secretary(Shipping), Sr. Economic Adviser, Joint Secretary (Ports, PHRD & PPP), Joint Secretary (Sagarmala), Joint Secretary (IWT, Admin., & Coord. I), Joint Secretary (General & Coord. II) 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, Societies/ Associations and Public Sector Undertakings 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

- Major Port Authorities at Deendayal (Kandla), Mumbai, Jawaharlal Nehru (Nhava Seva), Mormugao, New Mangalore, Cochin, V.O. Chidambarnar (Thoothukudi), Chennai, Visakhapatnam, Paradip and Syama Prasad Mookerjee (Kolkata).
- Haldia Dock Complex and Kolkata Dock System under SMP, Kolkata.
- Kamarajar Port Limited, Chennai (Company of Chennai Port)
- Inland Waterways Authority of India, Noida.
- Seamen's Provident Fund Organization, Mumbai.
- Tariff Authority for Major Ports, Mumbai.
- Indian Maritime University (IMU), Chennai

SOCIETIES/ ASSOCIATIONS

- National Institute of Port Management, Chennai
- National Ship Design and Research Centre, Visakhapatnam.
- Seafarers Welfare Fund Society, Mumbai.
- Indian Ports Association, New Delhi

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)
- Cochin Shipyard Limited, Kochi.
- Hooghly Cochin Shipyard Limited, Kolkata
- Udupi Cochin Shipyard Limited, Malpe
- Central Inland Water Transport Corporation Limited, Kolkata.
- Hooghly-Dock and Ports Engineers Limited, Kolkata.
- Sagarmala Development Company Limited, New Delhi
- India Port Global Private Limited, Mumbai.

SPV & OTHERS

- Sethusamudram Corporation Limited, Chennai
- Indian Port Rail and Ropeway Corporation Limited (IPRCL), Mumbai
- Dredging Corporation of India Limited, Visakhapatnam
- Kanyakumari Port Limited, Tuticorin

TRUST

- Maritime Training Trust, Mumbai

CENTRE OF EXCELLENCE

- National Technology Centre for Ports, Waterways and Coasts
- Centre of Excellence in Maritime and Shipbuilding
- Centre for Inland and Coastal Maritime Technology

INTERNATIONAL ASPECTS

- International Maritime Organization, United Kingdom
- Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC)

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

YEAR AT A GLANCE



Prime Minister launches the 'Maritime Amrit Kaal Vision 2047' encompassing aspirations in Logistics, Infrastructure, and Shipping supporting India's 'Blue Economy', GMIS - Mumbai, 17th October 2023

Background

- 2.1 The Maritime Sector in India comprises of Ports, Shipping, Shipbuilding, Ship repair and Inland Water Transport Systems. In India, there are total 12 government owned major ports and approximately 217 minor and intermediate ports. These all are administered by the central and the States government respectively. Indian Shipping Industry has over the years 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 the industry.
- 2.2 India has a long coastline of about 7,517 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.

Gross Budgetary Support (GBS) & Internal and Extra Budgetary Resources (IEBR) Outlay for 2023-24

- 2.3 The Budget Estimate of Gross Budgetary Support (GBS) for FY 2023-24 was INR 2218.74 crore for the Ministry. However, at the stage of Revised Estimate (RE), this has been enhanced to INR 2395.12 crore. Against the RE allocation of INR 2395.12 crore, actual expenditure as on 31st March, 2024 was INR 2316.47 crore. Summary of GBS and Internal & Extra Budgetary Resources (IEBR) outlay for 2023-24 is given below:

(INR In crore)

Sector	BE 2023-24		RE 2023-24		Actual Expenditure on net basis*	
	GBS	IEBR	GBS	IEBR	GBS (2023-24)	IEBR (2023-24)
Ports & Lighthouses	643.16	3253.21	719.64	3344.36	668.67	3047.71
Shipping	238.02	380.00	244.85	975.00	227.19	1020.70
IWAI	1007.46	0.00	1092.00	0.00	1087.00	0.00
Others	330.10	0.00	338.63	0.00	333.61	0.00
Total	2218.74	3633.21	2395.12	4319.36	2316.47	4068.41

* upto 31st March, 2024

Outlay for 2024-25

2.4 The details of GBS and IEBR outlay for 2024-2025 are given below:

(INR In crore)

Sector	2024-25 (BE)	
	GBS	IEBR
Ports & Lighthouses	881.01	4650.07
Shipping	293.54	568.00
IWAI	1091.50	0.00
Others	79.50	0.00
Total	2345.55	5218.07

Global Maritime India Summit (GMIS), 2023

2.5 Global Maritime India Summit (GMIS) 2023, organised by MoPS&W from 17th-19th October, 2023 at Mumbai was highly successful. The Hon'ble Prime Minister inaugurated the summit on 17th October, 2023. It was the largest summit ever conducted and received widespread appreciation from all quarters. Highlights of the summit are: -

- Hon'ble Prime Minister launched the 'Maritime Amrit Kaal Vision 2047' on the inaugural day of the summit. This transformative roadmap charts the course for India's maritime sector over the next 25 years and signifies our commitment to achieving unprecedented growth and development in this vital sector.



- Hon'ble Prime Minister also laid the foundation stone for eleven projects, totaling INR 14,440 crore. Additionally, eleven projects valued at INR 8,924 crore were dedicated to the Nation.
- The presence of 14 Union Ministers, 22 Ministers from 13 States and 36 senior Government Officials from 14 states added significant weight to the summit, showcasing the strong Government support for the maritime sector.
- GMIS 2023 witnessed the participation of Ministers from 10 foreign countries. Official delegations, business delegates and exhibitors from another 42 countries participated in the event.
- GMIS, 2023 witnessed signing of 360 MoUs with investment commitment of INR 8.35 lakh crore and additional investible projects worth INR 1.68 lakh crore were announced.
- In total, 297 international companies and 1,467 Indian companies took part in GMIS 2023, demonstrating the international interest and commitment to India's maritime sector. Notably, 33 International and 17 Indian CEOs participated in the Global CEO's Forum held under the aegis of GMIS 2023.
- The event witnessed a total footfall of 28,950 over 3 days and had 51,579 YouTube live viewers.
- GMIS 2023 hosted 31 sessions including 13 technical sessions, 9 state sessions and 9 roundtables, including the Global CEO's Forum, that served as platforms for discussions and knowledge sharing.

The exhibition across 15,000 sqm. saw 200+ companies/exhibitors from around 10 countries. The summit facilitated 2,460 B2B meetings and more than 500 G2B/ G2G meetings, offering ample opportunities for networking and collaboration.

Sagarmala Programme

- 2.6 The vision of Sagarmala is to reduce logistics cost for both domestic and EXIM cargos with minimal infrastructure investment. Studies under Sagarmala Programme have identified opportunities for reducing overall logistics costs, thereby improving the overall efficiency of the economy and increasing competitiveness of exports. At the top of the framework, a National Sagarmala Apex Committee has been formed for overall policy guidance and high-level coordination and to review aspect of planning and implementation of the plan and projects. The committee has been empowered to provide policy direction, guidance for the initiative implantation and review the progress of implementation of maritime plan.

Projects of Sagarmala

- 2.7 Under the Sagarmala Programme, there are 839 projects worth investment of INR 5.79 Lakh crore for implementation by 2035. Out of 839 projects, 262 projects worth INR 1.4 lakh crore have been completed and 217 projects worth INR 1.65 Lakh crore are under implementation. In addition to the above, 360 projects worth INR 2.74 Lakh crore 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.

Skill Development

- 2.8 Skill development in Port and Maritime Sector is progressing well in Gujarat, Kerala, Andhra



Pradesh and Tamil Nadu under Phase 2 of Sagarmala Deen Dayal Upadhyaya Grameen Kaushal Yojana (DDUGKY). 4317 candidates have been trained during Phase 2 of the program of which around 2813 candidates have been placed in logistics, ship breaking, tourism and hospitality industries. Multi-skill Development Centers (MSDC) are being setup at all major ports. MSDCs linked to Jawaharlal Nehru Port are operational. Further, more than 39,000 candidates have been trained in the Safety Training Institution at Alang Ship Breaking Yard.

Public Private Partnership (PPP)

2.9 Ever since the first Public Private Partnership (PPP) Project at Major Port was launched in 1997, there has been huge progress in the PPP environment in the Port sector of the country. 97 projects of more than INR 60,200 crore have been granted approval under PPP since the beginning. Currently, there are 52 projects for more than INR 37,200 crore are operational and 21 projects of more than INR 14,400 crore are under implementation, whereas 15 projects more than INR 5,500 crore are under various stage of tendering. The remaining projects are under development or under restructuring stage. The operational projects have contributed to capacity enhancement to the tune of ~ 550 Million Tonnes Per Annum (MTPA). The projects under implementation are likely to add another ~ 115 MTPA. tional projects have contributed to capacity enhancement to the tune of ~ 550 Million Tonnes Per Annum (MTPA). The projects under implementation are likely to add another ~ 115 MTPA.

National Monetization Pipeline (NMP)

2.10 Ministry of PS&W has a clear and robust pipeline of 81 projects of more than INR 44670 crore (earlier the value was INR 42,400 crore) which are going to be awarded on PPP till FY 2025.

- Since FY 2019-20, total 25 PPP projects of value INR 20780 crore have been sanctioned and out of which, 19 PPP projects of value INR 11230 crore have been successfully awarded so far.
- During FY 2023-24, 5 PPP projects of value INR 9080 crore have been sanctioned and 8 PPP projects of value INR 700 crore have been awarded.
- Currently, 52 projects of more than INR 37,200 crore are operational.
- With the cargo volume expected to increase between 1.7 to 2 times (of 2020) by 2030, the

percentage of cargo handled at Major Ports by PPP or other operators, is expected to reach 85% by year 2030.

- Some of the high value projects i.e. Development of Outer Harbour at Tuticorin Port of worth INR 7,055 crore and Development and Mechanization of Berth 7 & 8 at Syama Prasad Mukherjee Port of worth INR 865 crore have been sanctioned by the competent authority in the FY 2023-24.



*Hon'ble Minister of State Shri Shantanu Thakur
in discussion with Ports Sector Officials*

Cargo Traffic at Indian Ports

2.11 During 2022-23, major and non-major ports in India handled a total cargo throughput of around 1434.19 Million Metric Tonnes (MMT) and 1540 MMT during 2023-24. The traffic increased by 7.38% over the corresponding period of previous year. The 12 Major Ports handled traffic of 819.23 MMT during 2023-24, representing increase of about 4.45% against 784.31 MMT during the corresponding period of previous year. Of the 12 Major Ports, cargo handled during 2023-24, only Deendayal port registered a negative growth of 3.77%.

Commodity-wise Cargo Traffic at Major Ports

2.12 The composition of the cargo is given below:

(In Million Tonnes)

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	61.03	17.68	191.98	181.57 (12.31)	120.98	819.23
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							

2.13 While the commodities viz. POL, Iron Ore, Coal, F&FRM, Coal, and Containers are showing steady growth, there has been decrease in traffic of other cargoes during the previous years.

Digitization

2.14 The process to bootstrap PCS 1x into Sagar Setu - National Logistics Portal-Marine (NLP-M) is already underway 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. Sagar Setu is integrated with all the 12 Major Ports of India, along with 22 non major ports and 28 Private Terminals and the port sector is utilizing Sagar Setu application to facilitate day to day vessel and cargo operational activities. The Port module helps in planning of maritime operations by real time exchange of information between shipping agents and port authorities. Customs-ICEGATE system has been integrated with Sagar Setu for exchanging customs related information to facilitate the trade. The PHOs can approve and issue certificates using the Port Health Organisation (PHO) module, and notifications will be sent to port officials. Requests for Free Pratique and Health Declaration Certificates to PHOs at ports are available through Sagar Setu. Mercantile Marine Department (MMD) module facilitates real time and online information exchange on vessel detention and release to MMD inspectors, port authorities and other stakeholders. Other agencies integrated with Sagar Setu (NLP-M) are Directorate General of Lighthouses and Lightships (DGLL) and Unified Logistics Interface Platform (ULIP). Integration is in process for agencies like Inland Waterways Authority of India (IWAI), Freight Operations Information System - Indian Rail (FOIS), State Maritime Boards and, Participating Government Agencies (PGAs), Export Promotion Councils (EPCs) and other identified stakeholder systems to facilitate Import/Export process by the Trade.

2.15 In the quest to achieve “The Maritime Agenda 2010-2020” envisaged by Ministry of PS&W, Indian Ports Association (IPA) anchored the journey of collaborative transformation that engages the 5 Major Ports of India in the exercise for Business Process Reengineering followed by implementation of an integrated software platform. An Enterprise Business System (EBS) is being implemented at 5 Major Ports (Mumbai, Chennai, Deendayal, Paradip and Kolkata (including Haldia Port)) with project cost of approx. INR 327.43 crore to provide a digital port ecosystem that will adopt leading International Practices without losing its alignment to existing local needs. A total of 2474 processes (Chennai - 671, Deendayal - 376, Kolkata - 501, Haldia - 374, Mumbai - 278 and Paradip - 274) were rationalized, harmonized, optimized and standardized to arrive at a final reengineered process count of 162 processes.

2.16 Business processes of the port are rationalized, harmonized, optimized, standardized and arrived to final re-engineering processes. These business processes are to improve the operational efficiency and ease of doing business. Port Enterprise Business System (EBS) implements on common application platform on shared infrastructure for Port Operation System (POS), Standard ERP modules, e-Office, Hospital Management System etc. Port EBS project marks a shift towards SMART ports by focusing paperless interaction, reduction in multiple data entry, real time information and improved decision making at port level.

Conciliation and Settlement Committee for Major Ports

- 2.17 Commercial dispute resolution through Arbitration or Courts has been found to be exceedingly time consuming and financially burdensome on commercial entities like Major Ports. An alternate dispute resolution mechanism was set up for Major Ports in October, 2021 through appointment of a Conciliation & Settlement Committee (CSC) comprising of independent experts with innovative features like fee to conciliators based on success and specified time limit of 6 months for resolution of dispute. This dispute resolution mechanism will bring finality to a dispute as the parties reach to an agreement and thus do not require to further approach arbitration or court forums.
- 2.18 Upto December, 2023, 54 cases have been referred to CSC, out of which settlement agreements have been signed in 17 cases. 17 cases are at approval stage of settlement and rest 20 cases are under discussions.

Green Port Initiatives

- 2.19 The Port sector has undertaken a number of initiatives and measures to be a key participant in the country's aim to be net zero in the future. The Ministry of PS&W launched "HaritSagar" Green Port Guidelines to reduce carbon intensity and to develop an environment friendly ecosystem at major ports for achieving Sustainable Developmental Goals (SDGs). The "HaritSagar" Guidelines provide a comprehensive roadmap for the Major Ports of the country for development of resilient



The first-ever Made-in-India ASTDS tug 'Ocean Grace' built by Cochin Shipyards Limited promoting Atmanirbhar Bharat

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. Three major ports, namely Deendayal, Paradip and V.O. Chidambaranar have been identified to be developed as Green Hydrogen Hubs and Export Terminals for Green Hydrogen/ Green Ammonia and its derivatives in the country under the National Green Hydrogen Mission. In addition, V.O. Chidambaranar Port Authority and Deendayal Port Authority has been identified to develop infrastructure for facilitating the establishment of Offshore Wind Energy Industries.

Corporate Social Responsibility Guidelines

- 2.20 The 'Sagar Samajik Sahyog' - Revised Corporate Social Responsibility (CSR) Guidelines 2023 were launched by the Ministry of PS&W on 27th June, 2023 for Major Port Authorities. Under these guidelines, the major ports have been empowered to sanction and approve CSR projects. These guidelines aim to make a lasting impact by addressing the pressing needs of our society, focusing on education, healthcare, skill development, environmental sustainability and community empowerment.

Sagar Manthan Dashboard

2.21 Developed in-house by the Ministry, the Sagar Manthan Dashboard is a real-time Performance Monitoring Dashboard. The digital platform has all the integrated data related to the Ministry and other Subsidiaries to enable organizations to monitor and track the progress of their projects and Key Performance Indicators in real-time.



The features of the dashboard include data visualization, real-time monitoring, improved communication, data-driven decision making and increased accountability. The launch of 'Sagar Manthan' Dashboard is a development towards digitalization and transparency in the maritime transport sector.

Guidelines for Accessibility Standards in Port Sector

2.22 Ministry has notified the "Guidelines for Accessibility Standards in Port Sector" in the Gazette of India on 09th November, 2023 with the intent to address the accessibility needs of differently-abled persons and other user groups in context of built environment and services associated with transportation of cargo and passengers.

Development of Major Port at Vadhavan, Maharashtra

2.23 Government of India has accorded in-principle approval for development of a modern deep draft all-weather port at Vadhavan in Dahanu taluka in Maharashtra on 05th February, 2020. Port limit for the project has been notified on 19th February, 2020. The port will be developed on "landlord model" and it is projected to have a capacity of around 300 MMTPA. Total cost of the project including GST, pre-operative expenses, contingencies, etc. works out to INR 76,220 crore. Out of this, the equity funding by SPV (JNPA and MMB) will be INR 11,693 crore in constructing basic infrastructure.

2.24 NOC from Dahanu Taluka Environment Protection Authority (DTEPA) has been received to develop Port at Vadhavan in Dahanu Taluka of Palghar District on 31st July, 2023. Under section 8 of the OAMDR Act, 2002 for grant of composite licence in favour of JNPA for mining sand from offshore for reclamation purpose for the proposed development of Greenfield Port at Vadhavan, Ministry of Mines has reserved the proposed area Mines through extraordinary Gazette of India CG-DI-E-22122023-250813 on 21st December, 2023. Maharashtra Coastal Zone Management Authority recommended the proposal vide letter dated 06th February, 2024 to MOEF&CC. MoEF&CC has granted Environmental and CRZ Clearance on 16th February, 2024. PIB recommended the project on 21st February, 2024 and Ministry of Finance conveyed their "No Objection" for the project "Development of all-weather Greenfield Vadhavan Port in the State of Maharashtra" on 06th March, 2024. Pursuant to Ministry of Finance approval, the Draft Cabinet Note was submitted to Cabinet Secretariat on 08th March, 2024 for approval of the Union Cabinet.



Long-term Main Contract for development of Shahid Beheshti Port Terminal, Chabahar signed between India Port Global Limited (IPGL) and Ports and Maritime Organization (PMO) of Iran, 13th May 2024, Iran

Chabahar Port

- 2.25 A Memorandum of Understanding (MoU) for the development of Chabahar Port by India was signed in Tehran between India and Iran on 06th May, 2015 by the then Hon'ble Minister of Shipping Shri Nitin Gadkari from the Indian side and Minister Dr. Abbas Akhouni from the Iranian side and thereafter the contract was executed 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 the first development phase of Shahid Beheshti-Chabahar Port. The Ports and Maritime Organization of the Islamic Republic of Iran (PMO) and the Ministry of PS&W were the Confirming Parties to the Contract.
- 2.26 On 24th December 2018 an Iranian SPV "India Ports Global Chabahar Free Zone" (IPGCFZ), a subsidiary company of IPGL started operations at two berths of Shahid Beheshti Port, Chabahar, Iran and thereafter successfully carrying out operations since. IPGCFZ has 5 berths, out of which berths 1, 2 & 3 are Multipurpose Terminals of 600 meters' total length and 4 & 5 are Container Terminals of 600 meters' total length, the Rail Span of Container Berth is 35 meters, the draft of berths and access channel is 16.5 meters, the maximum container vessel capacity is 8000 TEUs and maximum vessel handling capacity is 90000 DWT. Since its inception, Chabahar Port has handled a total of 84,809 TEUs volume of container and 8.21 MMT of bulk and general cargo till March, 2024. Ministry of PS&W organized a special session on "Chabahar Port-INSTC Corridor: Gateway to Central Asia" during Global Maritime India Summit 2023 on 18th October, 2023 in Mumbai to promote Chabahar Port operated by IPGL as a link to International North-South Transport Corridor (INSTC) - Connecting Central Asian Markets. During this event, many Central Asian and INSTC countries actively took part.

Sagar Shreshtha Samman Awards Conferred

- 2.27 The major ports were conferred awards for their all-time best performance on select operational and financial parameters during 2022-23. Ports that have registered highest incremental improvements were also honored and were ranked on the basis of their overall performance during 2022-23. The idea of these awards is to generate fair and healthy competition amongst the Major ports and to motivate them to perform better and better in the coming year. The award for the best port was given to Paradip Port on overall annual performance based upon cargo handling, average turnaround time, ship birthday output, idle time at berth, operating ratio and pre berthing detention.

Sagar Aankalan Guidelines

- 2.28 Ministry of PS&W has developed a benchmarking methodology, based on globally adopted procedures, for mapping and assessing Logistics Port Performance Index (LPPI) for inter-port comparison on Pan India basis. The “Sagar Aankalan” Guidelines for National Benchmarking of Indian Ports were issued in February, 2024 for Annual Performance Ranking of Ports.

Inland Water Transport

- 2.29 India is endowed with various Inland Water Transport (IWT) options that comprise rivers, canals, backwaters, creeks and tidal inlets. These options not only form a competitive alternative mode of transportation with lower operating cost (30% lower than the railways and 60% lower than road as per the Maritime India Vision 2030) but also an environmentally friendly and sustainable mode in freight logistics and passenger transport. In order to create wide waterways network and to promote



M.V. Adishankara

inland water transport in the country as an economical, environment friendly supplementary mode of transport to rail and road, 111 inland waterways (including 5 national waterways declared earlier) were declared as National Waterways (NWs) by the National Waterways Act, 2016.

- 2.30 NW-1, 2, 3 have been developed and vessels are plying on these National Waterways. Development works in Vijayawada – Muktyala stretch of river Krishna (Part of NW-4) have been taken up with fairway maintenance and four floating jetties/pontoons have been completed while land acquisition for three permanent terminals has been taken up with the State Govt. of Andhra Pradesh. Hydrographic surveys and engineering studies for the development of NW-5 in Odisha has been initiated. NTCPCW, (IIT, Madras) has been engaged for undertaking relevant technical studies for NW-5. Further, a transaction advisor has also been engaged for development and operationalization of NW-5 and NW-64 on PPP Mode in Odisha. Development activities on 10 new NWs in addition to these 5 NWs are in progress.

Inland Vessels Act, 2021

- 2.31 Parliament passed the Inland Vessels Bill 2021 on 02nd August 2021 which aims to replace over 100 years old Inland Vessels Act 1917 (1 of 1917) and usher a new era in the inland water transport sector to make the Legislative framework user friendly and to promote ease of doing business. The Inland Vessels Act, 2021 (24 of 2021) was notified on 12th August 2021. Section 1 and Section 106 of the Act have come into force w.e.f. 16th February 2022. Further, Section 2 to Section 105 and Section 107 to Section 114 of the Act have come into force w.e.f. 7th June 2022.
- 2.32 Nine (09) Rules under the Inland Vessels Act, 2021 were drafted and notified to put into effect a unified regime of inland vessel registration, certification and specifications throughout the country, instead of State-wise regulations under the previous Inland Vessels Act, 1917.

Jal Marg Vikas Project (JMVP) on National Waterway-1

2.33 Inland Waterways Authority of India (IWAI) is implementing the Jal Marg Vikas Project (JMVP) for capacity augmentation of navigation on NW-1 (Haldia-Varanasi stretch) at an estimated cost of INR 5,369 crore. JMVP was approved by the CCEA on 3rd January, 2018. JMVP is the first major infrastructure project on development of IWT sector in India and it is being implemented at a revised cost of INR 5,061 crore. The project is being implemented from Varanasi to Haldia (1390km) for capacity augmentation of National Waterway-1 (Ganga-Bhagirathi-Hooghly river system) for navigation of 1500 to 2000 DWT barges.

2.34 Multi modal terminals (MMTs) at Varanasi (Uttar Pradesh), Sahibganj (Jharkhand) and Haldia (West Bengal) have been completed under this project with latest technologies and cargo handling equipment. An Intermodal terminal at Kalughat (Bihar) has also been constructed under this project which was inaugurated by Hon'ble Minister of PS&W on 15th February, 2024. Additionally, a state of art new Navigational lock at Farakka (West Bengal) is completed and operational for



Intermodal Terminal, Kalughat, Bihar

enabling smooth and quicker passage of vessels. IWAI has developed Dredging Management Plan for fairway maintenance in National Waterway-1 and the fairway maintenance works are in progress from Farakka to Barh on Least Assured Depth (LAD) basis. As planned, a depth of 3 meter is being maintained in this stretch. Contracts for fairway maintenance on LAD basis between Tribeni and Farakka have been awarded. Contract for Fairway maintenance on quantity based dredging has been awarded for stretch between Digha and Majhua.

2.35 The fairway maintenance contracts for stretches of Barh-Digha, Majhua-Gazipur and Gazipur-Varanasi are in advanced tendering stages. River Information System (RIS) for information dissemination for efficient vessel movement has also been provided on National Waterway-1 under JMVP.

2.36 On completion, the JMVP will provide a supplementary, cost-effective, safe and environment-friendly mode of transport, giving stakeholders a multimodal choice of transport and enable socio-economic growth in the states like Uttar Pradesh, Bihar, Jharkhand and West Bengal.

Jal Marg Vikas Project – II (Arth Ganga)

2.37 Arth Ganga program of JMVP is being developed on the principles of sustainable development model that focus on economic activities in and around the hinterland of NW-1. Accordingly, JMVP-II (Arth Ganga) was envisaged with an estimated cost of INR 746 crore which has now been revised to INR 607.70 crore. A total 62 Community Jetties at a cost of INR 150 crore have been taken up in three clusters on the Ganga between Varanasi and Haldia in the States of Uttar Pradesh (15 Nos.), Bihar (21 Nos.), Jharkhand (03 Nos.) and West Bengal (23 Nos.) which will give access to the population living close to the river for cross-river transport. Apart from above, major sub-projects of JMVP-II (Arth-Ganga) include Fairway and Navigation Aids including operation and maintenance of River Information System (RIS), Channel Stabilization works at 17 locations and modernization of existing Navigation Lock at Farakka.



Projects for development of National Waterways in North Eastern Region

2.38 A renewed effort has been taken for development of IWT infrastructure in NER by the Government at a total cost of INR 1,010 crore. The comprehensive development of NW-2 at a cost of INR 461 crore approved by SFC for 2020-21 to 2024-2025 has been enhanced to INR 474 crore. Comprehensive development of NW-16 (river Barak) and IBP Routes had been approved by SFC at a cost of INR 145 crore for 2020-21 to 2024-25 which has also been enhanced to INR 148 crore. New DIB memos have been approved for development of elevated approach road from Pandu Port Terminal to NH-27 (Cost INR 180 crore) through Govt. of Assam and development of Ship repairing facility at Pandu, Guwahati (Cost INR 208 crore).

Development of New National Waterways

2.39 New National Waterways:

- Based on the outcome of techno-economic feasibility conducted for 106 NWs, 43 NWs (having cargo, passenger & tourism potential) have been found to be technically viable and Detailed Project Reports (DPRs) are also being prepared for the same.
- Development activities have been initiated on 15 most viable new NWs viz., River Barak (NW-16), Cumberjua River (NW-27), Mandovi River (NW-68), Zuari River (NW-111), river Kali (NW-52), Alappuzha - Kottayam - Athirampuzha Canal (NW-9), Alappuzha - Changnassery Canal (NW-8), River Ghaghra (NW-40), River Rupnarayan (NW-86), Sunderbans Waterways (NW-97), Dhansiri River (NW-31), Kopli River (NW-57), Amba River (NW-10), Dabhol Creek Vasisti River (NW-28) and Ichamati River (NW-44).
- Considering the potential waterways for development as per the categorization of A, B & C, the DIB Memo for development of 23 nos. (Phase-I) during the FY 2022-23 to FY 2025-26 (4 year), at a cost of INR 267 crore was approved by Ministry on 07th November, 2022 and circulated on



12th December, 2022. The developmental activities on the viable new NWs as per the approved DIB Memo are being taken up in phased manner which includes the annual maintenance of fairway, terminals and navigation aids; operation and maintenance of vessels, hydrographic survey etc. from April, 2022 and will be continued / completed by March, 2026.

- The NWs of Gujarat constitute 24% of the IWT Traffic, most of it originating from NW-100. The development of new NWs in Gujarat (2 nos. NWs i.e. NW-73 and NW-100) has been proposed. IWAI invited EoI for development of these NWs on PPP mode. IWAI has received 4 bids against this EoI, the bids are being analyzed. In addition, the tender for setting up of 2 nos floating concrete jetties in River Narmada has also been floated.
- The NWs of Maharashtra contribute to 52% of the IWT traffic. IWAI initiated the development of Maharashtra NWs (NW-10, NW-28, NW-91 and NW-53) and has appointed a transaction advisor. Based on the demand assessment report submitted by transaction advisor, IWAI has floated the RFP for maintenance dredging on OMM basis on NW-10 and NW-28. The bids for NW-53 will also be floated soon.

Cargo movement on National Waterways

2.40 There has been an exponential growth in traffic on the National waterways in the last few years. The total traffic on the waterways was 126.15 Million Metric tonnes (MMT) in the year 2022-23 which increased to 133.03 MMT in 2023-24 registering a growth of 5.45 % over the previous year. The rise works out to 1830.77% when it is compared with the movement of 6.89 MMT during FY 2013-14. As a result of multiple interventions and cargo promotional efforts carried out by Inland Waterways Authority of India, 24 National Waterways have been made operational. Significant on-ground efforts are underway for connecting River Ganga from Varanasi, Uttar Pradesh to River Brahmaputra in Assam through the Indo-Bangladesh Protocol route, forming a navigable channel of approximately 3,500 km. This will not only connect the hinterlands of North-East Region of India with the rest of India but will also help to bolster transit and trade with our neighboring countries viz. Bangladesh, Nepal and Bhutan, thus, strengthening India's Act East Policy implemented by our Hon'ble Prime Minister Shri Narendra Modi. Traffic on the Indo Bangladesh Protocol Route has decreased from 5.20 MMT in 2022-23 to 4.68 MMT in 2023-24 due to ban on wheat and non-basmati rice export by the Government of India and restrictions on issue of Letter of Credit (LoC) by Bangladesh for cargo other than Fly Ash.

Shipping Corporation of India (SCI)

- 2.41 A wholly owned subsidiary of SCI "Inland and Coastal Shipping Ltd" (ICSL) was incorporated on 29th September 2016 for undertaking/providing transportation services through inland waterways, coastal shipping and end to end logistics. A MOU was executed between ICSL and IWAI on 22nd January 2021 for operations and management of 3 of its cargo vessels on bareboat charter basis. The vessels would navigate on NWs and serve hinterlands of India. Two cargo vessels were taken over by ICSL in January and February, 2021 respectively and third vessel would be taken over by ICSL after completion of repairs by IWAI. ICSL is in the process of establishing scheduled liner services in NW-1 (Haldia/Kolkata to Varanasi) and NW-2 (Kolkata to Dhubri/Pandu)
- 2.42 SCI and IWAI executed MOU contract on 11th March, 2022 for taking over 2 RO-RO vessels owned by the IWAI to promote RO-RO transportation aimed at decongesting roads. Informatively, one RO-

RO vessel M.V. Gopinath Bordoi was taken over by ICSL and out chartered to M/s. Ziria Corporation on 29th August, 2023 and second vessel M.V. Sankar Dev would be taken over by ICSL shortly.

- 2.43 The National Green Hydrogen Mission requires SCI or in case of its disinvestment, its successor private entity, to retrofit at least two ships to run on Green Hydrogen or other Green Hydrogen derived fuels by 2027. Accordingly, SCI has identified 2 vessels from its fleet to be retrofitted to run on Green Hydrogen or its derivatives like Green Ammonia/Green Methanol. Discussions with various stakeholders are in progress about the evolving technology in this field and actions are being initiated for greener ships.
- 2.44 SCI actively participated in the promotion and organization of the India's biggest maritime event GMIS by conducting three hybrid roadshows covering stakeholders across globe in coordination with Directorate General of Shipping (DGS). During the GMIS 2023, SCI has signed 07 MOUs of total value of INR 2,425 crore with reputed business partners, such as Lino Lines, Japan, HPCL, MRPL, Indian Navy, NTPC Green Energy Ltd, TATANYK Shipping Pte. Ltd., Singapore and Wartsila India Pvt. Ltd. In addition, CMD SCI has also convened a special session for seafarers during GMIS 2023, which was held on 19th October 2023. The session was chaired by Shri Dharmendra Pradhan, Hon'ble Union Minister of Education; and Minister of Skill Development & Entrepreneurship, Govt. of India. More than 850 people had registered for this session.



GMIS Seafarers Session convened by SCI, CMD

- 2.45 In line with vision of the Govt. of India vision to become an advanced seafaring nation, Maritime Training Institute, Powai has conducted 314 nos. of courses for imparting training under following categories in 2023-24:

- 77 nos. DNS (TNOCs), pre-sea training leading to Navigating Officers;
- 40 nos. GMEs (TMEs) pre-sea training leading to Marine Engineer Officers;
- 40 nos. ETOs, pre-sea training leading to Electrical/Electro-Technical Officers; and
- 4393 nos. seafarers on various STCW/Modular and Industry need based courses.



Maritime Training Institute, Powai Ariel View

Since inception in 1988, MTI, Powai has trained almost 1,86,984 candidates.

Directorate General of Lighthouses and Lightships (DGLL)

2.46 DGLL being the self-sustaining organization, it is not a budgetary burden on Government of India. The organization collects its revenue by levying of Light dues. DGLL expenditure on development programmes (plan and non-plan) is met out from light dues. The Central Government, as per the provisions of the Marine Aids to Navigation (MAtoN) Act, levies MAtoN dues on all the foreign going ships arriving at or departing from any port in India. In order to facilitate collection of light dues, a new e-portal for online collection of Light dues integrated with “Bharat Kosh”, a Central Receipt Non-Tax Receipt Portal (NTRP) developed by CGA, Ministry of Finance for online receipts of all non-tax nature for Central Ministries / Department launched on 24th July, 2020.



2.47 DGLL establishes and maintains Aids to Marine Navigation along the coastline of India as per Lighthouse Act, 1927, repealed and replaced by the newly enacted Marine Aids to Navigation Act, 2021. The Marine Aids to Navigation Bill, 2021 was passed by Lok Sabha on 22nd March, 2021 and by the Rajya Sabha on 27th July, 2021. The Act was notified in the Official Gazette on 2nd August, 2021 after getting the President's assent on 31st July, 2021. The Act came into force from 31st March, 2022. The Act replaces the old Lighthouse Act, 1927 and incorporates the global best practices, technological developments and India's International obligations in the field of Marine Aids to Navigation. The new Act will facilitate harmonized and effective functioning of aids to marine navigation and Vessel Traffic Services along the Indian coastline.

Government e-market place (GeM):

2.48 During FY 2023-24, the total procurement by the Ministry and its organizations through GeM portal has been approx. INR 2,754 crore as against the targeted amount of INR 1,624 crore. When it is compared with procurements of INR 577 crore during 2022-23 the growth works out to 377%.

SAGARMALA



19th Maritime States Development Council (MSDC) meeting at Kevadia, Gujarat on 18-19th August, 2023 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 7,517 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

3.3 There are 839 projects worth investment of ~INR 5.79 Lakh crore for implementation under the Sagarmala Programme by 2035, out of which, 262 projects worth ~INR 1.4 lakh crore have been completed and 217 projects worth ~INR 1.65 Lakh crore are under implementation. In addition to the above, 360 projects worth ~INR 2.74 Lakh crore 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 crore have been identified.

Completed			Under Implementation		Under Development		Total	
Pillar	No. of Project	Project Cost (INR crore)	No. of Project	Project Cost (INR crore)	No. of Project	Project Cost (INR crore)	No. of Project	Project Cost (INR crore)
Port Modernization	98	32,066	62	76,561	74	1,82,652	234	2,91,279
Port Connectivity	91	57,997	57	68,010	131	80,366	279	2,06,373
Port led Industrialization	9	45,865	3	9,247	2	625	14	55,737
Coastal Community Development	21	1,559	32	6,166	28	3,847	81	11,572
Coastal Shipping and Inland Water Transport	43	2,956	63	4,665	125	6,980	231	14,601
Total	262	1,40,443	217	1,64,649	360	2,74,470	839	5,79,562

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, 176 projects worth ~INR 11,700 crore have been sanctioned with funding support of ~INR 4,770 crore. Out of total 176 projects sanctioned under Sagarmala, 61 projects worth ~INR 3,965.86 crore have been completed and 62 projects worth ~INR 5,300 crore



Chinna Muttam Fishing Harbour, Kanniyakumari

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 projects which have been completed in 2023-2024 includes Bunker Berth at Bharathi Dock in Chennai Port, Breakwater in North and South side of entrance channel and Capital Dredging at Cuddalore Port, Capital Dredging for Puducherry Port, Ro-Pax Facility at Hazira, 12 meters wide concrete road connecting berth 5, 6, 7, 8 and 9 to new entry / exit road at Mormugao Port, and Improvement of road connectivity to facilitate trade and port users at Kolkata Dock, Phase-2.



Bunker berth at Bharathi Dock in Chennai Port

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 crore have been undertaken for implementation by 2035. Out of which, 98 projects worth INR 32,066 crore have been completed and 62 projects worth INR 76,561 crore are under implementation. Further, 74 projects worth INR 1,82,652 crore 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 and Ship Repair projects.



- 3.8 At Major Ports, 170 projects worth ~INR 1.63 lakh crore 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 170 projects, 93 projects worth ~INR 26,500 crore have been completed. Further, 36 projects worth ~INR 22,000 crore have been awarded and are under implementation. Balance 41 projects worth ~INR 1.14 lakh crore are under various stages of development.
- 3.9 There are 57 projects worth ~INR 80,500 crore identified under the Sagarmala Programme for implementation at Non-Major Ports. 5 projects worth ~INR 5,500 crore have been completed so far whereas 23 projects worth ~INR 52,000 crore are under implementation. The remaining 29 projects worth ~INR 23,000 crore 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 construction of breakwaters and dredging at Cuddalore port is completed. Dredging at Puducherry port is 100% supported under Sagarmala and coastal berths have been planned at Old Mangaluru Port, Karwar, and Diu.



Shanti Sagar 17 – Dredger at Hazira Port

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 crore which are being undertaken by various implementing agencies. Out of these, 91 projects worth INR 57,977 crore have been completed and 57 projects worth INR 68,010 crore have been awarded and are under implementation. The remaining 131 projects worth INR 80,366 crore 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.



Last-mile Rail infrastructure for Port connectivity

- 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 crore are completed adding ~2,900 kms of rail and 18 projects worth ~INR 25,000 crore are under implementation. Further, 38 projects worth ~INR 33,000 crore 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 9,600 crore are completed adding ~500 kms of roads and 36 projects worth ~INR 42,000 crore are under implementation, Further, 90 projects worth ~INR 46,000 crore 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 crore have been identified for implementation under Sagarmala. Out of which, 9 projects worth INR 45,865 crore have been completed and 5 projects worth INR 9872 crore 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) and Thermal Power Plant.

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 crore have been undertaken for implementation. Out of which, 21 projects worth INR 1,559 crore have been completed and 60 Projects worth INR 10,013 crore are under various stages of implementation and development.

3.16 Ministry of Rural Development (MoRD) and MoPS&W have renewed the MoU to enable skill development of coastal population 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 5,900 candidates have been trained under this convergence. Multi Skill Development Center (MSDC) is already operational at Jawaharlal Nehru



Port (JNP). More than 2,300 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 13,000 candidates.

3.17 There are 37 fishing harbour projects worth INR 6,540 crore being implemented under the Sagarmala Programme. MoPS&W is part-funding 26 fishing harbour projects worth INR 3,700 crore

and has sanctioned INR 960 crore. 9 out of 26 projects with a financial assistance of INR 144.5 crore 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, 10 projects worth INR 640 cores are completed, 27 projects worth INR 5,900 cores are under various stages of implementation



Fishing Harbour at Visakhapatnam, Andhra Pradesh

and development. Further, 50 locations have been identified in Phase I for implementation of floating jetties in the Andhra Pradesh, Tamil Nadu, Puducherry, Karnataka, and Kerala. 20 locations have already been provided in-principle approval from the Ministry.

National Maritime Heritage Museum, Lothal

- 3.18 India has a rich maritime heritage and the earliest maritime evidence dates to around 4500 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 near Ahmedabad. Lothal is one among the prominent cities of the traditional Harappan civilization, dating to 2400 BC, located in Gujarat. 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.
- 3.19 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 Museuotel, 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.
- 3.20 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 by renowned architecture firm Architect Hafeez Contractor and the construction of phase 1A has been entrusted to Tata Projects Ltd. The Govt. of Gujarat has transferred a land of 400 acres for the project development and has also undertaken the development of external infrastructure and part of basic internal infrastructure of the project. At present, phase 1A of the NMHC project is nearly 50% complete and is planned to be completed by September 2025.



Coastal Shipping and Inland Water Transport

3.21 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.

3.22 Under Sagarmala, there are 63 projects worth INR 2,066 crore at 57 different locations of which 13 projects worth INR 527 crore 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.



Ghogha-Hazira Ferry Service

3.23 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 crore 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.

3.24 In addition, there are 18 projects worth INR 2,139 crore which focuses on providing infrastructure for coastal handling of cargo. 5 projects worth INR 321 crore have been completed, 5 projects are currently under implementation and 8 more projects are under various stages of development.

PM Gati Shakti National Master Plan under MoPS&W

3.25 Under the PM Gati Shakti, MoPS&W has identified 101 projects worth INR 61,000 crore for implementation by 2025. Out of these, 35 projects worth INR 14,000 crore have been completed, 29 projects worth INR 35,000 crore are under implementation stage and the remaining 37 projects worth INR 12,000 crore are under various stages of development. Of the 101 MoPS&W Gati Shakti projects, 57 are from the Major ports and 44 projects are from States. These projects have supported faster and efficient movement of cargo, leading to an overall reduction in logistics cost.



Chennai Port

Island Development

- 3.26 MoPS&W has undertaken 26 projects worth INR 4264 crore in Lakshadweep and Andaman and Nicobar Islands. Out of these 26 projects, 1 project worth INR 13 crore have been completed while 2 projects worth INR 149 crore are under implementation and the remaining 23 projects worth INR 4102 crore 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.
- 3.27 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 neighboring countries. Environmental clearance was granted in November 2022, and a High-Powered Committee oversees its implementation.
- 3.28 The ICTP is proposed as a Major Port, through a SPV of Major Ports and Andaman and Nicobar Islands Integrated Development Corporation Limited (ANIIDCO). The project, estimated at INR 43,797 crore, will be developed in 4 phases, with Phase 1 targeting 4 Million Twenty Foot Equivalent Units (MTEUs) by 2028. DPR has already been prepared and the project appraisal is in process. With EPC tenders expected in 2024, the port is set to operate in a Landlord mode with upfront infrastructure investment by the SPV and cargo-handling infrastructure by PPP operators.



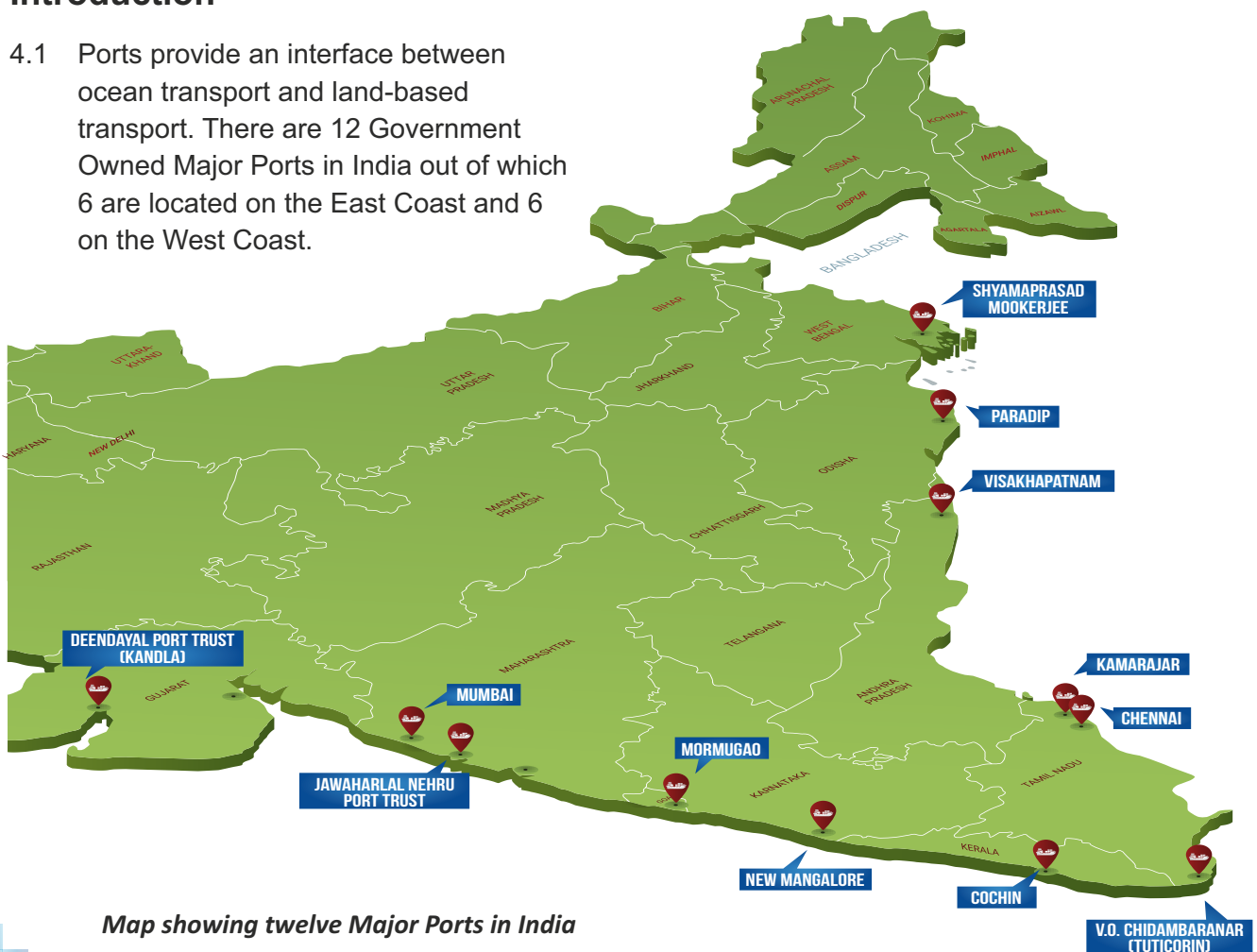
Master Plan of proposed ICTP

PORTS



Introduction

4.1 Ports provide an interface between 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.



Map showing twelve Major Ports in India

MAJOR PORTS IN INDIA

DEENDAYAL PORT (KANDLA)

- 4.2 In 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 January 10, 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. Port handled traffic of 137.56 MMT during 2022-2023 and 132.37 MMT during the year 2023-24.

Notable achievements during the year

- Development of Container Terminal at Tuna-Tekra: On 25th August, 2023 Signing of Concession Agreement between Deendayal Port Authority and M/s. Hindustan Gateway Container Terminal Kandla Private Limited was executed for “Development of Container Terminal at Tuna-Tekra, Deendayal Port on Build, Operate and Transfer (BOT) basis under Public-Private-Partnership (PPP) mode” worth INR 4539.84 crore and design capacity of 2.19 MTEUs. On commissioning of



Hon'ble Prime Minister virtually laid foundation stone of Container Terminal at Tuna-Tekra on 17th October, 2023

the project, it shall cater to the future growth in container cargo traffic. The construction of this Container Terminal marks not only a significant step forward in maritime infrastructure but also a testament to our commitment to sustainable development, economic growth, and global connectivity. It is part of the National Infrastructure Pipeline and will complement initiatives of the Government of India, such as the PM Gati Shakti Master Plan.

- Deendayal port successfully completed the Construction of Road Over Bridge (ROB) at Kutch Salt Junction (LC236) at Kandla worth INR 272.69 crore on 30th May 2023. This project was developed to overcome the problem of stoppage of vehicular traffic at level crossing. The Interchange cum Road Over Bridge (ROB) has been constructed at LC 236 (Kutch Salt Junction) on NH 141, with a total length of 14.892 Kms.



- The completion of the oil jetty 7 at Kandla with design capacity of 2 MMTPA is a significant achievement that propels the port into a new era of efficiency, sustainability, and economic prosperity. As we set sail into the future, this milestone project reaffirms our commitment to excellence in maritime infrastructure. The Hon'ble Minister of PS&W inaugurated the "Oil Jetty No.7 at Old Kandla" project worth INR 72 crore on 23rd January 2023.



- The Upgradation of Plot No. C1 to C6 and SWD in 66 Hectare Area inside Cargo Jetty worth INR 27.76 crore was successfully completed on 14th November 2023. It will provide a level platform for cargo storage/handling by giving proper camber which will prevent water from accumulating in the plots and allow it to drain away following the desired gradient as per gradient from plots.
- The Retrofitting of cargo berth no. 8 and 9 (Panel No. 66 to 76) worth INR 7.27 crore was successfully completed in June, 2023. It will extend the lifespan of the structure by 15 to 20 years, increase the deck live load from 35 Kpa to 50 Kpa allowing it to accommodate larger vessels up to 75,000 DWT and facilitate the seamless operation of heavy mobile cranes (120T).
- DPA was awarded Best Port of the Year (Non-Containerised) at the India Maritime Awards 2023.



MUMBAI PORT

- 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 33 berths (including OCT) with an effective rated capacity of 83.85 MMTPA. The port handled traffic of 63.61 MMT during 2022-23 and 67.26 MMT during 2023-24.

Notable achievements during the year

- Mumbai port 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.
- Crude oil handled at Jawahar Dweep recorded an all-time high tonnage of 23.35 MMT (21.87 MMT in 2022-23).
- Steel cargo (5.39 MMT) increased by 36.55% over the previous year.





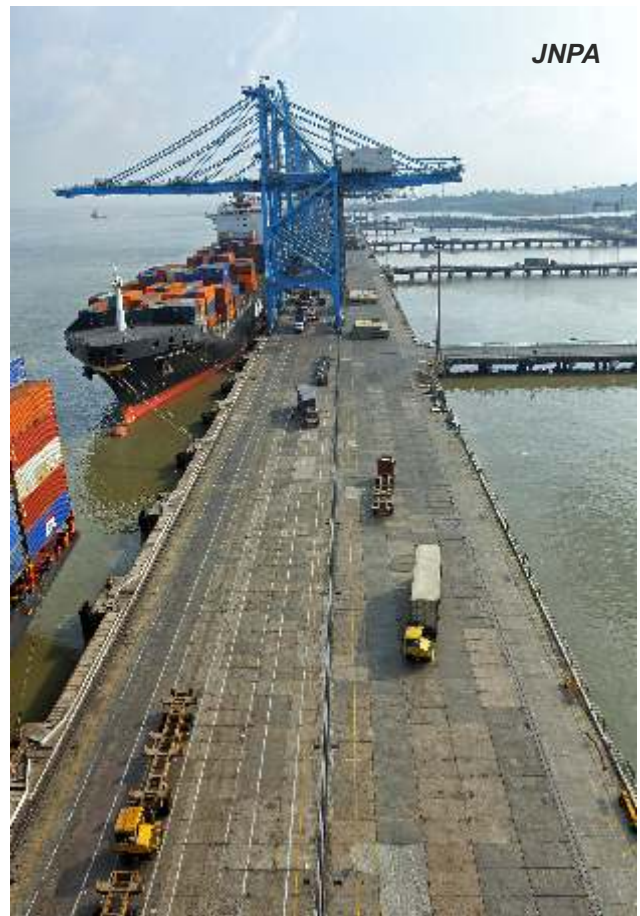
- Transshipment cargo (iron ore, coal etc.) handled at anchorages recorded an all-time high 15.30 MMT.
- In 2023-24 Mumbai port handled 27 international and 91 domestic cruise calls.
- Costa Serena of Costa Cruises is the second ship after Empress of Cordelia Cruises to homeport at Mumbai Port for domestic itinerary viz. Mumbai-Goa-Mumbai, Mumbai-Cochin-Lakshadweep-Mumbai, Mumbai-Goa-Lakshadweep-Mumbai etc. Ship completed 20 calls at Mumbai Port in cruise season 2023-2024.

JAWAHARLAL NEHRU PORT

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 a Traffic of 83.86 MMT during 2022-23 and 85.82 MMT during 2023-24. 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.

4.10. Nhava Sheva Freeport Terminal (NSFT) commenced operations from 14th February, 2023 on PPP mode. A Liquid Terminal of 7.2 MMT capacity is operated by BPCL/IOCL combine on PPP. 4.5 MMT capacity shallow water berth is used for handling of container, break bulk, dry bulk and liquid cargoes, whereas, the 2.5 MMT capacity coastal berth handles break bulk, dry bulk and liquid cargoes. These both berths are operated on PPP mode by Nhava Sheva Distribution Terminal (NSDT) by M/s. J M Baxi Ports and Logistics Limited SPV from 26th May, 2023. Additional Liquid Cargo berth (4.5 MMTPA) is completed in May, 2023.



Notable achievements during the year

- Jawaharlal Nehru Port Authority (JNPA) registered its highest ever throughput of 85.82 million Tonnes of total cargo in financial year 2023-24. In containers, JN Port handled 6,430,443 TEUs in FY 2023-24 which is highest ever handling of containers in a financial year. During financial year 2023-24, JNPA handled 1,589,545 tonnes of Cement, which is highest ever handling of Cement in a financial year.
- Marking a significant achievement for JNPA and the maritime industry, MSC HAMBURG, the longest vessel ever to call an Indian port, safely arrived at BMCT Terminal on 17th June, 2023. MSC HAMBURG is a 399-meters-long, 54-meters-wide Container Ship built in 2015 and sailing under the Panamanian flag, with a carrying capacity of 16,652 TEUs.
- Evacuation road for container terminal and 330 meters extension to DPW terminal have been completed at a cost of INR 98.24 crore to help in faster evacuation of containerized cargo at DPW terminal resulting in reduced Turn-Around-Time.
- The 7th edition of 'The India Maritime Awards' awarded JN Port as the 'Best Port of the Year' (Containerized).
- On the occasion of World Environment Day 2023, Chairman JNPA inaugurated the 100 KLD Sewage Treatment Plant at Port Operation Centre (POC). JNPA and HPCL collaborated to launch a tree plantation campaign at JNPA SEZ and the Port Operations Centre (POC).
- The work of development of Additional Liquid Terminal of capacity 4.5 MMTPA is completed and as an interim arrangement, M/s. BPCL have been awarded the work to operate the jetty till the finalization of tender. The port widened all the link roads to the national highways to 6/8 lane and work completed.
- The port had initiated major steps under 'Ease of Doing Business' in improving infrastructure, simplifying process and enhancing the level of digitization and the results had contributed significantly in improving India's rank under World Bank evaluation of 'Trading Across the Border's from 80 to 68 in WB 2020 report.

MORMUGAO PORT

- 4.11 Mormugao port, situated on the west coast of India, is a 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.



4.12 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 17.33 MMT during 2022-23 and 20.62 MMT during 2023-24.

Notable achievements during the year

- Concession Agreement was signed on 21st September, 2023 between Mormugao Port Authority and M/s. Goa ICT Private Limited for operation and maintenance of International and Domestic Cruise Terminals and other allied activities on O&M-PPP mode for the period of 30 years. Project cost – INR 21.00 crore.
- Concession Agreement was signed on 14th December, 2023 between Mormugao Port Authority and M/s. Delta Ports Mormugao Terminal Private Limited for the Project “Operation and Maintenance of Berth No. 10 and 11 on PPP mode for the period of 30 years. Project cost – INR 139.63 crore.
- Construction of 12 meters wide concrete road connecting Berth No. 5, 6, 7, 8 and 9 to proposed entry/exit gates was completed on 04th November, 2023 for smooth movement of traffic.
- Mormugao Port launched the “Green Ship Incentive “Harit Shrey” Scheme”. The scheme offers tariff and port due incentives to ships having favourable ESI (Environmental Ship Index) score. The aim of the scheme is to promote decarbonization and greening initiatives by shipping lines which would help Indian Maritime sector in achieving the Panchamrit targets and improving sustainability of port operations. The first ship to receive the Green incentive under the Harit Shrey scheme was MV August Oldendorff on 31st October, 2023. And with this, MPA became the 1st port in India to incentivize environmentally sustainable shipping under its Harit Shreya Scheme.
- MPA hosted and berthed 3 Cruise vessels simultaneously for the 1st time this season on 05th December, 2023. Following vessels were berthed at cruise berth viz MV Vasco da Gama, MV Marella Discovery and MV Costa Serena with a total no. of 4158 Passengers and 2159 crew members.
- Agreement signed between MPA and Goa Energy Development Agency (GEDA) for Execution of 3 MWp Ground Mounted Solar Power Plant in presence of Dr. Pramod Sawant, Hon'ble Chief Minister/ Chairman GEDA on 06th December, 2023.
- Vessel MV Explorer Africa loaded Iron ore pellets cargo @29150 MT in 24 hours on 27th December, 2023 at Berth no.10, which is the highest loading performance by Port's major stevedore M/s. Delta Infra Logistics Pvt. Ltd. Surpassing the previous best of 28008 MT in a day.



NEW MANGALORE PORT

4.13 New Mangalore port was declared as the 9th Major Port on 04th 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. It handled traffic of 41.42 MMT during 2022-23 and 45.71 MMT during the year 2023-24. NMPA has plans 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. The Project is expected to be commissioned by 2026.

Notable achievements during the year

- Record quantity of 3.20 Lakh tonnes of LPG handled in August, 2023 which is the highest volume of LPG handled in a month surpassing the earlier record of 2.83 lakh tonnes handled in October, 2020.
- Achieved 100% LED lighting in the Operational areas of the Port.
- As a part of green initiative the port has inducted electric buses and cars.
- Re-commenced the export of Iron ore w.e.f. 01st November, 2023.
- Received Greentech Environment Award 2023 for outstanding achievements in environmental protection for the 7th consecutive year.
- The Port continues to be 100% solar powered port.



Mechanised Coal handling at berth No.16 (PPP)

COCHIN PORT

4.14 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.



Cochin Port

4.15 Cochin Port has 22 Berths including 1 SPM with an effective rated capacity of 79.90 MMTPA. The Port handled 35.26 MMT cargo traffic during 2022-23 and 36.32 MMT during 2023-24. The cargo handled by the port includes POL, Container, Cement, Fertilizers, Fertilizer Raw Material (Dry) and others.

Notable achievements during the year

- Cochin Port registered the total throughput of 36.32 MMT in 2023-24, an increase of 3.01% over the same period of 2022-23. POL throughput registered 23.05 MMT, an increase of 8.39% over the corresponding period of 2022-23. Containers throughput of 7.54 lakh TEUs in 2023-24, showed an increase of 8.49% over the corresponding period of 2022-23. The container volume of 7.54 lakh TEUs at ICTT by DP World in 2023-24 is the highest ever in a year. Crude oil volume by BPCL-KR registered the highest ever in a year in 2023-24 at 17.20 MMT.
- Shri Parshottam Rupala, Hon'ble Union Minister of Fisheries, Animal Husbandry and Dairying laid the foundation stone for the Modernization and Upgradation works of Cochin Fisheries Harbour at Thoppumpady on 11th June, 2023.
- Cochin Port completed the capital dredging work of MULT basin at Puthuvyppeen on 15th April 2023.

V.O. CHIDAMBARANAR PORT

4.16 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 and capacity of 81.5 MMTPA, 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.

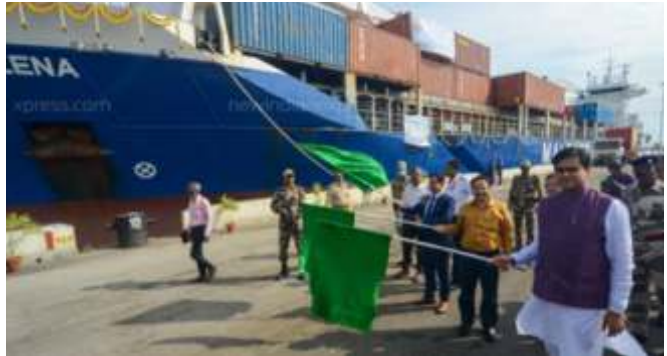
4.17 Aided by the state-of-the-art infrastructure, dedicated terminal operators, port user community and efficient human resource, the port has been the harbinger of socio-economic development of the southern Tamil Nadu region. The port offers excellent rail and road connectivity.

4.18 The Port handled traffic of 38.04 MMT during 2022-23 and 41.40 MMT during 2023-24.



Notable achievements during the year

- On 05th May 2023, Shri Shantanu Thakur, the Hon'ble Minister of State for PS&W, inaugurated the direct shipping service connecting VOC port in Tuticorin to Male. This service aims to strengthen bilateral trade and uphold India's "Neighbourhood First" policy.



- On 05th September 2023, Shri T.K. Ramachandran, IAS, Secretary, Ministry of PS&W, inaugurated the extended Wards and Pharmacyat Port Dispensary, five e-vehicle charging stations, renovated Central Industrial Security Force (CISF) building at Harbour Estate and a new building for Harbour Primary School.

- On 23rd September, 2023 VOC Port successfully handled 3x20 ISO Green Ammonia containers, weighing 37.4 tonnes of Green Ammonia, from Damietta Port, Egypt, for M/s. Tuticorin Alkali Chemical and Fertilizers Ltd. (TFL) and has become the first port in India to handle green ammonia.
- During the Global Maritime India Summit, Hon'ble Prime Minister Shri Narendra Modi laid the foundation stone for conversion of Berth No. 9 as Container Terminal and inaugurated 2 MW Wind Turbine Generator and 5 MW Solar Power farm.
- Port has handled 38.67 lakh tonnes of traffic during the month of October 2023 which was the highest tonnage handled in the month so far in the port surpassing the previous record of 36.81 Lakh tonnes handled during the month of January, 2023.
- On 20th October 2023, V.O. Chidambaranar port handled wind blades of length 82.5 metres, the longest of its kind handled through VOC Port. The Vessel 'RU YI Song', with Length overall (LOA) of 179.5 metres, was berthed at the port on 19th October 2023 and loaded with such 12 numbers of wind blades.



CHENNAI PORT

- 4.19 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.
- 4.20 Chennai port handled a cargo tonnage of 48.95 MMT during 2022–2023. During 2023-24, tonnage handled is 51.60 MMT, which comprises of 33.34 million tonnes of Imports and 18.26 MMT of Exports.



Notable achievements during the year

- On 16th April 2023 Chennai port achieved the all-time record of handling 1,26,500 tonnes of Crude Oil in a single day by vessel M.T. KASOS at Bharathi Dock 3 surpassing the previous record of 1,23,300 tonnes from vessel M.T. MARATHI on 14th April 2022.
- M.V AMADEA, Bahamas flag cruise vessel called Chennai port on 23rd April 2023 with 310 crews and 385 passengers from Patong Bay, Thailand and sailed to Hambantota, Sri Lanka on the same day.
- On 5th June, 2023, Shri. Sarbananda Sonowal, Hon'ble Union Minister of PS&W flagged off India's maiden international service, Cordelia Cruises from Chennai port to Sri Lankan ports and felicitated the best performing partners and stakeholders of Chennai port.
- On 7th November, 2023 Chennai port reached an all-time record of importing 20,100 tonnes of Steel cargo (HR Coils) on a single day by M.V. NAGUAL at WQ III surpassing the previous record of unloading of 19,906 tonnes from M.V. IVS Sparrow Hawk on 31st August 2023.
- Chennai Port Authority signed a Memorandum of Understanding with M/s. Littoral Cruises Limited, with an intent to co-operate, develop and promote cruise shipping in India on 9th November 2023. M/s. Littoral Cruises Limited, has committed the cruise circuit viz., Chennai – Thoothukudi – Trincomalee – Colombo – Maldives and Chennai – Visakapatnam – Singapore Sector, with plans to operate two bigger vessels (800 / 1200 passenger capacity) and also two luxury boats with 22/30 passenger capacity which are expected to start in near future.

KAMARAJAR PORT LIMITED (KPL)

4.21 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.

4.22 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 43.51 MMT during FY 2022-23 and 45.28 MMT during 2023-24.



Notable Achievements during the year

- On 21st January 2023, Shri. Sudhansh Pant, IAS, Secretary, Ministry of PS&W inaugurated the Satellite PHO office, 300 KWp Solar Power Plant and newly constructed 2 lane concrete road adjacent to LNG Re-gasification terminal inside KPL.
- KPL has crossed INR 1000 crore income mark for the 1st time during the year 2022-23 showing an increase of 17.82% over 2021-22 income of INR 850.84 crore.
- KPL handled 1,48,307 automobile units in 2022-23 as against 1,35,702 automobile units in 2021-22 with increase of 9.29%.
- PCA Automobiles India Pvt Ltd commenced their first shipment of new Citroen C3 cars through KPL on 30th March 2023.
- The NEMO (North Europe Med Oceania) / Australian Express Mainline Container Service by CMA CGM and MSC as partners, currently operating from Australian Ports to Mediterranean and Europe via Singapore and Colombo, called Kamarajar port in this service on 15th June 2023, to serve as a direct Europe call for the customers.
- KPL handled record highest of 7,119 TEUs of containers in the vessel M.V. W KYRENIA berthed at container terminal on 23rd October 2023. This container service (ME7) is operated by Maersk Line connects KPL with Europe on weekly basis.
- KPL achieved highest cargo unloading of 61,940 MT of thermal coal in 24 hours at Coal Berth 1 on 27th December 2023. The vessel M.V. Illawarra Fortune carrying 92,500 MT of thermal coal is the highest parcel size handled at Coal Berth 1.
- On 04th September 2023, Shri Sarbananda Sonowal, Hon'ble Union Minister of Ministry of PS&W inaugurated the CISF barracks constructed at the Kamarajar port. It is situated on eleven acres of land with a built-in area of 3400 sq. meters at a cost of INR 15 crore.
- KPL handled the highest container volume of 62,242 TEUs in the month of November 2023, achieved highest cargo unloading of 61,940 MT of thermal coal in 24 hours at Coal Berth 1 on 27th December 2023, handled the largest container vessel M.V. MSC GIUSY having 16,550 TEUs capacity at Container Terminal on 01st March 2024, handled the highest cargo quantity of 2.68 lakh tonnes in a day on 22nd March 2024, handled the highest monthly cargo throughput of 4.39 MMT in March 2024, handled the highest cargo throughput of 45.28 MMT in the financial year 2023-24 and handled the highest container volume of 6,71,393 TEUs in the financial year 2023-24.



- On 02nd 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 crore.
- A new coastal container service (CCG) has been commenced by M/s. Sima Marine (India) Pvt. Ltd. from the container terminal on 02nd January 2024. CCG service operates between West coast and East Coast of India touching Colombo Port.
- Ministry of Home Affairs, Government of India vide Gazette Notification dated 05th January 2024 has declared KPL as an authorized Immigration Check Post for entry into/exit from India with valid travel documents for all class of passengers.
- On 31st March 2024, the newly constructed general cargo Berth No. 2 was put into operation by way of berthing maiden RoRo vessel M.V. IRIS ACE for loading a total of 2,422 units of automobiles of Nissan, Renault, Toyota, Maruti, Citroen and heavy equipment's of Kobelco & Komatsu.

VISAKHAPATNAM PORT

4.23 The Port of Visakhapatnam, located almost midway between Kolkata and Chennai on the East Coast of India at latitude 17041' and longitude 83017' 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. Port handled traffic of 73.75 MMT during 2022-23 and 81.09 MMT during the year 2022-24.

4.24 The Port has two harbours viz., Inner Harbour consisting of 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 harbour. The Inner Harbour can accommodate fully laden Panamax vessels of draft upto 14.5 meters and the Outer Harbour can accommodate vessels up to 200,000 DWT with a draft up to 18.10 meters and the deepest container terminal among major ports.



Notable achievements during the year

- Shri Sarbananda Sonowal, Hon'ble Minister of PS&W inaugurated the tourist attraction project Visakhapatnam International Cruise Terminal (VICT) and three other major projects i.e. Covered shed storage, Parking terminal and OR-I project in Visakhapatnam port premises on 04th September 2023.
- Visakhapatnam port received the "Safety Award 2023" for outstanding achievements for Excellence in Safety. The award was presented by M/s. Greentech Foundation in New Delhi on 29th May 2023.
- M/s. Visakha Container Terminal Pvt. Ltd., the BOT operator of the VPA handled the highest parcel size of 4,035 TEUs containers in a single voyage called through MSC Gaida on 08th July, 2023. This was the highest TEUs record in a single voyage surpassing the previous best of 3,921 TEUs from MV MSC Aldi III ship in December 2021.

- Visakhapatnam port handled a record quantity of 81.09 MMT registering an improvement of 10% Cargo volume, 65% in Pre berthing waiting time, 10% in Turn round time, 10% in OSBD and 8% in idle time at berth during 2023-24 when compared to the corresponding period of previous year.

PARADIP PORT

4.25 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.



Paradip Port

4.26 The port handled 135.36 MMT of traffic in the year 2022-23 and 145.38 MMT in the year 2023-24. 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

- Paradip port's remarkable journey has reached new heights with the recent record-breaking achievement of clocking incredible 145.38 MMT cargo throughput in FY 2023-24 and thus-by nudged passed Deendayal port, Kandla to emerge as the highest cargo handling major port of the country. For the first time in the 56 years' history of operation, Paradip port has surpassed previous records, set by Deendayal port. Paradip port has also recorded growth of 10.02 million metric tonnes (7.4%) of traffic on YoY basis.
- The growth in cargo throughput achieved by Paradip Port is 29% of the total growth in major port sector.
- Paradip port has been able to improve its berth productivity to 33,014 MT from 31,050 MT of previous financial year, thus registering 6.33% growth. The berth productivity achieved by Paradip port is the highest among all the ports of the country.
- Paradip port has frozen its tariff for cargo handling at the level of 2022 for next 3 years as a part of its business development initiatives, thereby making it the cheapest port in terms of tariff among all the ports of the country.
- In January 2023, the SCADA system introduced, which operates the drain connectivity and septic tanks with Sewage Treatment Plant with no engagement of manpower.
- As a major hub for Coastal Shipping, Paradip port stands at No.1 position among Indian ports, which

handles the highest cargo by coastal shipping among all ports of the country. Traditionally, the focus has been to ensure uninterrupted supply of thermal coal to the southern Gencos. In a path breaking marketing initiative, PPA has commenced the movement of thermal coal from MCL to Gencos, located on West Coast to meet the burgeoning power demand of the Western states.

- Towards green initiatives, port has planted 1 lakh saplings during the last year and marching towards plantation of 1 million saplings by 2026.

SYAMA PRASAD MOOKERJEE PORT, KOLKATA (SMPK)

- 4.27 SMPK is the only riverine major port in India having an existence of 153 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.
- 4.28 SMPK handled 65.660 MMT of cargo traffic during 2022-23, an all-time record in the port's 153-year-history, surpassing the previous highest of 63.983 MMT handled in 2019-20. During 2023-24, the port has handled traffic of 66.39 MMT.



Syama Prasad Mookerjee Port

Notable Achievements/Developments

- Ship-to-Ship (STS) operations being carried out at Sand heads during fair-weather and at Saugor during rough weather has contributed to significant improvement in transshipment cargo. As compared to 13 vessels handled through STS mode in 2021-22, 30 vessels of LPG, Propane and Butane have been handled in 2022-23 leading to reduction in cost of INR 3 crore per voyage on an average.
- On 27th September, 2023, Green Hydrogen NGEL, the green energy subsidiary of NTPC Ltd, signed a pact with SMP, Kolkata for the development of a Green Hydrogen hub in Kolkata.

PERFORMANCE OF MAJOR PORTS

(I) Traffic handled at Major Ports

(In Million Tonnes)

Sl. No.	Port	Actual 2022-23	Provisional 2023-24
1	Kolkata	17.052	16.856
2	Haldia	48.608	49.536
3	Paradip	135.362	145.379
4	Visakhapatnam	73.750	81.090
5	Chennai	48.949	51.598
6	V.O. Chidambaranar	38.041	41.402
7	Cochin	35.255	36.315
8	New Mangalore	41.417	45.707
9	Mormugao	17.334	20.615
10	Jawaharlal Nehru	83.861	85.817
11	Mumbai	63.608	67.261
12	Deendayal (Kandla)	137.561	132.374
13	Kamarajar (Ennore)	43.507	45.277
Total		784.305	819.227

(ii) Cargo Handled at Major Ports

(In Million Tonnes)

Sl. No.	Commodity	Actual 2022-23	Provisional 2023-24
1	POL	234.171	245.990
2	Iron Ore	46.506	61.031
3	Fert. & Fert. Raw Materials	16.678	17.675
4	Coal	188.237	191.982
5	Containerized Cargo	170.286	181.569
6	Others	128.427	120.980
Total		784.305	819.227

(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	819.23

(*) 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 Turn Round time

Sl. No	Port	Average Turn round Time/(Hours)#	
		2022-23	2023-24 (*)
1	SMP, Kolkata	68.16	82.61
2	Haldia	50.10	50.12
3	Paradip	46.27	41.61
4	Visakhapatnam	73.19	65.86
5	Chennai	48.22	44.92
6	V.O. Chidambaranar	46.80	51.36
7	Cochin	33.41	33.40
8	New Mangalore	43.09	40.44
9	Mormugao	61.47	65.61

10	Jawaharlal Nehru	28.47	26.00
11	Mumbai	67.42	62.97
12	Deendayal (Kandla)	77.28	54.24
13	Kamarajar (Ennore)	45.40	44.37
	Total (All Ports)	52.90	48.06

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

The Average Turnaround Time for container ship of Major Sea Ports is 30.10 hours in 2022-23 and 30.12 hours in 2023-24.

(v) Average Output per Ship Berth Day

(In Tonnes)

Sl. No	Port	Average Output Per Ship Berth Day	
		2022-23	2023-24*
1	SMP, Kolkata	5223	5365
2	Haldia	13787	13698
3	Paradip	31050	33014
4	Visakhapatnam	12421	13687
5	Chennai	15648	18728
6	V.O. Chidambaranar	15852	15401
7	Cochin	24517	25963
8	New Mangalore	18489	19218
9	Mormugao	15699	17772
10	Jawaharlal Nehru	27643	28648
11	Mumbai	10035	11152
12	Deendayal (Kandla)	16074	18217
13	Kamarajar (Ennore)	26075	27197
	Total (All Ports)	17605	18925

(*) Provisional

Public Private Partnership (PPP)

4.29 Jawaharlal Nehru Port becomes first 100% Landlord Major Port

The PPP mode of investment in Indian ports has made a remarkable progress in the last 25 years, beginning from the Jawaharlal Nehru Port (JNP), resulting in the capacity addition and productivity improvement. Now, JNP has become the first major port of the country to become 100% Landlord port having all berths being operated on PPP model. JNPA has placed Letter of Award (LOA) to J. M. Baxi Ports and Logistics Ltd. and consortium member CMA Terminals on 28th June 2022 and the concession agreement signed on 29.07.2022. The Jawaharlal Nehru Port Container Terminal (JNPCT) has 2 berths with total length of 680 m and 15 m draft which will be handed over under this PPP contract along with backup area of 54.74 hectares for 30 years. The concessionaire has to upgrade, operate, maintain and transfer this terminal on PPP basis.



4.30 Some of the high value projects: -

- Development of Outer Harbour Container Terminal including Dredging and Construction of Breakwater at V.O. Chidambarnar Port on DBFOT basis under PPP mode: The Project Proposal at an estimated cost of INR 7,055.95 crore which includes Viability Gap Funding (VGF) Support has been appraised and approved the Competent Authority. On commissioning of the Project, it will facilitate the attainment of maximum draft capacity, reaching up to 18 meter, enabling the handling of deep-draft vessels of up to 22,000 TEUs. Additionally, it will augment capacity by 4 Million TEUs, specifically catering to mainline vessels and Gateway cargo. This development is essential to address the infrastructure challenges of the Inner Harbour, ensuring future readiness. It is strategically positioned to efficiently manage both Transshipment and Gateway Container Traffic. The Project holds the potential to generate employment for approximately 750 individuals directly and indirectly, during the construction phase. Subsequently, during the operational phase, this employment potential is expected to increase to up to around 800 individuals.

- The proposed Project Re-Construction of Berth No. 8 and Mechanization of Berth Nos. 7 and 8 at NSD of KDS, Syama Prasad Mookerjee Port, Kolkata on DBFOT basis through PPP mode have been given approval by the competent authority at an estimated cost of INR 809.18 crore. Brief particulars/benefits of the project:
- The Developer will Re-Construct Berth No. 8 and Mechanization of Berth Nos. 7 and 8 at NSD of KDS, Syama Prasad Mookerjee Port, Kolkata on Design, Build, Finance, Operate and Transfer (DBFOT) basis through PPP mode.
 - Financial Arrangement: Finance will be arranged by the Concessionaire.
 - Likely construction period: 2 years' construction period
 - Concession Period: 30 years Concession Period (including construction period).
 - An effective, efficient, quick/faster and environment friendly integrated cargo handling systems by means of mechanization, or by other means of augmentation of berth and thus improve the cargo handling capacity in the SMPA.
 - Additional berthing/cargo handling facilities (Import & Export) inside impound dock of NSD.

4.31 Global Maritime India Summit (GMIS) 2023

GMIS 2023 was organised by the MoPS&W from 17th-19th October, 2023 at Mumbai. Hon'ble Prime Minister inaugurated the summit on 17th October, 2023. GMIS, 2023 witnessed signing of 360 Memorandums of Understanding (MoUs) with investment commitment of INR 8.35 lakh crore and additional investible projects worth INR 1.68 lakh crore were announced. Hon'ble Prime Minister also laid the foundation stone for eleven projects, totaling INR 14,440 crore. Additionally, eleven projects valued at INR 8,924 crore were dedicated to the Nation. These MoUs focus on various areas of maritime sector such as port development and modernization, green hydrogen and ammonia, port led development, business and commerce, ship building, knowledge sharing and port connectivity. Additionally, the summit highlighted opportunities in the India's cruise sector. The Stakeholders Meet on Implementation of MoUs signed during the Global Maritime India Summit 2023 (GMIS 2023) successfully conducted on 16th February 2024. The main aim of the event was to bring all stakeholders together and to facilitate smooth implementation of the MoUs.



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 ministry 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 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 flag 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.

- 5.10 As a result the Indian Tonnage and ship ownership ecosystem has experienced significant growth in recent years, reflecting the efforts and strategic initiatives of the Ministry of Ports, Shipping and Waterways. Over the period from **2022-23 to 2023-24**, the number of ships/vessels increased from **1,523 to 1,526**. This growth is part of a long-term trend that began in **2014-15**, when the number of ships was **1,250**, culminating in a **22% increase** by **2023-24**. The fleet size of the Indian shipping industry grew at an annual rate of **1.74%** from **2018 to 2023**. As of **31st December 2023**, the industry boasts a fleet of **1,526 vessels**, comprising **13.74 million gross tonnage (GT)** and **20.83 million deadweight tonnage (DWT)**. This progress highlights the dynamic expansion and increased capacity of the Indian shipping sector.

SHIPBUILDING AND SHIP REPAIR



- 5.11 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 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

5.12 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 up to cape size vessels comparable to some of the leading shipyards in the world. Reliance Naval Engg. Ltd. has the capacity to build vessels up to 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

- 5.13 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 the 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 perspective 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 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.
- 5.14 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.
- 5.15 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 international arena.
- 5.16 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 09th 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 (in INR crore)	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

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

The Union Cabinet, on 09th 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 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 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 Atmanirbhar/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 crore, Global tender enquiries shall not be issued. It would help Indian shipyards to get more ship repair orders.

Ship Repair Industry

- 5.17 The global ship repair market is approximately USD 12 billion. Global ship repair market is currently dominated by shipyards in China, Singapore and Middle East largely due to the availability of skilled workforce and latest technology. The global market for ship repair and maintenance service is expected to witness significant growth, reaching a market value of USD 40 Billion by 2030 supported by developments in the markets in Southeast Asia and India. Though India's share in global ship repair is currently less than 1%, the country is favorably 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.
- 5.18 Additionally, India is poised well to offer repair services to Indian Navy and the allies US Navy for its 5th and 7th fleet deployed in Indian Ocean & Arabian Sea. Ship repair industry being labour intensive, India has got the advantage of having strong work force to cater to the requirement. 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 kinds of vessels.
- 5.19 Other reasons of cost disadvantages include high cost of financing, lack of supply of ship spares in India, ancillary support and technology related issues increasing ship repair execution cycle time. To address the above gaps, under MIV 2030, Government of India is giving a strong forward thrust to the industry with multiple initiatives including channelizing of domestic demands leveraging Public Procurement (Preference to Make in India), Order 2020, infrastructure development through better access to financial instruments, providing better opportunities for overall development and enhanced business in the industry by creating free trade depots, maritime clusters etc. The COVID-19 pandemic had negatively impacted the global economy and thus, disrupted the global trade and allied ship repair and maintenance services industry. Ship repair and maintenance service activities were significantly reduced or suspended for several months. Operations globally, gradually resumed with new safety measures in place. These factors have collectively hampered the growth in global ship repair and maintenance market.

Indian Ship Repair Capability

- 5.20 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.
- 5.21 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.

5.22 **Major Milestone:** On January 17, 2024, Shri Narendra Modi inaugurated projects worth **INR 2,700 crore** at Cochin Shipyard Limited, marking a significant milestone in the development of the Indian shipping industry. This event included the opening of the **International Ship Repair Facility**, which is expected to enhance the operational capabilities and global competitiveness of Cochin Shipyard. The substantial investment underscores the commitment to modernizing and expanding the maritime infrastructure, contributing to the broader vision of making India a leading player in the global shipping arena.



International Ship Repair Facility

Recycling of Ships



Ship Recycling at Alang

5.23 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 Industrials Kerala Limited in Kerala also carries out recycling of small ships on a limited scale.

5.24 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.

5.25 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

REFORMS

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

5.26 The present regulatory framework under the Merchant Shipping Act, 1958 has proven to be out of sync and does not provide for some of the critical obligations under International Conventions that have been adopted by India. In order to meet challenges being faced by the maritime industry, foster overall development of marine ecosystem, ensure compliance with India's obligations under maritime treaties and international instruments and to give impetus to coastal shipping and trade by reducing compliance burden, the Merchant Shipping Act, 1958 is being revamped with contemporaneous provisions keeping in view global best practices to bring in two legislations viz. Merchant Shipping Act and Coastal Shipping Act to promote ease of doing business and development of Indian shipping. The draft notes for the Cabinet for Merchant Shipping Bill, 2024 and Coastal Shipping Bill 2024 as well have been forwarded to the Legislative Department of Ministry of Law & Justice for examination.

Cruise Shipping



*Hon'ble Minister of MoPS&W
Shri Sarbananda Sonowal flags
off India's First International
Cruise Vessel from Chennai to
Sri Lanka*



Domestic ships:

- 5.27 These ships are required to make calls to Indian Ports and to run in Domestic Itinerary touching various minor ports/islands etc., within the territory of India. If a foreign ship wants to run under Domestic Itinerary, the ship is expected to be converted into Coastal run prior to its commencement of Domestic itinerary.
- 5.28 The ships through their shipping agents are required to declare their schedule well in advance to enable port to plan their ship at the cruise berths where ship desires. Ship performs her marine and passenger handling operations through shipping agents and ground handling agents respectively.
- 5.29 The shipping agents are required to liaise with the port authority and berth the vessel, arrange gangways, supply bunkers & fresh water, load provisions, etc. The ground handling agents are required to manage passenger handling by providing check-in staff, baggage handlers etc.

International ships:

- 5.30 These ships are during their international itinerary make calls to various Indian Ports. The ships through their shipping agents are required to declare their schedule well in advance to enable port to plan their ship at the cruise berths where ship desires. Ship performs her marine and passenger handling operations through shipping agents and ground handling agents respectively.
- 5.31 Being international ships the passengers must undergo Immigration clearance, Customs baggage scanning etc. The vessel agents are required to liaise with various authorities viz. Immigration, Customs, PHO, CISF, Port etc., during day-to-day operations. They are also required to liaise with the Tour operators for facilitating shore excursions to the international passengers on ship.

INITIATIVE TAKEN IN PAST YEARS

- 5.32 The Government has taken many initiatives during last 8-9 years both short term and long term to ensure promotion of cruise tourism. These are as below:
- The Government had constituted a Task Force on Cruise Tourism with the Co-Chairman, Secretary, MoPS&W on 23rd November 2015 to promote cruise tourism in India.
 - Provisions for guaranteed berths to cruise ships over cargo ships have been provided.
 - Ousting charges has been removed to attract cruises.
(*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 up to 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 February 2025 without obtaining a license from the DG Shipping.
- Uniform SOPs for Customs, Immigrations, CISF, Ports etc. have been introduced.
- With a view to promote Cruise Tourism, a High-Level Advisory Committee has been constituted to seek inputs inter-alia including leading global cruise lines on the international best practices.
- 1st Incredible India International Cruise Conference was held successfully in Mumbai in 2022, which saw active participations from global Cruise Lines.
- 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 MoPS&W in August 2020 @ 0.085 USD/GRT is being recovered for the first 12 hours of stay at berth. A nominal passenger head tax of USD 6 is recovered.

INITIATIVE TAKEN DURING 2023-24

- To promote tourism, the Government has approved conditional IGST exemption to foreign flag foreign going vessel when it converts to coastal run, subject to reconversion to foreign going vessel within six months.
- **First International Cruise Costa Serena** arrived on 2nd November 2023 at Mumbai.



- **GLOBAL MARITIME INDIA SUMMIT 2023:** This was organised in Mumbai and treated a watershed moment in India's Maritime Industry which garnered international recognition. During the event, a dedicated session on "Embark on voyage to attract 50 million Cruise Passengers in India by 2047" was held, which was attended by International Speakers from eminent Cruise Lines across the Globe. During this session, the speakers highlighted following regulatory issues which need to be addressed to achieve the target of 50 million Passengers by 2047.

INTERNATIONAL CRUISE SHIP ON DOMESTIC RUN

- To promote tourism, the Government has approved conditional IGST exemption to foreign going vessel when it converts to coastal run, subject to reconversion to foreign going vessel within six months.
- Dedicated Cruise Terminal has been developed at Cochin, Vishakhapatnam and New Mangalore Port.
- Two cruise vessels berthed simultaneously for the first time at the cruise berth in the Mormugao Port during November, 2023.



Cruise Vessels at Goa

5.33 Four (4) theme based coastal destination circuit have been prioritized to provide initial activation to cruise demand along the Indian Coastline. Accordingly, four (4) subgroups are formed for the development of following 4 coastal destination theme-based circuits to activate cruise demand:

GUJARAT - PILGRIMAGE TOURS

5.34 In collaboration with tourism and local authorities, Gujarat can be developed into a dedicated circuit for pilgrim tourism to tap into the existing huge market of ~4 million tourists visiting Dwarka, Veraval, Somnath, Porbandar and Diu. Existing ports along the state coastlines could develop infrastructure

facilities for linking sea with land. Local collaboration opportunities can be explored with car rentals, hotels and day tour operators.

WEST COAST

5.35 Cultural and scenic tour history and culture circuit can be developed on the Western Coast with attractions like Sindhudurg and other forts, historical, trading, temple and beach destinations and backwaters of Kerala, which can be leveraged to create short-medium duration cruises on small cruise boats.

SOUTH COAST - AYURVEDIC WELLNESS TOURS

5.36 Kerala's coastline can be harnessed for Ayurvedic wellness and scenic tourism in collaboration with tourism and local authorities. Existing ports along the state, cultural heritage and biodiversity can be leveraged to build the circuit. Local collaboration opportunities can be explored with 50+ Ayurvedic wellness centers, car rentals, hotels, etc.

EAST COAST - HERITAGE TOURISM

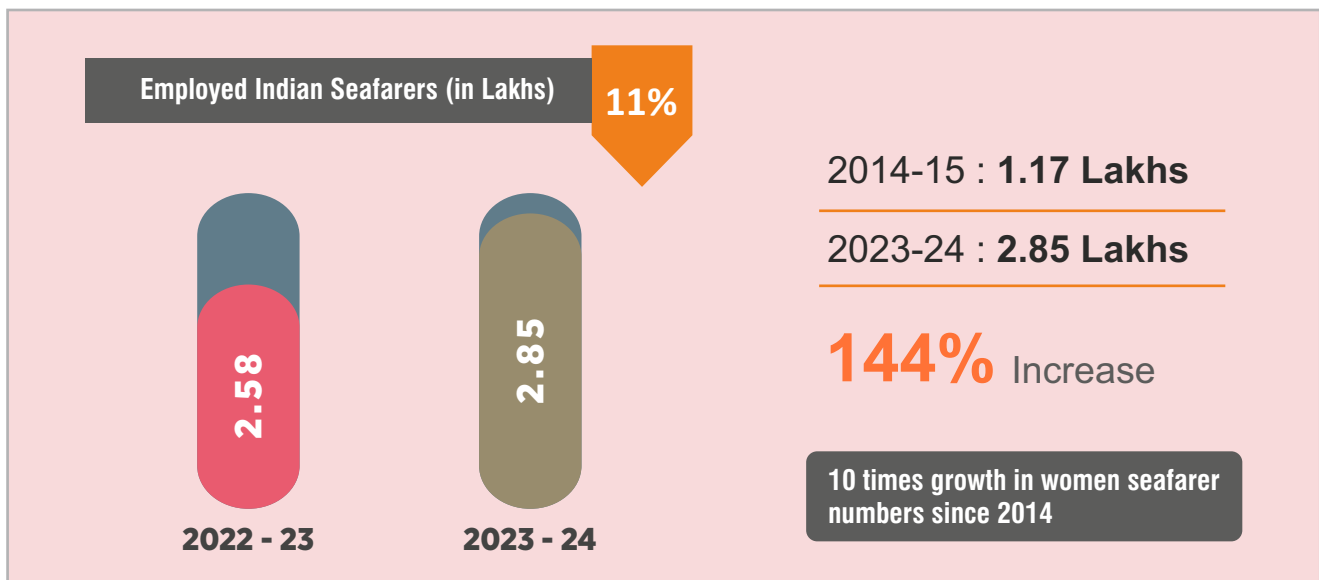
5.37 Heritage attractions on the Eastern coast like Mahabalipuram, Sri Bhavanarayana Swamy Temple, can be leveraged to create heritage theme circuits, to cater to the significant demand from both domestic and foreign tourists.

5.38 DATA ON CRUISE SHIPPING/TOURISM

Fin. Year	Name of Ports	International		Domestic		Total	
		No. of Vessels	No. of Pax.	No. of Vessels	No. of Pax.	No. of Vessels	No. of Pax.
April 2022 - March -2023	Mumbai	20	12,058	71	1,78,378	91	1,90,436
	Marmugao	15	6,945	31	81,426	46	88,371
	New Mangalore	6	2,635	0	0	6	2,635
	Cochin	16	6,345	15	30,058	31	36,403
	Chennai	3	1,043	35	85,499	38	86,542
	Vizag	0	0	15	22,459	15	22,459
	TOTAL	60	29,026	167	3,97,820	227	4,26,846
April 2023 - March -2024	Mumbai	27	36,874	91	2,47,020	118	2,83,894
	Mormugao	18	15,700	35	62,804	53	78,504
	New Mangalore	8	4,285	0	0	8	4,285
	Cochin	25	20,843	17	32,072	42	52,915
	Chennai	12	20,642	20	31,445	32	52,087
	Vizag	0	0	0	0	0	0
		90	98,344	163	3,73,341	253	4,71,685

5.39 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 **2022-23 to 2023-24**, the number of employed Indian seafarers increased from **2.58 Lakhs** to **2.85 Lakhs**. This growth is part of a broader trend observed since **2014-15**, when the number of employed seafarers was **1.17 Lakhs**. By **2023-24**, this number had surged to **2.85 Lakhs**, representing a remarkable **144% 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.

FUNCTIONING OF ORGANIZATIONS



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

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.

Functions of offices under the administrative control of the DGS

- 6.3 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.

- 6.4 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.

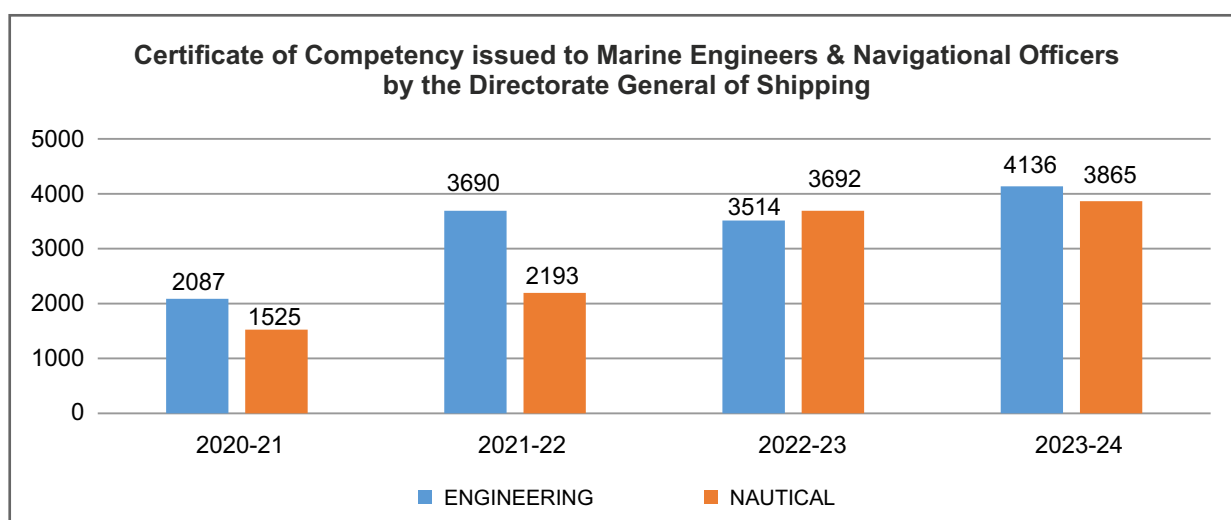
Passengers Ship Survey

- 6.5 All passenger ships are subjected to survey of hull, machinery, equipment etc. during construction and there after 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

- 6.6 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.
- 6.7 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.
- 6.8 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

6.9 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.

Seamen's Provident Fund Organization, Mumbai

6.10 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

6.11 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 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 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)

6.12 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 (i) 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.

NATIONAL SHIPPING BOARD

6.13 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 (DGLL)

6.14 DGLL establishes and maintains Aids to Marine Navigation along the coastline of India as per Lighthouse Act, 1927 which has been now repealed and replaced by the newly enacted Marine Aids to Navigation Act, 2021.

6.15 The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) headquartered in Saint-Germain-en-Laye (France), brings together the organizations responsible for the provision and maintenance of marine navigation aids. The aim of the association is to encourage continuous improvement of these aids. IALA is the only global body for marine navigation aids, with over 100 national members managing AtoNs (Aids to Navigation) within their respective countries. The Directorate General of Lighthouses and Lightships represents India. IALA promotes co-operation and assistance among member countries by collecting and disseminating information, fostering the development of multipurpose navigational systems to enhance maritime safety.

Organizational Structure

6.16 The DGLL is headed by the Director General at Headquarters situated at Noida and having 09 Directorates at Gandhidham, Jamnagar, Mumbai, Goa, Cochin, Chennai, Vishakhapatnam, Kolkata, and Port Blair.

Aids to Navigation

6.17 There were 17 lighthouses at the time of Independence. As on date, the details of Aids to Navigation maintained by the DGLL are as shown below:

Sl. No.	Aid to Navigation	Nos.
1.	Lighthouses	203
2.	Lightship	01
3.	DGPS Stations	23
4.	Racons	64
5.	Deep Sea Lighted Buoys	22
6.	National Automatic Identification System (AIS) 87 Physical Shore Stations (PSS)	1
7.	Vessel Traffic Service - Gulf of Kachchh (9 Radar +4 AIS Base Stations & 2 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

Lighthouses

6.18 A Lighthouse is a structure on land close to the shoreline or in the water. It serves as a day mark with its colour scheme and a powerful light with a specific character serves the mariners during the night. A lighthouse may be used to indicate dangerous shoals, sand Bank, socks etc. to obtain a line of position and to indicate landfalls, headlands, entrance to estuaries/ ports etc.



Lighthouse



Lightship

Lightship

6.19 A Lightship serves the same purpose as a lighthouse and is positioned in the sea, where it is not feasible to construct a lighthouse. DGLL maintains a lightship “PERIGEE” off the Bhavnagar coast in Gujarat.

6.20 National Navtex Network

DGLL has established a National NAVTEX Network along the coastline of India to meet the International Maritime Organization (IMO), Global Maritime Distress and Safety System (GMDSS) requirement by establishing 07 Transmitting Stations on the West Coast, East Coast, and in the Andaman and Nicobar Islands.

The NAVTEX Network broadcasts maritime safety information (i.e. Weather Forecast, Weather Warning, Navigation Warnings and SAR messages). The data is provided at NAVTEX Centre by the Indian Metrological Department (IMD), National Hydrographic Office, Indian Coast Guard (ICG) and Directorate General of Shipping at Mumbai from where it is relayed to various transmitting stations.

6.21 National AIS Network

The Automatic Identification System (AIS) is a ship-to-ship and ship-to-shore data broadcast system, for maritime safety and collision avoidance. DGLL has established a National AIS Network with 87 Physical Shore Stations (PSS), which seamlessly provide radio coverage up to a minimum distance of 25 Nautical Miles from the coast including Islands



Map showing NAIS coverage Physical Shore Stations

of Andaman & Nicobar and Lakshadweep. Thus, all SOLAS and other vessels equipped with AIS Transponders are tracked. Additionally, two Coastal Control Centers at Mumbai and Vishakhapatnam have been established, along with a National Data Centre at Mumbai. For enhanced coastal safety and security, AIS terminals are also provided at Directorate General of Shipping, Joint Operation Centres (JOC) in Mumbai and Vishakhapatnam, the Indian Navy in Delhi, and the Indian Coast Guard in Delhi.

Lighthouse Tender Vessels

6.22 To cater to the need of maintenance of lighthouses in the islands and for maintaining the channel marking buoys in the Gulf of Kachchh and Gulf of Khambat, the Directorate is maintain two ocean-going vessels: (1) M.V. Sagardeep-II and (2) Indira Point. These vessels are also used for monitoring the performance of AtoNs established by the Directorate General.



MV Sagardeep II



MV Indira Point

Establishment of new Lighthouses at Kalwan Reef and Sayyaid Rajpara

6.23 To enhance the safety of mariners and fishermen and to provide seamless coverage along the Indian Coast, two new Lighthouses have been established at Kalwan Reef and Sayyaid Rajpara (Gujarat).



Kalwan Lighthouse



Sayyaid Rajpara Lighthouse

Recapitalization of Differential Global Positioning System (DGPS)

6.24 DGLL previously established a chain of 23 DGPS Stations, a satellite derived positioning system for providing mariners with accuracy better than 5 meters. With the completion of their useful life, equipment at 16 DGPS stations have been replaced. Initially, DGPS provided correction only based on one satellite constellation, Navstar. However, in the current scenario other satellite constellations such as GLONASS, GALELLIO, BEDIEU and the regional constellations QZSS and India's NavIC are operational. Under recapitalization, the upgraded system has capability to receive and process signals from all the constellations including NavIC, and functions as Differential Global Navigation Satellite System (DGNSS). The Recapitalization of 22 Stations has been completed, and they are now operating as DGNSS. DGNSS (Sagar Sampark) was inaugurated by Hon'ble Minister of PS&W on 12th July 2023.

Indian Lighthouse Festival

6.25 DGLL organized the first Lighthouse Festival 2023 at Fort Aguada, Goa on 23rd September 2023 and an other satellite event on 25th September, 2023 at the Playground of St. Bede Higher Secondary School, Chennai to promote lighthouse tourism. The festival showcased the maritime heritage and coastal culture of India. The Indian Lighthouse festival was inaugurated by Hon'ble Minister of PS&W in the presence of Minister of States for PS&W, the Chief Minister of Goa, and other dignitaries and Bollywood celebrities.



The first Indian Lighthouse Festival served as a catalyst for promoting maritime heritage, tourism and community engagement while fostering a deeper understanding of the significance of lighthouses in India's coastal history.

Level-1 AtoN Manager Course in Marine Navigation Training Institute at Kolkata

6.26 The in-house training centre of DGLL at Kolkata has been upgraded to Marine Navigation Training Institute (MNTI) for training of AtoN personnel from maritime fraternity in India, SAARC and North Indian Ocean Region (NIOR) countries. In addition to AtoN training, facilities have been developed for training on Vessel Traffic Service (VTS) as per IALA Model course at MNTI in association with IALA.

DGLL organized AToN Manager Course Level-1 at MNTI Kolkata from 30th October, 2023 to 24th November, 2023 wherein participants from India and other countries viz. Malaysia, Somalia, Bangladesh, Yemen, Egypt etc. attended the course. DGLL also conducted VTS Operator Course V103/1.

- The Institute plays a pivotal role in shaping the competence and professionalism of maritime professionals, offering courses that hold immense importance for both domestic and international participants.
- The significance lies in its contribution to enhancing maritime safety, ensuring compliance with international standards, and fostering a skilled and competitive workforce.
- The institutes provide participants with comprehensive knowledge of navigation procedures and the latest advancements in navigational technologies.

Election of India as IALA Vice President

6.27 The 20th IALA conference at Rio De Janeiro was attended by the Indian delegation headed by the Secretary (PS&W) from 29th May 2023 to 3rd June 2023. Indian delegation presented India's contribution to Maritime Sector, Lighthouse Tourism, Port led Development, Blue Economy, Protection of marine environment, Infrastructure development, etc. India has been elected as Vice President of International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) from 2023 to 2027 and will have the honour and privilege of hosting the next IALA Conference in India in 2027 at Mumbai.



IALA conference at Rio De Janeiro

Development of tourism facilities at 75 Lighthouses

6.28 Lighthouses not only play an important role in ensuring safe navigation but also have tremendous tourist potential. In line with the vision of Hon'ble Prime Minister of India, and MoPS&W, with an objective to disseminate awareness on the maritime significance of Lighthouses, to conserve heritage structures and to offer a unique Lighthouse based tourism to India; decided to promote tourism at 75 Lighthouses across country's coastline to commemorate the 'Azadi ka Amrit Mahotsav'. The tourism facilities will be developed at 75 Lighthouses includes components like museum, amphitheater, open air theater, cafeteria, children's park, gazebo, landscaping etc. On 28th February, 2024, the Hon'ble Prime Minister of India dedicated tourism facilities developed at 75 lighthouses to the nation. The inauguration ceremony took place at Tuticorin Port, Tamil Nadu, marking a significant milestone in the country's efforts to promote tourism and enhance coastal infrastructure. It was the PM's visionary approach to transform India's distinctive lighthouses in to captivating tourism sites. The initiative aims to showcase the rich culture, significance, and allure of these magnificent structures whereby they can propel prospect of tourism and power local economy. It is noteworthy that, in 2023-24 the footfall at lighthouses has increased to 16.19 lakhs which was only 4.34 lakhs in year 2013-14.



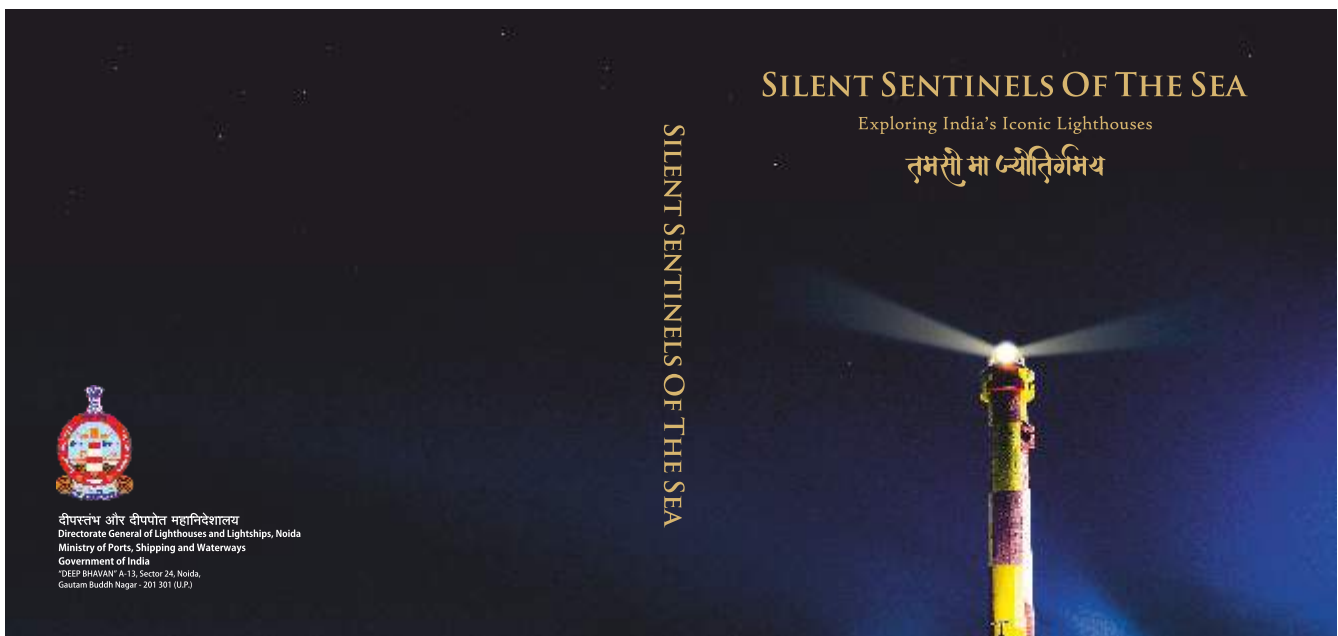
DEVELOPMENT
OF
TOURISM
FACILITIES



Under the MIV 2030 initiative, DGLL is revitalizing lighthouse facilities across India, focusing on heritage and maritime museums. This project includes transforming lighthouses in Chennai, Alleppey, Kannur, Vizhinjam, Thangasseri, Vypin, and Chandrabhaga into tourist attractions. Visitors can explore the cultural, architectural, and navigational importance of these lighthouses through contemporary photography exhibitions with free entry for all.

Coffee Table Book

6.29 The Hon'ble Prime Minister of India released a coffee table book titled "Silent Sentinels of the Sea," showcasing stunning imagery, captivating stories, and educational content to offer readers a comprehensive exploration of these iconic maritime structures.



Lighthouse tourism photo exhibition from 3-7 March, 2024 at AIFACS, New Delhi.

6.30 DGLL successfully organized Lighthouse Photo Exhibition from 3-7 March 2024. The event featured a captivating collection of 100 photographs capturing the beauty and historical significance of lighthouses scattered across India's vast coastline. The Lighthouse Photo Exhibition aimed at promoting Lighthouse Tourism. MoPS&W is committed to transform all the lighthouses in the country as tourist destinations.



Global Maritime India Summit -2023

6.31 DGLL successfully participated in GMIS 2023, showcasing its achievements and future plans in the field of Aids to Navigation. National and international delegates visited the DGLL stall to learn about its work. Highlights of the stall included a lighthouse model and a display area featuring creative content on lighthouse tourism.

During GMIS 2023, several dignitaries visited the DGLL stall, including Shri Sarbananda Sonowal, Hon'ble Minister of Ports, Shipping, and Waterways; Shri Shripad Nayak and Shri Shantanu Thakur, Hon'ble State Ministers of Ports, Shipping, and Waterways; Shri Pramod Sawant, Chief Minister of Goa; Shri T.K. Ramachandran, Secretary of Ports, Shipping, and Waterways; the IALA President; and many other VIPs.



DGLL Stall, GMIS 2023

COCHIN SHIPYARD LIMITED

6.32 Cochin Shipyard achieved a net profit of INR 548.43 crore for the nine months ended 31st December 2023 as compared to INR 287.14 crore for the nine months ended 31st December 2022. The Company achieved a turnover of INR 2,419.79 crore for the nine months ended 31st December 2023 as compared to INR 1753.49 crore for the nine months ended 31st December 2022.

Order Book Position

6.33 As on 31st March, 2024, CSL has 47 vessels on order including Phase III post-delivery works of Indigenous Aircraft Carrier for the Indian Navy, 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 Indian Navy, 10 nos. Hybrid Electric Catamaran Hull Vessel for the Kochi Water Metro Project, 6 Nos. of Hybrid



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

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

- 6.34 In the realm of green vessels, CSL had signed a contract with Kochi Metro Rail Corporation for building 23 nos. passenger boats using hybrid battery powered propulsion. Out of which 13 vessels have already been delivered as on 31st March, 2024. Additionally, CSL is building, 8 nos. of Hybrid Electric Catamaran Passenger Vessel for IWAI and out of which 2 vessels have already been delivered. Further, CSL is also building 2 Nos. of Commissioning Service Operation Vessels, 2 Nos. of Zero Emission Feeder Container Vessel and 1 No. of Service Operation Vessel for various European clients. Additionally, CSL has built country's first Hydrogen Fuel Cell Catamaran Passenger Vessel (100 PAX), the pilot project was flagged off on 28th February 2024 by Hon'ble Prime Minister of India.



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



India's first indigenously developed hydrogen fuel cell ferry

- 6.35 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 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 crore. CSL continued to operate the dry-dock and existing facilities in the leased area (first phase) at Cochin Port premises.



*M/s. Syncrolift, Norway, delivered ship lift platform having size 130*27 meter. and 2000 T approx., at ISRF site of CSL on 18th September, 2023*



Structural and other components of 600T Gantry crane were delivered at CSL, by M/s. Hyundai Samho Heavy Industries, South Korea, on 16th October, 2023

6.36 CSL has also completed the civil construction of 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.



Dock floor of New Dry-dock at Cochin Shipyard Limited



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

6.37 After completion of its civil construction, ISRF and the world's first stepped Dry-dock was inaugurated by Hon'ble Prime Minister Shri Narendra Modi on 17th January 2024, marking a significant milestone in the augmentation of India's Maritime capability. CSL plans full commissioning of the ISRF and the New Dry-dock by mid-2024. Ten globally renowned firms in the maritime industry have already partnered with CSL for setting up their units in the Maritime Park in first phase. CSL expects to position Kochi as a major ship repair hub with major operations in the present ship repair dock coupled with increased capacities that would be available when the ISRF is commissioned.

HOOGHLY COCHIN SHIPYARD LIMITED (HCSL)

6.38 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.

- 6.39 The construction of the yard with 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, the 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 crore with an intention to position itself as a premier shipbuilding/ repair yard in the east coast of India for inland and coastal vessels.
- 6.40 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 Vessels for Inland Waterways Authority of India (IWAI). HCSL also had the privilege to sign another contract for 2 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.
- 6.41 HCSL aspires to establish itself as one of the leading shipbuilding yards on 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 Northeast 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)

- 6.42 Consequent to the takeover of Tebma Shipyards Ltd. by Cochin Shipyard Ltd. (CSL) in September 2020, through the statutory insolvency resolution process, various activities were carried out for revamping the Company's infrastructure facilities. 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 by CSL, the name of the Company was changed from Tebma Shipyards Ltd. to Udupi Cochin Shipyard Ltd. (UCSL) on 22nd April 2022.
- 6.43 UCSL performed well in 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. In 2023-24, the Company bagged an international order from M/s. Wilson Group, Norway, for design and construction of 6 nos. of New Generation Diesel Electric 3800 DWT General Cargo Vessels with an option for additional eight such vessels. UCSSL also received orders for 5 nos. of Tuna Longliner Cum Gillnetter Fishing Boats under the “Pradhan Mantri Matsya Sampada Yojana (PMMSY)” for the beneficiaries from the state of Kerala in addition to the existing orders in hand for the same vessel.

- 6.44 In 2023-24, the Company delivered six nos. of Tuna Long Liner Cum Gill Netter Fishing Boats for the beneficiaries from the state of Kerala, one no. of New-Generation-Purse-Seiner 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 UCSSL.



Steel cutting of 2 nos. of 3800 tonnes dry cargo vessel being built for M/s. Wilson Ship owning AS, Norway was held at UCSSL on 04th December, 2023

SHIPPING CORPORATION OF INDIA LIMITED (SCI)

- 6.45 During the last 62 years, SCI has been providing yeoman service to the country's economy by meeting its ocean transportation requirements. Starting out 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 1st April 2024 owns 57 vessels of 5.245 million DWT, 2.89 million GT and constitutes about 26% (in terms of DWT) of Indian tonnage.

Crude Transportation

- 6.46 India has one of the world's fastest growing energy markets. Energy security is of paramount importance. Looking at 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 1970s and thereafter to exclusively meet the needs of the Indian Oil Industry.

Commodity and Product Transportation

- 6.47 SCI took full advantage of the recession in the shipping industry in early 1980s and did massive fleet acquisition (tankers as well as dry bulk vessels) to meet the nation's growing EXIM trade. In 1991, SCI diversified into cryogenic operations. As on date, SCI has a mix fleet of 13 crude oil carriers, 5 VLCCs, 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 has 10 offshore supply vessels.

SCI's Bulk and Tanker vessels ply globally. On an average, they transport about 35 million metric tons per annum (MMTPA). 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 MMTPA of dry bulk cargoes like coal, iron ore, urea, grain, mineral ore etc. Energy industries form a vital aspect of 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 as in 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

6.48 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 March 2024) manages a total of 37 vessels of various organizations. This comprises of 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, 01 vessel of the Union Territory of Lakshadweep Administration (UTLA) and 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.

Recommencement of India- Maldives Shipping Service

6.49 On 05th May 2023, direct shipping service recommenced between India and Maldives, through induction of M.V. MSS Galena, from VO Chidambaranar Port. The initiative will not only cut logistics and other related costs but will also enhance connectivity and will reduce the time taken to transport goods between the two countries. Commencement of this service has added a new chapter to connectivity initiatives taken by both countries in the Indian Ocean Region. The service has also promoted, developed, and stabilized shipping connectivity between Indian and Maldivian ports and will further give impetus to bilateral trade between India and Maldives.



"M.V. MSS GALENA" the vessel flagged off by Shantanu Thakur

India-Sri Lanka Passenger Ferry Service

6.50 The Government of India has successfully commenced the International Passenger Ferry service between Nagapattinam (India) and Kankesanthurai (Sri Lanka). The service was flagged off on 14th October 2023 from Nagapattinam, Tamil Nadu. SCI coordinated with all stake holders and the High-Speed Craft (HSC) vessel 'Cheriyapani' (owned by UTLA) was put into service on 14th October 2023. HSC 'Cheriyapani' successfully completed four round voyages between Nagapattinam and Kankesanthurai on October 2023 and has catered to the requirements of passengers of both countries.

Corporate Social Responsibility (CSR) Programme

6.51 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)

6.52 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 in Mumbai. It has been incorporated pursuant to the Scheme of Arrangement of Demerger approved by Ministry of Corporate Affairs (MCA) in February 2023 with the objective 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.

Along with widespread 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.



SCILAL listing ceremony

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 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 INR 1000 crore.

INDIAN MARITIME UNIVERSITY (IMU)

6.53 IMU, headquartered in Chennai, is a teaching-cum-affiliating University established on 14th November 2008 to promote education, training and research in the areas of nautical science and engineering, oceanography, maritime history, maritime law, maritime security, search and rescue, transportation of dangerous cargoes, environmental studies and other related domains Centre for Policy Research in Maritime Studies (C-PRiMeS) was established to undertake maritime studies and act as a think tank for the development of the maritime economy. IMU conducted the Common Entrance Test (CET) for admissions to its UG/PG programmes on 10th June 2023 and achieved 100% admissions for DGS approved programmes with overall admissions of 87.57%.

Achievements:

- During Global Maritime India Summit (GMIS)-2023 IMU signed MoUs with Erasmus UPT), Netherlands, TCEU, Sri Lanka, IOI, Malta, TISS, Mumbai, GSV, Vadodara for academic collaboration.
- IMU joined the IAPH (International Association of Ports and Harbours) as an Associate Member. Members of UArctic voted unanimously in favour of accepting IMU as a Non-Arctic member to further India’s Arctic Policy.
- The Eighth Convocation of IMU was held on 27th October 2023. Smt. Droupadi Murmu, Hon’ble President of India graced the



President Smt. Droupadi Murmu to graced the 8th Convocation Ceremony of Indian Maritime University, Chennai, 27th October 2023



occasion as the Chief Guest. Shri. R.N. Ravi, Hon'ble Governor of Tamil Nadu, Shri Sarbananda Sonowal, Hon'ble Union Cabinet Minister of PS&W, Shri Shripad Naik, Hon'ble Minister of State of PS&W, Dr. K. Ponmudi, Hon'ble Minister for Higher Education, Government of Tamil Nadu were the Guests of honour of the Convocation.

- A total of 1944 students registered for convocation out of which 255 received Degrees/Diploma in Person. 10 Students were awarded gold medals and ten were awarded silver medals.

TARIFF AUTHORITY FOR MAJOR PORTS (TAMP)

6.54 TAMP was established in 1997 by an amendment to the Major Port Trusts (MPT) Act, 1963 and was constituted by the Government of India through a Gazette Notification on 10th April 1997. The Authority consists of a Chairman and two Members. The sanctioned strength of officers and staff of the Authority is 36. As per the Major Port Authorities (MPA) Act, 2021, which has come into force with effect from 3rd November 2021, the MPT Act, 1963 stands repealed. Thereby, the tariff fixation mandate of TAMP stands withdrawn. As mandated under MPA Act, 2021, TAMP is discharging the functions of the Adjudicatory Board till constitution of Adjudicatory Board. The MoPS&W has notified the Major Ports Adjudicatory Board (MPAB), Rules, 2023 on 17th January 2023 vide Gazette No. 29. TAMP has formulated the MPAB (Transaction of Business and Procedural) Regulations, 2024, MPAB (Fees and Forms) Regulations, 2024 and MPAB (Procedure for Administrative Meetings) Regulations, 2024.

ANDAMAN LAKSHADWEEP HARBOUR WORKS

6.55 Andaman Lakshadweep Harbour Works (ALHW) a sub-ordinate office under the Ministry and was established in 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 has been implementing the port development schemes from the funds provided by Ministry under Central Sector Plan schemes starting from the Third Five Year Plan onwards. Apart from the creation of port infrastructures, ALHW is also entrusted with maintenance of port structures and cargo handling equipment under the funds provided by Andaman & Nicobar Administration and Lakshadweep Administration.

DREDGING CORPORATION OF INDIA LIMITED (DCI)

6.56 DCI is owned by four major ports namely Visakhapatnam Port Authority, Jawaharlal Nehru Port Authority, Paradip Port Authority, and Deendayal Port Authority. DCI is specialized in the field of dredging and allied works in India. Besides dredging projects, DCI also provides project management consultancy for development of Ports, Inland waterways, Reservoirs, Dams, and Flood Control Management. DCI has been rendering service to the nation's maritime sector for past 48 years.

6.57 To cater to the requirements of maintenance dredging at Major Ports and to augment its dredging capacity and upgrade the technology, DCI is in the process for procurement of TSHD of 12,000 m³ capacity being built at Cochin Shipyard under the Atma Nirbhar Bharat Program. Steel cutting is completed, and fabrication of blocks is in progress. In 2023-24, DCI has signed various MOUs with its Clients, Suppliers, Technology Partners, etc.



MOU exchanged between DCI, IIT-Madras and IMU-Chennai, to launch National Joint M.Tech Programme on "Dredging Engineering" in the presence of Shri Sarbananda Sonowal, Hon'ble Union Minister for PS&W



DCI and BEML sign MOU for Indigenous Design, Development & Manufacturing of spares for Dredgers & Joint Development of manufacturing of Dredgers

6.58 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 a sustainable and eco-friendly future and offers solutions in dredging for coastal protection and beneficial uses of dredged material and natural resources. The session on "Dredging for Future Port Development" was organized during the GMIS 2023 in Mumbai as a concerted effort to drive cooperative and sustainable growth in the maritime sector. The session brought together industry leaders, experts, and innovators and proved to be a pivotal platform for discussing and deliberating the transformative potential of dredging in shaping the future of port infrastructure.

SAGARMALA DEVELOPMENT COMPANY LIMITED

6.59 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.
- Selection of the initial set of Managing Director and the two Functional Directors of the Company, through a Search-cum-Selection Committee to be headed by the Chairman, Public Enterprises Selection Board (PESB) with Secretary, MoPS&W, Secretary, DOPT and an expert (to be nominated by the Ministry) as members. The Government Director and two Non-Official (Independent) Directors, on the Company Board, shall be appointed by the Ministry after taking prior approval of the Competent Authority.
- To set-up the SDCL with an Initial Authorized Share Capital of INR 1,000 crore and a Subscribed Share Capital of INR 90 crore with the provision of increasing it in future if the need arises.



- A budgetary allocation of INR 250 crore for FY 2016-17 and an equal amount for each of the subsequent 4 years was solicited.
- The present paid up share capital of the Company is INR 1,000/- crore.
- 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.

6.60 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.

6.61 So far, SDCL has invested around INR 541.78 crore as an equity investment in the five Project SPVs, the details of the same is as under:

S. No	Project SPV	Equity Investment by SDCL (in INR crore)	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
Total Equity Investment by SDCL		541.78		

***INR 4.30 crore has been received as dividend from Visakhapatnam Port Road Company Limited (VPRCL) for FY 2023-24**

INDIAN PORT RAIL & ROPEWAY CORPORATION LIMITED (IPRCL)

6.62 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 crore contributed by 11 Major Ports and Rail Vikas Nigam Limited (RVNL). The authorized share capital of the company is INR 500 crore. 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 third phase of ROB near JNPA Admin office by Hon'ble MoS Shri Shantanu Thakur

IPRCL Operations

6.63 In the year 2022-23, IPRCL has been able to achieve the highest ever gross revenue of INR 521.66 crore. The gross profit of the company stood at INR 44.26 crore with highest ever profit before tax of INR 35.74 crore resulting in incremental growth of 32.64% from previous year, thus achieving 18.62% return on net worth. Besides achieving satisfactory financial performance and physical progress for all ongoing works, IPRCL have completed JNPA's major work of DFC Compliant Common Rail Yard including construction of ROB costing INR 330 crore, Rail connectivity to Jalna Dry Port of JNPA of INR 110.90 crore which includes construction of ROB. The inauguration of Common Rail Yard was done by Hon'ble Union Minister of PS&W Shri Sarbananda Sonowal on 15th May 2022 and inauguration of third phase of ROB near JNPA Admin office was done by Hon'ble MoS, MoPS&W, Shri Shantanu Thakur on 6th April 2023. IPRCL entered in new business avenue of Operation and Maintenance of Locomotives at Paradip Port, development of Tourist-cum-Cargo Terminal for IWAI at Bogibeel and navigation feasibility study & bathymetry survey for Kalanchi-Khedapada and Bansjhari-Hemnagar stretch at Ichamati River for IWAI, implementation of Retractable Over Head Equipment (OHE) under SILO in coal mines of CIL, modernisation of Fishing Harbours in PPA, ChPA & VPA, electrification of port rail yard (44 ETKM) of DPA etc.

NATIONAL MARITIME HERITAGE COMPLEX- A Project of National Importance

6.64 Planning and Implementation of an important project, National Maritime Heritage Complex (NMHC) at Lothal, Gujarat is being carried out by IPRCL. M/s. Architect Hafeez Contractor is the Principal Consultant for the complete project and M/s. TATA Projects Ltd. (TPL) was appointed as the EPC Contractor for phase 1A with a contract value of INR 573.12 crore. Hon'ble Prime Minister reviewed the progress of NMHC project through drone on 18th October, 2022. The work is in full swing and all the 9 tender packages for gallery 1 to 6 have been awarded by TPL. MoU has been signed between Indian Navy & Indian Coast Guard and IPRCL for execution of Navy Gallery on 02nd July, 2023. Subsequently, scope of phase 1A of the project has been increased and the revised cost of phase-1A is INR 1,238 crore and overall project cost is INR 4,282 crore. The same has been recommended by PIB for Cabinet approval. Land of 400 acres for the project was allotted by Govt. of Gujarat (GoG). Work for the internal infrastructure of INR 150 crore being funded by GoG is under implementation. Construction of Saragwala to NMHC site approach road (1.58 Km) is almost completed, widening of existing carriageway between Gundi-Saragwala (10 km) is in progress. A 10 Lakh Litre Water Tank has been constructed by GoG and water supply has started. Power supply for the project is under implementation.



Indian Navy & Indian Coast Guard sign MOU with IPRCL for developing Navy gallery at NMHC

6.65 During FY 2022-23, IPRCL has been empaneled with Indian Railways for undertaking consultancy services towards the Detailed Project Report (DPR) / Detailed Design Consultancy (DDC) including ROB pertaining to the Project of Indian Railway. This empanelment also includes Project Management Consultancy Service for Indian Railway (IR) Projects. In addition to this, IPRCL is also empaneled with Dedicated Freight Corridor Corporation of India Ltd. (DFCCIL) for undertaking traffic potential survey/study, traffic movement, infrastructure availability, freight market study, potential survey/study of non-core revenue generation sources, feasibility study and preparing DPR for logistics parks and terminals etc. The company has signed MOU with National Mineral Development Corporation Ltd. for undertaking railway connectivity to their mines and plants. Business Development efforts yielded substantive results with getting new work orders worth INR 1,501.67 crore thereby resulting in the Company's total Business in hand of INR 2,747.96 crore as on 31st March 2023, an increase of 55.46% over last year.

In Ropeway segment, PMC of Jatashankar Ropeway Project, DPR and Bid Process Management for Salkanpur Ropeway Project in MP, DPR for PRT system at Chandigarh Airport, 3 ropeway projects in UP and DPR for Vasco Da Gama to Dona Paula ropeway in Goa, TEFRR for Anjanadri Ropeway in Karnataka, Pre-Feasibility report for 6 Ropeway projects in North East and Himachal Pradesh under Parvatmala Program and 2 ropeway projects at Jabalpur and Gwalior in MP have been awarded to IPRCL.

IPRCL has developed its capability to seize numerous business opportunities in the Indian Multimodal logistics and infrastructure sectors specially port led Maritime development. Its ability to adapt to changing trends, embrace technology, and collaborate with public and private partners will be instrumental in shaping its future success and contributing to India's logistics and trade growth. The future growth of India's maritime and broadly Indian infrastructure and logistics sectors is poised for significant expansion, driven by various government plans and opportunities. Additionally, emerging verticals like ropeways, fishing harbors and rolling stock, P. Way and S&T maintenance are creating new avenues for growth. With emphasis on Multimodal Transport, integration of rail, road and waterways transport is a priority. This presents opportunities for IPRCL to provide seamless logistics solutions, reducing transit times and costs for businesses. The Company also strives to remain engaged in upcoming domestic mega projects, especially emerging out of Maritime India Vision-2030, Comprehensive Port Connectivity Plan, Connectivity of Ports to Industrial Nodes, PM GatiShakti National Master Plan and Maritime AmritKaal Vision 2047



Hon'ble Minister PS&W inspected the project site of Tourist cum Cargo Jetty at Bogibeel, Assam on 25th December, 2023



Important Projects completed during the Year 2022-23:

Sl. No.	Name of Project	Port
1	Development of DFC Compliant Common Rail Yard (CRY) with ROB Part-I and modification works	JNPA
2	Rail connectivity to Jalna Dry Port including construction of ROB	JNPA
3	RRS-2 at MHCP Area	PPA

Important projects under implementation by IPRCL during the year 2022-23:

Sl. No.	Name of Project	Port	Project Cost in crore (INR)
1	Project Development & Consultancy work for development of National Maritime Heritage Complex at Lothal, Gujrat.	NMHC	1238.05
2	Construction of ROBs under Setu-Bharatam at Km 183+700, at 170+400, at 10+906 and at Km 46+651 in the state of AP	MoRTH	344.46
3	Construction of interchange-cum-ROB at Kutch Salt Jn in the state of Gujarat	DPA	284.00
4	Fishing Harbour at Paradip, VPA and Chennai	PPA/VPA/ ChPA	185.25
5	3rd Line between Jasai and JNPA	JNPA	126.02
6	Second exit road- cum- flyover at Paradip Port as part of additional port connectivity from NH	PPA	92.92
7	Construction of a Road-cum- Flyover crossing the BOT rail tracks to have unobstructed access to the MCHP areas	PPA	33.94
8	Augmentation / Doubling of Southern connectivity to KPL: Ph.1 and II: Major Bridges work & Earthwork & minor bridges and track linking work	KPL	86.70
9	Upgradation and modification work in KPL	KPL	33.52
10	Rail Connectivity to Wardha Dry Port	JNPA	73.00
11	Electrification of Railway line of KPRK yard	DPA	45.00
12	Tourist Cum Cargo Jetty at Bogibeel (Ph-I)	IWAI	26.20
13	Electrification of VPA Railway lines- 38 TKM	VPA	22.57
14	Upgradation of track in East Yard	VPA	18.86
15	S&T maintenance at KPL for 3 years	KPL	24.35
16	S&T maintenance for 5 years at HDC w.e.f. March, 2020	SMPA	22.16
17	Inspection, measurement and correcting parameters at KDS for 3 years w.e.f. June, 2021	SMPA	14.04
18	Upkeeping of railway track -PPA siding from takeoff point of coaching yard including newly constructed BOT lines (Total 84+30=114 km) for 3 years w.e.f. May, 2022	PPA	52.67
19	Track Upkeeping work for 3 Years w.e.f. November, 2022	VoCPA	3.93
20	O&M Wet lease of 6 diesel locos at PPA for 3 years w.e.f. January, 2023	PPA	44.92
21	Loco O&M of 6 PPA owned locos for 3 years w.e.f. March, 2023	PPA	16.76

INDIAN PORT GLOBAL PRIVATE LIMITED

- 6.66 In view of strategic interest of gaining 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 INR10 crore. The two promoters, Jawaharlal Nehru Port and Deendayal Port, are holding equity in the ratio of 60:40 respectively.
- 6.67 A Memorandum of Understanding (MoU) for development of Chabahar Port by India was signed in Tehran between India and Iran on 6th May 2015 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 Ministry of Ports, Shipping and Waterways, Government of India were the confirming parties to the contract.
- 6.68 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. Thereafter, 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 Authority (JNPA) and Deendayal Port Authority (DPA) was incorporated in Iran. In order to insulate JNPT and DPT from possible impact of United States sanctions after US withdrew from the Joint Comprehensive Plan of Action, 100% equity shares of JNPA and DPA in IPGL were purchased by SDCL. Currently 100% shares of IPGCFZ are held by IPGL.

CENTRAL INLAND WATER TRANSPORT CORPORATION LIMITED (CIWTC)

- 6.69 CIWTC was incorporated on 22nd February, 1967 as a Govt. of India Undertaking, when it took over all the assets and liabilities of the erstwhile River Steam Navigation Company Limited under a Scheme approved by the Calcutta High Court on 03rd May, 1967. However, due to inherent limitations and infrastructure bottlenecks in the water transport sector, the operations of CIWTC could never become viable and the company incurred operational losses in each Financial Year since its inception and surviving on the support/Grants-in-aid on Govt. of India for payment of salary/wages and other statutory dues of its employees. The Cabinet on 31st August, 2016 approved a proposal for dissolution of CIWTC including disposal of movable and immovable assets, improved Voluntary Retirement Scheme (VRS) for the remaining five employees with provision of Compulsory Retirement (CR) in case of unwillingness and winding up of CIWTC as per provision of Companies Act, 1956. All the land parcels of CIWTC have been transferred/handed over to Central Government, CPSEs etc. and all the movable assets have been disposed.



Sl. No.	Particulars	Date	Status
1	Settlement of dues of employees completed except for 04 nos. retrenched employees, who have filed legal cases against retrenchment in the High Courts of Guwahati & Calcutta.	For 03 no. retrenched employees filed legal case at Guwahati High Court hearing concluded on 25 th April 2024. Copy of Order yet to be received. For one no. employee filed case at Calcutta High Court is at hearing stage.	Not Completed
2	Disposal of movable & immovable assets completed	Completed	Completed
3	Audited Accounts for FYs 2017-18 to 2021-22 have been completed by Statutory Auditor & C&AG. Annual Reports for said years have been forwarded to the Ministry. Statutory Audit & CAG Audit for F.Y. 2022-23 commenced and in progress.	Completed (In progress) To be completed	Completed To be completed
4	Approval of Gol for transfer of Assets & Liabilities and court cases to Syama Prasad Mukherjee Port Authority (SMPA) accorded and completed.	Completed	Completed
5	SMPA has constituted a Cell for taking over the assets, liabilities & Court cases of CIWTC. The process of handing over and taking over completed on 30 th March 2023	30 th March 2023	Completed
6	Application for withdrawal of Voluntary Liquidation proceeding from NCLT, Kolkata filed. First hearing held and the next date of hearing by NCLT was on 10 th February 2023. On obtaining Order of withdrawal from NCLT, application made to RoC/MCA for changing the status of CIWTC as "Active". On approval of status of CIWTC to "Active" application to RoC/MCA for condonation of delay for holding AGMs was submitted immediately and on obtaining approval of MCA, AGMS for F.Y. 2017-18 to 2021-22 was held by shorter notice.	Completed	Completed
7	CIWTC/SMPA approached the Registrar of Companies for closure under section 248 of Companies Act, 2013 after receipt of CAG Audit Report and withdrawal of Voluntary Liquidation under I&BC by NCLT and on completion of statutory compliances. Filing of application to remove name from Register of Companies before ROC.	Completed Name of CIWTC has been struck off by RoC, MCA on 17 th October 2023.	Completed

HOOGHLY DOCK & PORT ENGINEERS LIMITED (HDPEL)

6.70 HDPEL situated at Kolkata, is one of the oldest shipyards in India. It was established in 1819 in the private sector known as Hooghly Docking & Engineering Company Limited. On merger of the Port Engineering Works with Hooghly Docking & Engineering Limited, the Hooghly Dock & Port Engineers Limited was formed by an Act of Parliament titled "The Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Act, 1984". Government of India nationalized the ailing company, so as to utilize the available infrastructure through adequate investment for modernization and increase the capacity for Ship Building and Ship Repair in the country. The nationalized company had remained with the Ministry of Industry till 27th July, 1986 and was thereafter transferred to erstwhile Ministry of Surface Transport and now it is under the administrative control of MoPS&W.

Closure of HDPEL

6.71 The Union Cabinet on 03rd October 2019 approved the proposal for Liquidation & Restructuring of HDPEL and providing improved Voluntary Retirement Scheme (VRS) for the employees of HDPEL. In view with the decision of the Union Cabinet, Improved VRS successfully implemented in HDPEL. Out of 43 employees in HDPEL, 42 employees opted for improved VRS and 1 employee retrenched who did not opt for improved VRS. Cochin Shipyard Limited (CSL) on 01st November 2019 transferred the book value to HDPEL towards the consideration for the transfer of 26% equity shares of Hooghly Cochin Shipyard Ltd. (HCSL) held by HDPEL and the amount transferred to PAO, DIPAM on 28th November 2019 made HCSL 100% subsidiary of CSL. Ownership of the land assets of HDPEL transferred to Ministry, as per extant guidelines of Department of Public Enterprises dated 14th June 2018. Outright liquidation and winding up of HDPEL has been initiated, in view with the recommendation of NITI Aayog and Department of Public Enterprises (DPE) regarding HDPEL to ensure the completion of process of closure and filing the application u/s 248 of the Company Act. Ministry on 09th June 2021 with the approval of Competent Authority directed CMD, HDPEL that the services of Conciliation and Settlement Committee (CSC), Indian Port Association (IPA) may be taken to dispose-off the outstanding cases and efforts may be made to close the same after settlement with parties for early closure of HDPEL.

6.72 The CSC after detailed consultations with the stakeholders formulated a 'Framework of Way Forward for the Closure of HDPEL' viz. transfer of assets, liabilities, litigations etc. to Syama Prasad Mookerjee Port (SMPK) which will be the basis of taking steps for striking off the name of the company from the Register of ROC and submitted it for in-principle approval of the Ministry.

6.73 Ministry of Ports, Shipping and Waterways had conveyed the approval on 13th March 2023 for closure of HDPEL and transfer of current assets, liabilities and all bank account deposits and court cases including arbitration to SMPK. The name of Hooghly Dock and Port Engineers Limited (HDPEL) struck off from Register of Companies (ROC) vide Ministry of Corporate Affairs' O.M. No. Policy-17/26/2023-CL-V-MCA-Pt-I dated 04th August, 2023.

SETHUSAMUDRAM CORPORATION LIMITED (SCL)

6.74 SCL is an SPV set up under the Companies Act in the year 2004, with the approval of Cabinet, to implement the Sethusamudram Ship Channel Project (SSCP). Due to various litigations against the SSCP, the work has been stalled by an order of Hon'ble Supreme Court in August 2007 and since July 2009 all work has been stopped at the project site.

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

6.75 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, IWAI 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 70 research projects so far.



Center of Excellence in Maritime and Shipbuilding (CEMS)

6.76 CEMS has been setup with 2 campuses with total 24 laboratories in Mumbai & Vizag. It imparts employable engineering & technical skills in Ship Detailed Design, MRO, & advanced digital manufacturing concepts. So far, around 6000 candidates have been trained at CEMS Vizag and Mumbai.



INLAND WATER TRANSPORT



Secretary Shipping Level Talks (SSLT) between India and Bangladesh held during 18th to 20th December, 2023 at Dhaka

Introduction

- 7.1 The Inland Water Transport (IWT) mode is widely recognized as a fuel efficient, environment friendly and cost-effective mode, especially for bulk cargo, over dimensional cargo and hazardous goods. The key to making this mode commercially viable lies in development of IWT infrastructure (fairway, terminals and navigation aids) and together with creating an enabling environment for augmentation of IWT fleet, primarily by the private sector. Under the National Waterways Act of 2016, the Inland Waterways Authority of India (IWAI) is focused on identifying and developing technically and economically feasible national waterways. This effort aims to establish a comprehensive network that supplements the congested road and rail networks, offering benefits such as reduced traffic congestion, lower logistics costs, and environmental advantages
- 7.2 The IWAI was set up on 27th October 1986 vide Inland Waterways Authority of India Act, 1985, for regulation and development of inland waterways for the purposes of shipping and navigation and is inter-alia responsible for development, maintenance and regulation of National Waterways (NWs). The development and regulation of waterways which are not declared as NWs remain under the domain of the respective State Governments.
- 7.3 Parliament passed the Inland Vessels Bill, 2021 on 02nd August, 2021, aiming to replace the 100 years old Inland Vessels Act, 1917 (1 of 1917) and usher a new era in the inland water transport sector to make the Legislative framework user friendly and promote ease of doing business. The Inland Vessels Act, 2021 (24 of 2021) was notified on 12th August, 2021 wherein Section 1 and Section 106 of the Act came into force w.e.f. 16th February, 2022 and Section 2 to Section 105 and Section 107 to Section 114 of the Act have come into force w.e.f. 07th June, 2022. Nine rules under the Inland Vessels Act, 2021 have been drafted and notified to start a unified regime of inland vessel registration, certification and specifications across the country, instead of State-wise regulations under the previous Inland Vessels Act, 1917.



- 7.4 The Cargo traffic on National Waterways reached 133.03 Million Metric Ton (MMT) over the period April 2023 - March 2024 against 126.15 MMT for the same period of FY 2022-23, recording a growth of 5.45 percent. Compared to FY2013-14, the traffic has grown by approximately 20 times from 6.89 MMT.
- 7.5 Maia Riverine Terminal on the Indo Bangladesh Protocol (IBP) route 5 and 6 on River Padma was operationalized by conducting three trial runs between Maia (India) and Sultanganj (Bangladesh). The inaugural function, held in February 2023, was presided by the Shri Shantanu Thakur, Hon'ble Minister of State for PS&W.
- 7.6 Secretary Level Talks and 22nd Standing Committee Meeting under the Protocol on Inland Water Transit and Trade between India and Bangladesh was held in December, 2023 at Dhaka. The Indian delegation was led by the Secretary, PS&W
- 7.7 The inaugural session of Inland Waterways Development Council (IWDC) meeting was held in January, 2024 at Kolkata. The event was presided by Hon'ble Minister for PS&W, Shri Sarbananda Sonowal. During the said event, a vision document on river cruise tourism was launched, which outlines various targets of river cruise tourism till 2047.
- 7.8 During the Global Maritime India Summit (GMIS) held at Mumbai in October 2023, IWAI signed ten Memoranda of Understanding (MoUs) with various stakeholders to facilitate the transport of the cargo and passengers on the National Waterways. An MoU, with subsequent trial movement from Patna to Kolkata, was also signed with the global E-Commerce Aggregator M/S Amazon India Limited. This was the first time the E-Commerce cargo was set sail on the inland waterways in India.
- 7.9 Sagardighi Inland Water Transport Terminal, in the state of West Bengal, on National Waterway-1 was operationalized in the month of October 2023 for movement of EXIM as well as domestic cargo. A consignment of fly ash set sail on its journey to Bangladesh from here.
- 7.10 In the ongoing endeavor to make Inland Water Transport mode a sustainable and viable mode of transportation, IWAI organized Stakeholders Conferences at Kolkata and Guwahati in the month of March 2024. These events were enthusiastically, attended by both States as well as private stakeholders. Several new initiatives and possibilities were discussed during the conference.
- 7.11 During the fiscal year 2023-24, fourteen Over Dimensional Cargo (ODC) consignments were also transported on National Waterways (NW-1, NW-2, NW-31, NW-86, NW-97 and IBP route). Transporting these heavy-duty cargoes would have been an uphill task through any other mode of transport.



First Over Dimensional Cargo for Numaligarh Refinery's Expansion transported through the Indo-Bangladesh Protocol Route from Kolkata using waterways on NW 2 (Brahmaputra)

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

- 7.12 National Waterway-1 (Ganga-Bhagirathi-Hooghly River system 1620 Km from Allahabad to Haldia),

National Waterway- 2 (River Brahmaputra from Dhubri to Sadiya), National Waterway-3 (West Coast Canal from Kottapuram to Kollam along with Udyogmandal and Champakara Canals) have already been developed with infrastructure such as fairways, navigational aids, jetties, and terminals equipped with mechanized handling facilities for cargo loading and unloading. These waterways are operational and vessels navigating them regularly.

Development activities for National Waterway-4 (Vijayawada – Muktyala stretch of river Krishna) under Phase-I have been completed, including fairway development and fabrication of four floating jetties.

Development of NW-5 has been initiated with Monthly Longitudinal Thalweg Survey in Pankapal-Dhamra Port – Mangalgadi-Paradip Port stretches and consultancy work for studies including EIA-EMP is underway.

Further, Expression of Interest (EoI) for Business proposal for Operationalization of select stretches of NW-5 and NW- 64 in Odisha on Design, Build, Finance, Operate and Transfer basis was published for participating of bidders.

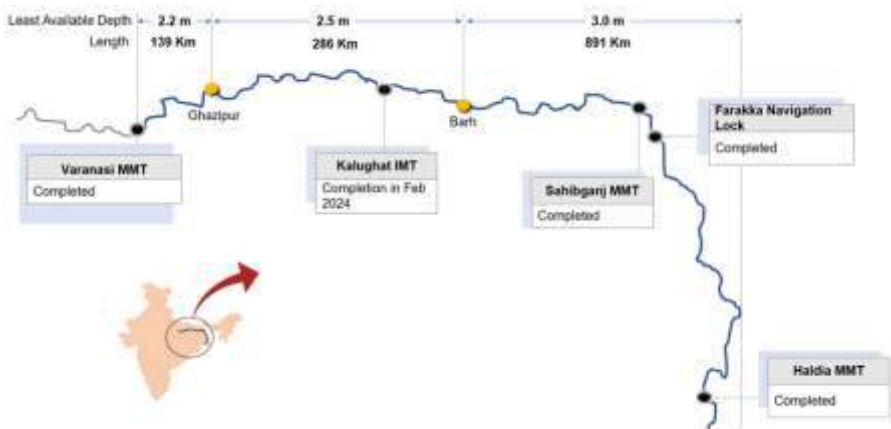
National Waterway- 1

- 7.13 The Ganga–Bhagirathi–Hooghly River system between Haldia (Sagar) and Allahabad (1620 km) was declared as National Waterway-1 (NW-1) in 1986. Since then, IWAI is carrying out various developmental works on the waterway for improvement of its navigability and its development and maintenance of infrastructure such as navigation aids and terminal facilities as laid down in the IWAI Act, 1985 (82 of 1985).
- 7.14 In the fiscal year 2022-2023, significant actions were implemented to enhance the capacity of National Waterway-1 like expediting the construction of terminals, community jetties, navigational lock etc. River conservancy works such as dredging and bandalling were also undertaken for providing navigable depth in NW-1. Subsequently, efforts were made towards enhancing multimodal connectivity for movement of both cargo and passengers.

Jal Marg Vikas Project

- 7.15 IWAI is the implementing agency for Jal Marg Vikas Project for capacity augmentation of NW-1 from Haldia to Varanasi 1390 Kilometers stretch with technical assistance and financial support from the World Bank.
- 7.16 The Jal Marg Vikas Project on NW-1 from Haldia to Varanasi was approved by the CCEA on 03rd January 2018 at a cost of INR 5369.18 crore (US\$ 800.00 million). The loan agreement with the World Bank was signed on 02nd February, 2018. The project cost was revised to 4633.81 crore which has been further revised to INR 5061.15 crore. The project has been granted an extension of six months which will be reviewed in April, 2024. The implementation activities under this project are on-going and is expected to be completed in December, 2025
- 7.17 Under this Project, the major Engineering, Procurement and Construction (EPC) contracts are near completion. MMT Varanasi, MMT Sahibganj, MMT Haldia and New Navigational Lock at Farakka were inaugurated by Hon'ble Prime Minister on 12th November, 2018, 12th September 2019, 13th January 2023, 17th October 2023 respectively. Recently, IMT Kalughat was inaugurated by Hon'ble Minister of PS&W on 15th February 2024.

7.18 The world has witnessed the successful launch of MV Ganga Vilas in January 2023, the world's longest river cruise, shining a spotlight on India's flourishing river cruise tourism. This luxurious voyage, spanning over 3,200 kilometers, journeyed from Varanasi in Uttar Pradesh to Dibrugarh in Assam and traversed 27 river systems across five states in India and Bangladesh. This extraordinary expedition garnered global attention and secured a place 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

7.19 The Multimodal Terminal Varanasi (Phase-I), with a terminal capacity of 1.26 MMTPA, was constructed at Ramnagar, Varanasi, Uttar Pradesh. This terminal was inaugurated by the Hon'ble Prime Minister on 12th November 2018. This terminal is connected to a two-lane road with NH-7, and rail connectivity from Jeonathpur railway station on the Eastern Dedicated Freight Corridor (EDFC) has been planned. The completion of rail connectivity for MMT Varanasi is expected by 2025–26.



View of Multimodal Terminal at Varanasi

7.20 The efforts for operationalization of MMT Varanasi have been undertaken. The bid documents (including Draft Concession Agreement (DCA)), for award of projects on PPP basis, were prepared and approved by MoPS&W and bid process is underway. Bid submission is due on 20th May 2024 .

Multimodal Terminal at Sahibganj

7.21 The multimodal terminal, with a capacity of 3.03 MTPA, was inaugurated by the Hon'ble Prime Minister of India on 12th September, 2019. The terminal is connected to NH 80, and rail connectivity is also proposed for this terminal from Sakrigali Railway Station. The completion of rail connectivity for MMT Sahibganj is expected by 2025–26. The efforts for operationalization of MMT Sahibganj have been undertaken. The bid documents (including Draft Concession Agreement (DCA)), for award of project on for PPP basis, were prepared and approved by MoPS&W and bid process is underway. Bid submission is due on 20th May, 2024.



Night view of Multimodal Terminal at Sahibganj, Jharkhand

Multimodal Terminal at Haldia

7.22 The Multimodal terminal at Haldia, with a terminal capacity of 3.08 MMTPA has been constructed on the land leased from Syama Prasad Mookerjee Port, Kolkata. The terminal was inaugurated by the Hon'ble Prime Minister on 13th January 2023 and is connected to NH 41. The Rail connectivity is also proposed at MMT Haldia for which the alignment survey has been completed and feasibility report and DPR are awaited from consultant. Completion of rail connectivity for MMT Haldia is expected by 2025-26.



View of Multimodal Terminal at Haldia

7.23 The MMT Haldia terminal has been awarded to M/s. IRC Natural Resource (P) Ltd on Equip Operate & Transfer (EOT)-PPP basis. The concession agreement was signed on 21st July, 2023.

Navigational Lock at Farakka

7.24 The New Navigational Lock has been constructed on 14.86 hectares of land transferred by Farakka Barrage Project (FBP) on 02nd March 2016. The construction has been completed and the lock was inaugurated by the Hon'ble Prime Minister on 17th October 2023. The operation and maintenance (O&M) of the New Navigational Lock is being done through an agency.



New Navigational Lock Gate, Farakka, West Bengal



Container Vessel RN Tagore crossing Farraka Lockgate



View of Intermodal terminal at Kalughat, Saran, Bihar

Intermodal terminal at Kalughat

7.25 The Intermodal Terminal, Kalughat has been constructed on 13.17 acres of land located at Kalughat, Saran district of Bihar. The terminal has been designed mainly to handle container cargo destined to Nepal. The terminal is connected to NH-19. The construction of IMT is substantially completed and was inaugurated by Hon'ble Minister of PS&W on 15th February, 2024.

Jal Marg Vikas Project – II (Arth Ganga)

7.26 The Hon'ble Prime Minister during the first meeting of the National Ganga Council in Kanpur (Uttar Pradesh) on 14th December 2019, urged for a holistic thinking process where 'Namami Gange' evolves to 'Arth Ganga'. Arth Ganga' implies a sustainable development model with a focus on economic activities in and around the river Ganga

7.27 The Jal Marg Vikas Project (JMVP) is aimed at developing river Ganges as a commercially sustainable and safe mode of navigation. Arth Ganga program is being developed under JMVP as JMVP-II and focuses on sustainable development and boosting economic activities. Since efficient logistics and transport systems are a critical enabler for sustaining and accelerating the economic growth along the river Ganga, JMVP has the potential to greatly channelize economic activities along the river Ganga, thus aligning with the aim of Arth Ganga program.

7.28 Besides being a transport mode for large cargo movement, River Ganga will also provide opportunity for small dairy farmers to transport their produce through waterways which is cost effective and environment friendly. IWAI's internal market study has found that products like Marigold from Kaithi in Varanasi, Vegetables from Ghazipur and Munger, Banana and Paan from Hazipur and Fruits from Bhagalpur are transported in abundance in the nearby cities.

7.29 The project aims at setting up of small jetties along the river Ganga to boost the economic activities at the community level. The communities along the banks of Ganga are also availing skill development trainings for enhancing livelihood being facilitated by IWAI in coordination with State Livelihood Missions and other schemes like Pradhan Mantri Kaushal Vikas Yojana, Deen Dayal Grameen Kaushal Vikas Yojana, etc.

7.30 The project will catalyze economic development in the Ganga basin to generate economic benefit to the locals, traders, boatmen, small scale industries, ferry operators etc. over the next 5 years. The

project will also ensure large scale skill enhancement and public/private sector capacity development.

7.31 The project is being developed on an approach based on principles of sustainable development that focuses on economic activities in and around the hinterland of NW-1 by providing opportunities to local communities to transport their goods and passenger (including tourist) movements through waterways, as well as skill development and public / private sector capability developments to support the following:

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

7.32 The estimated cost of the Arth Ganga JMVP-II has been revised to INR 607.71 crore from initial estimate of INR 746 crore. The progress of various components of Arth Ganga program is summarized under the sub-sections below.

Fairway Development

7.33 This component includes the improvement and maintenance of river fairways with the aim of reducing transit time and increasing the reliability waterway usage. The fairway development components include a comprehensive study for JMVP-II, river conservancy works, and the design and development of mechanization of pontoon bridge opening to facilitate faster and more sustainable vessel movement.

- River conservancy works comprise the erection and maintenance of bandalling and day navigational aids along multiple locations of NW-1 (Kolkata-Farakka, Kahalgaon-Sultanganj, Barh-Digha, Digha-Majhaua, Majhaua-Ghazipur and Ghazipur-Varanasi).
- The Centre for Inland and Coastal Maritime Technology (CICMT), IIT Kharagpur has undertaken a detailed technical study for the mechanization of pontoon opening to create a system of mechanized pontoon swing bridges for easy and quick passage for the barges, called the Quick Pontoon Opening Mechanism (QPOM). The mechanization of the pontoon will reduce the transit time.
- The fabrication and execution work for the Quick Pontoon Opening Mechanism (QPOM) shall be initially carried out at 02 pilot locations and the balance 08 locations shall be taken up subsequently.

Development and modernization of Community Jetties

7.34 This project comprises of development and modernization of around 60 nos. of community jetties along the river Ganga to boost economic activities at the community level. The locations spread across the states of Uttar Pradesh, Bihar, Jharkhand and West Bengal as mentioned in the table below:

Name of State	Community Jetties
Uttar Pradesh	15
Bihar and Jharkhand	23
West Bengal	22
Total	60

The development of the community jetties will include offshore floating jetties and onshore terminal facilities. This development along the Ganga in four states will improve facilities for commuters and bring down the logistics costs for farmers in the movement of local produce.

- **Offshore Floating Jetties** – The offshore floating jetties will be on the river and anchored/moored with a suitable arrangement to the riverbank. They will consist of floating pontoons of suitable material and a gangway connecting the pontoons to the onshore area/terminal. The vessels can berth at the floating jetty, and the passengers can safely embark or disembark the vessel and reach the onshore terminal area via the gangway. 11 jetties in Uttar Pradesh, 21 jetties in Bihar and Jharkhand, and 9 jetties in West Bengal have been completed, and works for 4 jetties in the State of Uttar Pradesh, 2 jetties in the States of Bihar and Jharkhand, and 13 jetties in State of West Bengal are in progress.
- **Onshore Terminal Facilities** – The onshore facilities shall include a terminal developed on suitable land parcel adjacent to the offshore floating jetty. It shall have facilities such as waiting area, ticketing room, security office, administrative office space, pantry space, storage space, public toilets, parking area based on location and site requirements. The terminal will be accessible by adequate road, electricity supply, water supply and wastewater disposal system.

Channel Stabilization Works on NW-1

7.35 To facilitate smooth navigation of vessels, eco-friendly channel stabilization works will be carried out for the maintenance of navigable channels under this project component. The bamboo submerged vanes and Balli screen are resorted to deepen the main channel, duly harnessing the energy of the river itself and vetiver grass to avoid erosion and further strengthening of riverbanks.

This shall be done in two phases i.e Phase-I: 07 Locations and Phase-II: 17 locations. For the locations identification, execution and monitoring and post execution output analysis of the work, IIT Roorkee has been engaged for technical assistance. Subsequently, IIT Indore carried the EIA and EMP for Channel Stabilization works at 07 locations.

- **Phase I** – Execution of works on following 07 Locations were started in June 2022 and completed in August 2022 under supervision and monitoring of IIT Indore:

S.No.	Locations (Uttar Pradesh)
1	Mathara D/S Zamania
2	Chhatarpur
3	Raghunathpur
4	Ghazipur-Khalishpur
5	Arjunpur
6	Srirampur
7	Haldi

- **Phase II** – IIT Roorkee has completed the identification of 17 locations and finalized the designs. The execution of these designs is scheduled for the upcoming pre-monsoon season, and the process will be closely supervised and monitored by IIT Roorkee.

RO Pax Terminals

7.36 Under the Arth Ganga program, the establishment of Ro-Pax terminals on National Waterway-1 aims to enhance logistics efficiency, stimulate economic activities, and generate employment opportunities within local communities.

Operation and Maintenance (O&M) and Comprehensive Annual Maintenance Contract (CAMC) for River Information System (RIS) and Ship Stations on National waterway 1.

7.37 The work under this project sub-component consists of CAMC, operations and maintenance of 07 nos. of RIS stations and comprehensive Annual Maintenance of 30 nos. of ship stations. The works have been awarded and comprehensive maintenance is in progress. Further the work for CAMC and O&M of River Information Systems (RIS) Stations - Phase II (Farakka-Patna stretch of NW-1) has also been awarded and the same is in progress.

Hydrographic Equipment, Automatic tide gauge, survey boats with ENC, IWN and river pilot agency

7.38 This project component includes various works such as services for water level discharge and monitoring stations, procurement of FRP and Inspection (VIP) Boats, survey equipment, AIS equipment and carrying out bank to bank surveys. Contracts for bank-to-bank survey, Inspection (VIP) boats, survey equipment and AIS equipment have been awarded and works are under progress. Supply of FRP boats have been completed.

Modernization and renovation work of existing Navigational Lock at Farakka

7.39 The Detailed Project Report (DPR) for modernization of existing navigational lock at Farakka has been prepared. The tendering process for engagement of EPC contractor is in progress.

National Waterway–2

7.40 National Waterway – 2 comprises of river Brahmaputra from Dhubri to Sadiya of 891 Km in the state of Assam. A navigable fairway of minimum 45 meters width and 2.5 meters Least Available Depth (LAD) is being maintained by the IWAI in Dhubri-Pandu (255 km) and Pandu-Neamati (374 km) stretch.



Map of National Waterways – 2



Hydraulic Surface Dredger deployed in NW-2

In Neamati-Dibrugarh stretch, 2.0 meters LAD is being maintained for 350 days. In Dibrugarh-Sadiya (Oriumghat) stretch, LAD of 1.5 meters is being maintained for 365 days. Night navigation facilities provided between Dhubri and Silghat.

7.41 As a renewed effort for development of IWT infrastructure in NER, Government has approved revised cost estimate to INR 474 crore for development of NW-2 (the Brahmaputra), INR 148 crore for NW-16 (the Barak) and Indian portion of Indo-Bangladesh Protocol Routes, INR 208 crore for development of Ship Repair Facility and INR 180 crore for Elevated Connecting Road construction for Multi-Modal Terminal (MMT) Pandu (Guwahati). Works are under implementation at initial stages with the target for completion before March 2025.

7.42 Currently, there are three road bridges across river Brahmaputra at Guwahati, Tezpur, Sadiya and three rail cum road bridges at Jogighopa, Guwahati and Bogibeel for connectivity between southern and northern parts of Assam. People residing on either side of the river need to cross the river using conventional ferry service at various locations for their day-to-day needs.

7.43 IWAI started Ro-Pax services by deployment of 4 Nos. of Ro-Pax vessels (at a cost of INR 10.40 crore each) which were inaugurated by Hon'ble Prime Minister on the following routes across the Brahmaputra (NW-2): -

- Dhubri-Hatsingimari - MV Bob Khathing,
- South Guwahati – North Guwahati – MV JFR Jacob,
- Neamati - Kamalabri – MV Rani Gaidinliu and MV Sachin Dev Barman.

7.44 Ro-Ro terminals are also proposed at Guijan (Dibrugarh) to Sengajan, for which DPR has been prepared. IWAI has deployed 4 nos. of Departmental Dredgers and 5 nos. of Survey Launches in NW-2, whereas one survey vessel is being operated in NW-16 (River Barak).

- IWT terminals at Pandu and Dhubri have been outsourced to the private operator for operation and management for five years and operator shall market these terminals to enhance cargo transportation from these terminals. This will also save the maintenance expenditure of the Authority.



M.V. Rani Gaidinliu plying on National Waterway

7.45 A. Hon'ble Minister of PS&W inaugurated the following projects i) Tourist cum Cargo RCC jetty at Bogibeel IWT terminal on National Waterways-2, ii) Terminal at Sonamura at IBP route 9 and 10 on Gomti river in Tripura.

B. The status of ongoing projects in NER - i) Alternative Road to Pandu Port on National Waterways-2 under construction at an awarded cost of INR 153.05 crore (incl. GST) and more than 55% physical and financial progress achieved. ii) Ship Repair Facility at Pandu (Guwahati) under construction on National Waterways-2 at an awarded cost of INR 145.49 crore (incl.

GST) and physical and financial progress of more than 26 percent, iii) Development of IWT Terminal at MMLP Jogighopa, Assam on National Waterways-2 on EPC mode at an awarded cost of INR 63.9 crore (excl. GST) with physical progress at ~75% and financial progress ~67%, iv) Cargo Terminal at Bogibeel on National Waterways-2 at an awarded cost of INR 56 crore (incl. GST and PMC) with the physical and financial progress at 65% and 79% respectively, v) Construction, Supply, Installation of 2 Nos. of Floating jetties at Bogibeel and Pandu on National Waterways-2 at an awarded cost of INR 8.26 crore (excl. GST) with physical progress at 63% and financial progress at 55 percent.

- C. Besides the above running projects, additional projects namely i) Construction of office complex at Bogibeel for Customs, immigration, Dropping center for IBP Crew and Guest house costing INR 8.87 crore ii) Construction of office complex at Dhubri with offices of Customs, immigration, Guest house, Conference Hall etc., costing INR 9.31 crore and iii) Extension of Jetty (50mx20m) keeping the level same as under construction jetty at Bogibeel IWT tourist cum cargo terminal in National Waterways-2; have been assigned to IPRCL with a cost of INR 23.52 crore in March 2024 with completion of project by March 2025.

Developmental works on NW-16 (river Barak)

- 7.46 Comprehensive development of the NW-16 and IBP route has been taken up at a cost of INR 145 crore (revised to INR 148 crore in December 2022) to be completed by March, 2025. The project includes (i) the fairway development of the NW-16 and IBP route in the Indian portion (ii) upgradation of Badarpur and Karimganj terminals; (iii) permanent terminal at Sonamura on the Gumti River in Tripura. The construction of Sonamura and upgradation of Karimganj and Badarpur Terminals have been completed.

National Waterway (NW) -3

- 7.47 On NW-3 in Kerala, the important works carried out during FY 2023-24 (up to March 2024) include providing bank protection in the navigation channel of the Champakara canal and in the Edappallikotta – Kollam stretch, and dredging work undertaken departmentally at Ambalamughal in the Champakara canal stretch and Eloor in the Udyogmandal canal by contract dredging to maintain a depth of 2.0 meters.

- 7.48 Maintenance dredging work undertaken through departmental dredgers CSD Champakkara near IWT Terminal, Maradu in Champakkara Canal – 2272 Cu.M and FACT Ambalamughal in Champakkara Canal – 2272 Cu.M and AD Manimala at Thevara in Champakkara canal – 240 Cu.M, Ro-Ro Channel in Udyogmandal Canal – 3045 Cu.M and FACT Aluva Udyogmandal Canal – 510 Cu.M

- 7.49 However, tender was floated for “Capital dredging, widening of narrow canals, bank protection and removal of obstruction and relocation of utilities in Edappallikotta – Kollam stretch on 14th March 2024 and work will be started after finalization of tender.



Maintenance dredging with Department Dredger “CSD Champakkara” in NW-3



Maintenance dredging in NW-3

7.50 The progress of capital dredging and widening of narrow sections in NW-3 as well as maintenance dredging has been experiencing delay over the years due to various local issues related to disposal of dredged material, demand for extra bank protection and dredged spoil, frequent stoppage of works and litigations by the local people and objection by the fishermen. With new regulations regarding protection of wet lands etc., identifying disposal sites for material dredged from National Waterway has become extremely difficult. To resolve such problems and to take the works forward, IWAI is regularly interacting with the State Government. However, the long-drawn process for allotting dumping sites is causing considerable underutilization of IWAI's dredging capacity in NW-3.

7.51 The Irrigation Department of the Govt. of Kerala was entrusted with the reconstruction of a new navigational lock at Thrikkunnappuzha (with dimensions of 61 meters long, 14.75 meters wide, and 6 meters (above HFL) vertical clearances), at a cost of INR 38 crore on a deposit basis by IWAI. The physical progress of the construction of lock-gates is 64% and is expected to be completed in December, 2025.

7.52 Total cargo transported through NW-3, by barges, during FY 2022-23 was 32.28 lakh metric ton, mainly consisting of containers, passengers, trucks, sand, liquified ammonia gas, sulphur, phosphoric acid and rock phosphate. The cargo transportation during FY 2023-24 increased to 32.93 lakh metric ton.

7.53 A total of 312 nos. Solar powered lighted FRP buoys and 17 nos. Beacon lamp posts maintained by IWAI along Champakkara and Udyogamandal Canals and Kottapuram – Kollam (West Coast Canal) stretches of NW-3 to facilitate round the clock safe navigation.

7.54 Pile and slab type bank protection work is also under progress in Champakara canal near Thykkodam bridge for 250 meters length from eastern boundary of RO Kochi. Work is in progress and likely to be completed by July 2024.



*Solar Powered FRP Buoy installed in NW-3
on 05th October 2023*



Pile and slab type bank protection work in Cahmpakkara Canal

7.55 Hydrography, the longitudinal survey was carried out monthly in all the stretches of NW-3, 8 and 9. The detailed survey has been conducted at 10 locations namely Thevera, Sambranikodi, Chavra, Ro-Ro Channel, Kayamkulam sea mouth, Muthukulam, Maradu, Ambamughal Champakkara canal, FACT Udyogmandal canal, Ammonia Jetty.



Detailed Survey in Champakkara Canal

Construction of Cargo Terminals

7.56 Cargo terminals have been constructed at 9 places (viz. Kottappuram, Aluva, Maradu, Vaikkom, Thanneermukkom, Alappuzha, Thrikkunnappuzha, Kayamkulam, and Kollam). The above terminals are not attracting expected cargo mainly due to reluctance on the part of consigners and consignees to accept a modal shift to IWT mode. Hence 3 terminals handed over (Kottappuram, Aluva and Kollam) to Kerala State Warehousing Corporation (KSWC) for utilization of terminals on lease basis. Further, a study on Transaction Advisory Consultancy services for selection of O&M operators for 3 IWT terminals namely Aluva, Maradu and Allapuzha in NW-3 entrusted to KITCO, Kochi and draft report accepted by IWAI.



Maintenance dredging in NW-3

National Waterways (NW-4)

- 7.57 Development work has been initiated on NW-4 between Vijayawada and Muktyala stretch of Krishna River at a cost of INR 96 crore. Fairway development and fabrication of 4 nos. floating terminals completed. IWAI had taken up land acquisition with Govt. of Andhra Pradesh for construction of Roll on – Roll off (Ro-Ro) Inland Water Transport terminals at Harischandrapuram, Muktyala and Ibrahimpattam in NW-4. The land at Harischandrapuram and Muktyala has already been taken over by IWAI. The State Govt. land at Ibrahimpattam is also under progress for acquisition with Govt. of Andhra Pradesh.
- 7.58 Two Ro-Ro vessels viz., M.V. CV RAMAN and M.V. ADI SHANKARA having capacity of transporting 15 TEU's constructed through Cochin Shipyard Ltd (CSL) at a cost of INR 24.57 crore were taken over on 28th September, 2020 and deployed for Ro-Ro service with Container Trailers between Willington Island and Bolghatty on NW-3. The Operation and Maintenance under a MoU signed on 24th October, 2020 with M/s Kerala Shipping and Inland Navigation Corporation Ltd. (A Govt. of Kerala Undertaking) entrusted for operation of 2 Ro-Ro vessels for a period of 15 years. The Ro-Ro service commenced from February, 2021 which has decreased the road congestion/Container traffic from the city roads of Kochi and to reach the destination at ICTT, Vallarpadam Container Terminal through IWT mode.

National Waterway (NW)-5

7.59 Based on the feasibility studies conducted and DPR submitted in 2016 and keeping in view the potential of cargo movements as emanated through various studies, it was decided to initially develop 332 km of economically and commercially viable stretches of NW-5 between Paradip / Dhamra and Talcher in following 2 phases and balance length of the waterway from Dhamra to Geonkhali is not considered feasible for development:

- Phase-I: Between Paradip / Dhamra and Pankapal : 212 Km.
- Phase-II: Pankapal to Talcher : 120 Km.

7.60 Phase-I development covering 212 Km between Paradip / Dhamra and Pankapal is taken up initially, such as (i) Monthly Thalweg survey, (ii) Studies on the modification of existing cross structures / bridges – 9 nos. (Study completed and reports submitted to Govt. of Odisha) (iii) Construction of weirs / barrages / locks (for ponding of water to create LAD - presently entrusted to Central Water Commission for vetting of designs) and (iv) Hydrographic Survey in Phase-II covering 120 Km. from Pankapal to Talcher (Study completed in October, 2020). Shifting / Relocation of HT / LT Power lines entrusted with Govt. of Odisha on deposit basis at a cost of INR 45.08 crore is in progress and 95% work has since been completed and the remaining is expected to be completed shortly.

Ministry of Coal (MoC) approached MoPS&W and IWAI for framing a long-term plan on RSR movement. IWT is an alternative for coal evacuation due to the hampering in rail/road congestion. Subsequently, pursuant to directives of CoS, preparatory works are under way. The following key actions have been taken: -

- a) IWAI identified and on-boarded an existing SPV IWCOL with PPA and Govt. of Odisha
- b) Vetting of Cross structures for Phase-1 completed.
- c) TEFRR/DPR for Phase-2 under progress
- d) The navigational buoys will be installed by October 2024.

National Waterway no. 8

7.61 In this stretch from Alappuzha to Changanassery covering 28 km, a regular monthly longitudinal survey is being undertaken to monitor depths and 15 nos. navigational aid system is provided for safe navigation.

National Waterway no. 9

7.62 In the stretch of NW-9, from Alappuzha to Kodimatha (Kottayam) covering 28 km, a regular monthly longitudinal survey is being conducted to monitor depths and 25 nos. navigational aid system is provided for safe navigation.

National Inland Navigation Institute (NINI) at Patna

7.63 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 Resource for the Inland Water Transport sector. The Institute is managed by Inland Waterways Authority of India (IWAI) under the Ministry. The major achievements during January 2023 to March 2024 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 Govt. of Nagaland Personnel at MSDC Guwahati, Assam
 - 12 Week Water Wing course for CRPF Personnel.
- (ii) Basic Safety Course for Inland Vessels
 - Personal Safety and Social Responsibility for Inland Vessel
 - Personal Survival Technique for Inland Vessel
 - Fire Prevention and 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

International Cooperation

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

7.64 The Protocol on Inland Water Transit and Trade (PIWTT) exists between India and Bangladesh, under which the two governments have made



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



mutually beneficial arrangements for the use of their waterways to move cargo between the two countries through the territory of the other, in accordance with the laws and regulations of each country. The said protocol is valid up to June 2025. Under this protocol, inland vessels of both countries can ply on the designated protocol route, and dock at ports of call in each country notified for loading/unloading of cargo. There has been significant improvement in the movement of cargo vessels in an organized manner on the protocol route, which carries both transit cargo to the North-East (NE) region of India and vice-versa and export-cargo to Bangladesh. The Indian transit cargo is mainly fly-ash, coal, food items, and ODC for power projects in the NE region. The other cargo being moved are wheat, rice, sponge iron, maize, stone chips etc. Approximately, 4.68 MMT of traffic were moved on the IBP route during FY 2023-24.

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

7.65 India and Bangladesh have signed an MoU for development of fairway from Sirajganj to Daikhowa (175km) and Ashuganj to Zakiganj (295 km) on Indo-Bangladesh Protocol route for dredging and to develop/maintain fairway of 2.5 meters depth and 30 meters width for 07 years wherein the cost of dredging is to be borne in an 80:20 ratios between India and Bangladesh. The estimated cost of the project is INR 305.84 crore. Out of which INR 244.67 crore to be borne by India. Initial dredging completed and maintenance dredging to continue till March/April 2026.

Transportation of transit cargo from Bhutan to Bangladesh

7.66 Transit transportation of Bhutanese bulk cargo (Stone aggregates) to Bangladesh via NW-2 and IBP routes commenced 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. The route has the potential to become a popular mode of choice for trade between Bhutan and Bangladesh. During FY 2022-23 up to December movement of 908 vessels took place between Dhubri (India) – Chilmari (Bangladesh) and total cargo moved 1.92 Lakh MT. A cargo movement of 2.3 Lakh MT in Fiscal Year 2023-24 with 1109 vessels took place between on the same route.

Kaladan Multimodal Transit Transport Project (Myanmar)

7.67 The Kaladan Multimodal Transit Transport Project (KMTTP) was conceptualized by the Ministry of External Affairs (MEA) to provide an alternative connectivity to Mizoram with Haldia/Kolkata ports through Kaladan River in Myanmar. The project envisages road transport from Mizoram to Paletwa (Myanmar), thereafter from Paletwa to Sittwe (Myanmar) by IWT and from Sittwe to Haldia/Indian Ports by maritime shipping. The project piloted and funded by MEA. IWAI appointed by MEA as their Project Development Consultant (PDC) for Port and IWT components of the project. The Phase-I work of Port and IWT component in KMTTP completed. Operation and maintenance of the Phase-I of Port and IWT components of KMTTP commenced on 01st February 2020. Sittwe Port constructed under this project has been designated on 29th November 2022 as International Multi-Modal customs transit jetty by Govt. of Myanmar and is ready for operation.

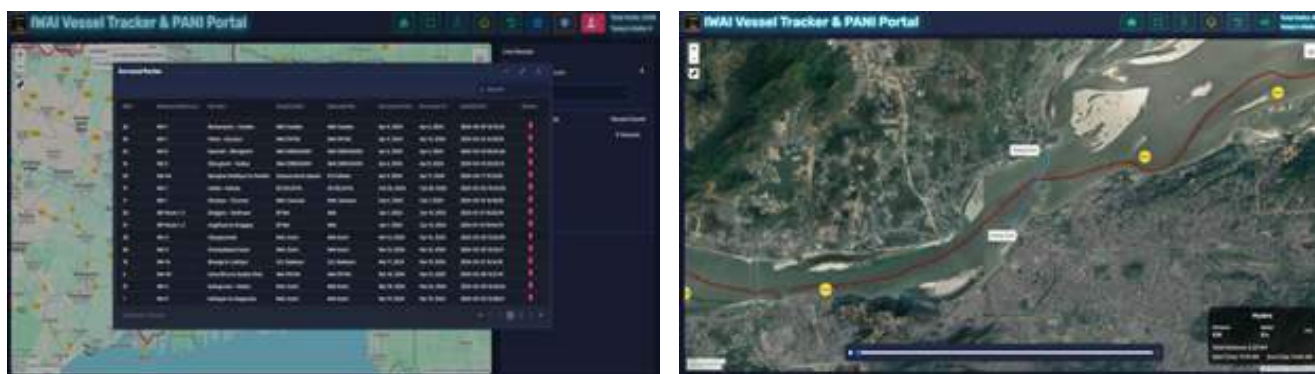
Hydrography Survey Activities-River Information System: -

7.68 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 on board 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) and 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

7.69 E-Navigation software is an indigenous software developed by IWAI through NTCPCW. The software is helpful for most of the passenger/Ro-Ro vessels in increasing the ease of navigation. Although River Information System is in place but the basic requirement of AIS for tracking any vessel is must and keeping in view the procurement and annual license fee for AIS, small time operators were unable to bear the cost. It was accordingly felt that we may develop another software that may provide similar directions keeping in view the penetration of smart phones and internet across all sections of society as a mandate of IWAI for safe navigation. The e-Navigation application was initially implemented in NW-1 and was gradually expanded to other waterways. The field trials have been successfully carried out and the software for usage of IWT carriers is being utilized by many.



Vessel Tracks Log Table showing the End Users A vessel utilizing E-Navigation software

TRANSPORT RESEARCH WING & DEVELOPMENT WING

TRANSPORT RESEARCH WING

- 8.1 The Transport Research Wing (TRW) offers essential data, analytics, and research support to the Ministry of Ports, Shipping, and Waterways for effective planning and policy development. As the central body responsible for the collection, compilation, and dissemination of data on the Ports, Shipping, Shipbuilding, Ship-repairing industry, and Inland Water Transport (IWT) at the national level, TRW gathers information from Major Ports, Non-major Ports, Public Sector Undertakings, Autonomous Bodies, State Maritime Boards, and State Government Directorates of Ports, among others. It meticulously scrutinizes and validates data from both primary and secondary sources to ensure consistency and comparability, functioning as the Ministry's data repository. TRW provides data to various Ministry wings and other agencies or offices as needed. Additionally, TRW plays a vital role in the formulation and revision of policies related to the Port, Shipping, and IWT sub-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 financial year 2023-24 the following publications have been released: -
- Basic Port Statistics of India 2021-22
 - Indian Shipping Statistics 2022
 - 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 2022 and 31st March 2023
 - Monthly Cargo Traffic handled at Major Ports during March 2023 to February 2024
 - Monthly Cargo Traffic handled at Non-Major Ports during March, 2023 to February, 2024
- 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 crore and above and update 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, the apex technical organization of the Ministry, is headed by the Development Advisor (Ports). This wing is responsible for port development and provides technical advice on the development of major port projects, Andaman and Lakshadweep Harbour Works (ALHW), and the Dredging Corporation of India Limited (DCIL). Additionally, the Development Wing offers technical guidance to other ministries regarding fishing harbours and to maritime state governments upon request concerning non-major ports. It also advises on techno-commercial disputes between ports and contracting firms when necessary. The wing collaborates with the Bureau of Indian Standards (BIS) for the formulation and upgradation of Indian standards on port and harbour engineering, as well as on equipment and floating crafts.
- 8.7 The Development Wing handles matters concerning the Indian National Section of the Permanent International Association for Navigational Congresses (INA-PIANC), to which the Government of India is a member. This wing also assists the Indian Coast Guard in implementing the "National Oil Spill Disaster Contingency Plan" at major ports. Additionally, it coordinates the research committee's activities related to the port sector within the Ministry.



INTERNATIONAL COOPERATION



Hon'ble Minister of PS&W meeting Russian delegation during his visit to Vladivostok, Russia

High Level Visits

- 9.1 Hon'ble Minister of PS&W visited Russia to participate in the 8th Eastern Economic Forum held from 10th-13th September 2023. On 13th September 2023, Hon'ble Minister met Mr. Alexie Chekunkov, Minister for the Development of the Far East and the Arctic of the Russian Federation. In the meeting, major areas of bilateral cooperation viz. Joint Shipbuilding including Non-Nuclear Icebreakers, Operationalization of the Eastern Maritime Corridor, cooperation in development of the Northern Sea Route and MoU on the training of Indian seafarers were discussed, Hon'ble Minister extended an invitation to the Russian Minister to participate as a chief guest in the Workshop on "Operationalization of Chennai-Vladivostok Corridor" to be held in Chennai. Thereafter, the Russian delegation visited Chennai to attend a workshop on "Eastern Maritime Corridor" held during 24th-26th January 2024.
- 9.2 Shri Shantanu Thakur, Hon'ble Minister of State for PS&W attended the Maritime Cyprus Conference held from 8th-11th October 2023 in Limassol. The Register of Cyprus Ships ranks 11th among international fleets and 3rd within the European Union. There is vast potential for cooperation in shipping between Republic of Cyprus and India and advantageous for Indian shipping companies as a base for European Union. Presently, a large number of Indians work for the shipping companies in Republic of Cyprus.

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 01st December 2023 at IMO Headquarters, London. The next IMO elections are scheduled in 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 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 Cooperation Agreements on Shipping

9.10 India has entered into cooperation instruments/Agreements with the following 32 maritime countries and regional groupings by way of Agreements or MoUs to foster growth of the Indian maritime sector as well as to safeguard India's maritime interests: -

Sweden	Jordan	China
Maldives	Iran	Russian Federation
Denmark	Vietnam	Singapore
Malta	Austria	Turkey
Republic of Korea	Sri Lanka	Germany
Cyprus	Spain	Finland
Bangladesh	Pakistan	Poland
United Arab Emirates	South Africa	Trilateral Transit Transport Agreement with Iran and Afghanistan (Chabahar Agreement)
Egypt	United States of America	IBSA (Trilateral Agreement with Brazil and South Africa).
Belgium	Morocco	Portugal
Oman	Netherlands	

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 Malaysia, UK, Sweden, Iran, UAE, and Republic of Korea. India's CoC is unilaterally recognized by the following 34 countries: -

1. Saint Vincent / the Grenadines	18. Luxembourg
2. Dominica	19. Cyprus
3. Hellenic Republic	20. Malta
4. Georgia	21. Norway
5. Vanuatu	22. France
6. Thailand	23. Denmark
7. Liberia	24. Ireland
8. Marshal Islands	25. Bangladesh
9. Kuwait	26. Ghana
10. Bahamas	27. Latvia
11. Qatar	28. Antigua and Barbuda
12. Barbados	29. Vietnam

13. Netherlands	30. Australia
14. Japan	31. Singapore
15. Belize	32. Hong Kong
16. Jamaica	33. Panama
17. Isle of man	34. Cook Islands

Joint Meetings Held During the Year 2023

- India Russia 3rd Joint Maritime Commission held on 11th May 2023 in Moscow, Russia.
- India Sri Lanka JWG meetings held on 14th July 2023, 29th September 2023 and 21st March 2024 in Virtual Mode.
- India Netherlands 1st JWG meeting held on 20th October 2023 in Mumbai.

Centre for Maritime Economy and Connectivity

9.12 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.



Signing of MoA between IPA and RIS in the presence of Hon'ble Minister of PS&W

9.13 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.

Meeting with Ambassador of UAE to India

9.14 A meeting was held between Hon'ble Minister of PS&W and the Ambassador of UAE to India Dr. Abdul Nasser Jamal Hussain Mohammed to discuss trade, investment and cultural ties between the two countries. Ambassador to UAE expressed his appreciation for visiting



Hon'ble Minister of PS&W meeting with Ambassador of UAE to India

India and meeting with the Minister. The Hon'ble Minister of PS&W specified that the trade, commerce and international relationships with UAE is one of the important aspects of India and further mentioned that there are several agreements between the UAE and the Indian ports like DP World and JNPA which can have international impacts. Both sides agreed that the international presence and plans for the future should be taken into consideration.

Meeting with Lithuanian Delegation

9.15 Minister of State for PS&W, Shri Shantanu Thakur and the Vice Minister in the Ministry of Foreign Affairs of the Republic of Lithuania, Mr. Ejidijus Meilunas met on 23rd November 2023. The meeting focused upon strengthening the maritime bilateral relations between India and Lithuania. Both the Ministers expressed their appreciation for the strong and friendly relations between India and Lithuania and discussed the unique advantage of the Klaipėda port, being ice-free throughout the year. Further, they highlighted the opportunity for mutual collaboration in this field, considering India's expertise in port infrastructure development and Lithuania's strategic location as a gateway to important industrial regions in Eastern Europe. India strives to strengthen its maritime capabilities, enhance trade efficiency and emerge as a key player in the global maritime industry.



Hon'ble Minister of State for PS&W meeting with Lithuanian delegation

9.16 India presents numerous investment opportunities for Lithuania across various subsectors. The scope includes Port Modernization (PPP), Port Connectivity, Coastal Shipping, Maritime Technology, different Sagarmala Projects and Decarbonization initiatives.

India – Sri Lanka passenger ferry service

9.17 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.

9.18 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.



Passenger ferry service flag off by Hon'ble Minister of PS&W and Hon'ble Minister of External Affairs

9.19 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.

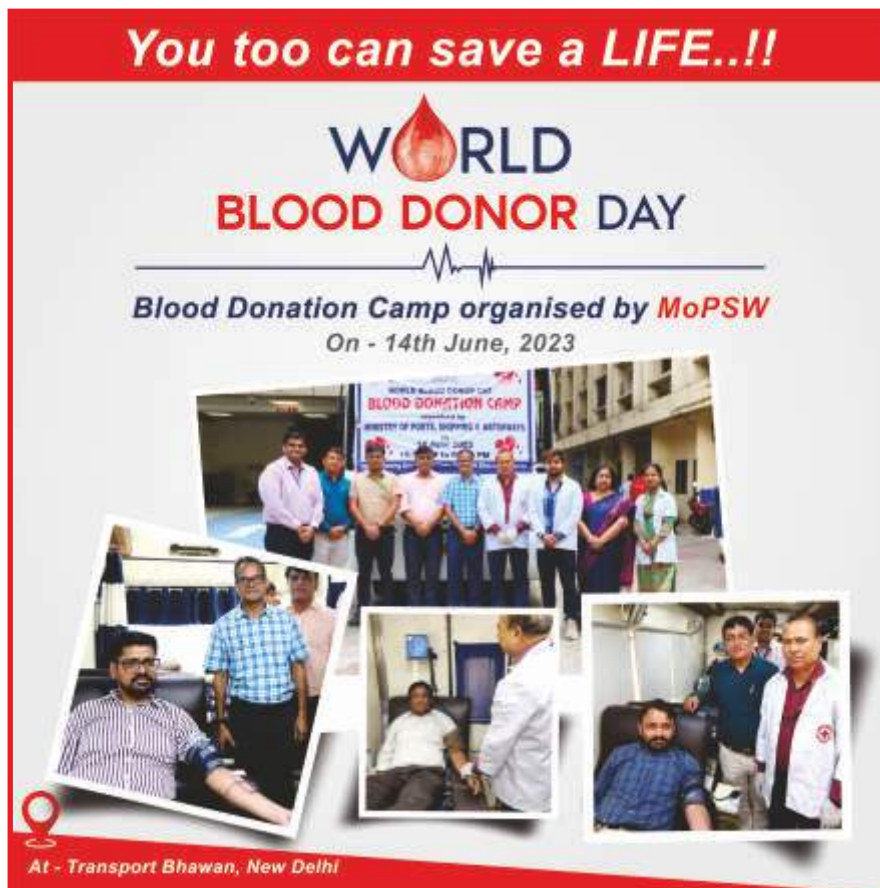
- 9.20 The initially funding of INR 8 crore was sanctioned by MEA for upgradation of Nagapattinam port to Tamil Nadu Maritime Board (TNMB). TNMB has carried out the channel dredging work at Nagapattinam Port, upgraded the facilities and renovated passenger terminal, berth and road. The passenger ferry service has been started with the Vessel “Cheriyapani”, a day light vessel. The vessel will cover India-Sri Lanka-India in a single day on daily basis.
- 9.21 This service will enhance connectivity between Southern India and Northern part of Sri Lanka for travel and tourism. Shorter travel time of 3-4 hours and lower fare compared to earlier ferry services between Tuticorin and Colombo. Travelers carrying large baggage could easily travel to northern and eastern parts of Sri Lanka in 3-4 hours instead of undertaking long journey by air to Colombo followed by tedious 8-10 hours of road journey to northern part of Sri Lanka. Pilgrims visiting India could easily travel to Temple (Saneeswaram temple at Thirunallar, Rameshwaram, Madurai and Tanjore), Church (Velankanni) and Mosque (Nagore).



High Sea Craft Vessel Cheriyapani at Nagapattinam port during the inaugural ceremony



ADMINISTRATION AND FINANCE



World Blood Donor Day held in Ministry on 14th June 2023

Administration

- 10.1 Administration Wing of the Ministry of Ports, Shipping and Waterways is headed by Joint Secretary (Administration) and Joint Secretary (General Administration) 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 280 regular employees of (Group A, B, and C) (sanctioned strength) of the Ministry. This includes the management of the 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 with the orders issued from time to time regarding reservations for SC, ST, and OBC in filling up vacant posts in the Ministry.

Information about the total number of government servants, separately for the secretariat and non-secretariat sides (group-wise), and the representation of SC/ST employees in the ministry is given in **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. 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 by giving a card, bouquet and a token gift, 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 is one of the few Ministries, which have successfully completed online Annual Performance Assessment Report (APARs) of all the officers of Ministry through (Smart Performance Appraisal Report Recording Online Window(SPARROW). The Biometric Attendance System has also been implemented in the Ministry.

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 during Communal Harmony Week / Vigilance Awareness Week. 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. All the 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.

- In the Ministry appointed/designated 18 Central Public Information Officer (CPIOs) and 13 Appellate Authorities based on the Divisions, who are in the rank of Under Secretary and Deputy Secretary/Director and equivalent respectively. 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 and 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 01st January, 2023 to 31st March, 2024 are as under: -

Sl. No.	Period	RTI Applications received and disposed of	RTI Appeals received and disposed of
1	January – March	147	5
2	April – June	140	5
3	July – September	154	7
4	October – December	110	4
5	December – March	146	14
	Total	697	35

Accounts and Budget

10.7 The Secretary is the Chief Accounting Authority of the Ministry. He discharges his responsibilities through the Financial Advisor and the Principal Chief Controller of Accounts (Pr.CCA). The Accounts and Budget Wings of the Ministry are functioning under the Pr. Chief Controller of Accounts.

10.8 The office of the Pr. CCA is, inter-alia, responsible for making all authorized payments of the Ministry, the compilation of monthly and annual Accounts, conducting internal audits of all the units under the Ministry to ensure compliance with the prescribed rules, preparation of Receipt Budget, Statement of Central Transactions, Finance Accounts, and Appropriation Accounts, making payments of bills, expenditure monitoring, and PFMS implementation till agency level. Pr. CCA also renders technical advice to the Ministry on financial and accounting matters, cash management, and coordinates with the Controller General of Accounts, Comptroller and Auditor General of India, Finance Ministry, and other related agencies for accounting and pension related work.

10.9 The office of the Pr. CCA comprises of Principal Chief Controller of Accounts, one Controller of Accounts and one Dy. Controller of Accounts and two Assistant Controller of Accounts. The Budget Section consists of one Deputy Secretary (Budget). There are 6 PAO'S/RPAO's under the administrative control of Pr. CCA located at New Delhi (two), Noida, Mumbai, Kolkata and Port Blair. The detailed responsibilities assigned to the office of the Pr. CCA of the Ministry and its offices are:

Payments

- Making payments on behalf of the Ministry after conducting pre-check of the presented bills as per approved budget.
- Making payments to the subordinate attached offices, Autonomous Bodies, Societies, Associations, Public Sector Undertaking and State Governments.
- Release of authorization to other Ministries to incur expenditure on behalf of the Ministry.

Receipts

- Accepting, budgeting and accounting the receipts of the Ministry.
- Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
- Receipt and Payment under New Pension Scheme.
- Submission of Accounts and Statements
- Preparation of Monthly Accounts of the Ministry, Statement of Central Transaction, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure and the Director General of Audit, Central Revenues.
- Preparation of Annual Budget including the Outcome Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
- Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
- Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
- Preparation of Management Information Reports based on accounting, budget and audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
- Preparation of Monthly expenditure/Weekly expenditure based on BE/RE and submission to various authorities viz. AS&FA, Secretary etc. for monitoring the expenditure.
- Preparation of material for Annual Report for submission to Ministry, flash figure of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.

Budget

- Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation proposals and Supplementary Demands for Grants of the Ministry and Coordination with the Ministry of Finance and other Departments in all budget related matters.
- Vetting of Demands for Grants yearly after incorporating actual expenditure preparing and printing of Detailed Demands for Grants of the Ministry,
- Preparation of Annual Estimates of Revenue Receipts, Interest Receipt and Public Accounts for submission to Ministry of Finance.

Internal Audit

10.10 The Internal Audit Wing (IAW) of the Pr.CCA organization of the Ministry has been established as an effective tool for identifying the systematic errors/lapses in the functioning of various departments in the Ministry and advising the management for necessary action/rectification. This has proved to be of immense management tool to bring about objectivity and financial propriety in day-to-day functioning for ensuring financial prudence. The officers of the Internal Audit Wing have been imparted various trainings related to use of Internal Audit tools in the past. Consequent upon the effective utilization of Internal Audit mechanism during the past few years, there has been a significant improvement in maintenance of accounts in all the offices of the Ministry. Internal Audit paras and CGA's audit paras which involve major irregularities/ deficiencies are reviewed by the Secretary through Standing Audit Committee (SAC) which has AS&FA and Pr.CCA as members. The details of the outstanding paras raised by the IAW are as under:

	Number of paras outstanding at the beginning of the year	Number of paras settled during the year	Number of paras raised during the year	Number of paras outstanding at the end of the year
Internal Audit paras	543	175	99	467

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

Computerization of Accounts

E-Lekha

10.12 E-Lekha is a web-based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAO's/RPAO's have been fully integrated with the accounting portal E-Lekha. PAO's are required to upload their daily transactions in this portal so that the data of expenditure and receipts are available on 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 used by various Departments of the Ministry.

PFMS

- 10.13 Public Finance Management System (PFMS) was initially started as a tool 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 DDO's and PAO's for online processing of sanctions, bills and payments of all types of expenditure. All the Modules of PFMS have been successfully implemented in PAOs and DDOs of the Ministry.

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

- 10.14 The position of savings/excess in respect of abovementioned Grant No. 78 for the year 2023-24 and actual expenditure for the year 2023-24 (up to 31st March 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 2021-22 to 2023-24 (upto 31st March 2024) are given in **ANNEXURE-VII**. Profile of actual Expenditure in 2023-24 (up to 31st March, 2024) is at **ANNEXURE-VIII**. The Ministry 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

- 10.15 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).
- 10.16 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.
- 10.17 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.
- 10.18 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.
- 10.19 Vigilance activities in various organizations under the Ministry are being reviewed periodically through their reports/returns and through interactions with CVOs/Head of the Organizations during periodical meetings.



USE OF OFFICIAL LANGUAGE



A photo session during the Hindi Advisory Committee meeting held on 29th July 2023

- 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 of the Ministry. Hindi Division is under the administrative control of the Economic Advisor and has five (05) sanctioned posts, consisting of one Joint Director (OL), One Assistant Director (OL) (Currently vacant), two Senior Translation Officers and one Junior Translation Officer. The Deputy Director (OL) has joined this Ministry on 01st January 2024 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 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 1967) in Ministry were issued both in English and Hindi during the reporting period.

Hindi Advisory Committee Meeting

11.4 The first meeting of the reconstituted Hindi Advisory Committee of the Ministry was held on 29th July 2023 at Vigyan Bhawan, New Delhi under the chairmanship of Hon'ble Minister of PS&W, Shri Sarbananda Sonowal. In this meeting, important suggestions were given by the honorable members of the committee regarding the implementation of the official language in the Ministry, which were circulated to all the offices under the administrative control of the Ministry for compliance. During this meeting, the sixth issue of the Ministry's Hindi in-house magazine "Nautarani" was released by the Minister. Various awards related to Hindi incentive schemes also were awarded by the Minister.

Official Language Implementation Committee (OLIC)

11.5 An Official Language Implementation Committee is constituted in the Ministry under the chairmanship of the 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 December 2022, 31st March 2023, 30th June 2023 and 30th September 2023 during the period between 01st January 2023 to 31st March 2024.

Inspections to assess the progressive use of Hindi

11.6 Thirteen (13) sub-ordinate offices were inspected by the officials of the Ministry during the period between 01st January 2023 to 31st March 2024 to assess the progressive use of Hindi in official work.

Inspections of the Committee of Parliament

11.7 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 01st January 2023 to 31st March 2024 the first sub-committee of the Parliamentary Committee on Official Language inspected office of Directorate General of Lighthouses and Lightships, Noida (05th January 2023); Directorate of Lighthouses and Lightships, Mumbai, which is under the administrative control of the Directorate General of Lighthouses and Lightships, Noida (15th July 2023); Seamen's Provident Fund Organization, Mumbai (18th January 2024) and Mumbai Port Authority, Mumbai (19th January 2024).

Hindi Pakhwada (fortnight)

11.8 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 2023. During Hindi



Some glimpses of Hindi Pakhwada, 2023 closing ceremony in the Ministry

Pakhwada, various competitions were held. During this year a total of 91 officers and staff participated in 7 competitions and participants won a total of 49 Prizes.

Hindi workshops

11.9 During the period between 01st January 2023 to 31st March 2024, a total of Three (03) workshops (dated 24th February 2023, 30th May 2023 and 24th August 2023) were organized in the Ministry. A total of 12 participants were trained in “Practical Use of Hindi in official Work” on 24th February 2023, 15 participants were trained in the Hindi workshop “Hindi Typing/Translation on Computer and Mobile” organized on 30th May 2023 and 07 participants were trained in the “Kanthasth 2.0” workshop held on 24th August 2023.

Award Scheme for writing Hindi books

11.10 In the pursuance of the Guidelines of the Department of Official Language, Hindi section had introduced a scheme for writing original books in Hindi on the subjects related to Indian Ports, Shipping and Inland Water Transport as well as for translated books on these subjects from other languages in Hindi. For the year 2019-2020 Shri Arvind Kumar Singh (Author) awarded cash prize for original book in Hindi “Bharat Me Jal Parivahan” by the Hon’ble Minister of PS&W during the meeting of Hindi Advisory Committee held on 29th July 2023.



Hon’ble Minister PS&W Shri Sarbananda Sonowal presenting the trophy to Shri Arvind Kumar Singh, the award winner of the Original Book Writing Scheme

Rajbhasha Shield Scheme

11.11 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. Official Language Shield Awards were distributed for the period from 2013-14 to 2018-19 in the meeting of Hindi Advisory Committee held on 29th July 2023.

Incentive scheme for official work in Hindi

11.12 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. For the year 2022-23, a total of 02 officials of this ministry participated under this scheme.

Quarterly Reward Scheme for enhanced Hindi Usage

11.13 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 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/- in cash respectively on a quarterly basis. Sections/Divisions eligible for the scheme have been awarded with cash prizes during the reporting period (01st January 2023 to 31st March 2024).



Launching of E-Library on the website of the Ministry by the Hon'ble Minister of PS&W

Launch of E-Library on the Website of Ministry

11.14 E-library has been launched on the website of the Ministry and it was inaugurated by the Honorable Minister during the meeting of Hindi Advisory Committee held on 29th July 2023. In the E-Library select famous Hindi e-books have been uploaded with the link on the Ministry website. Numbers of e-books are being expanded on periodic basis.

Mini Library in the Ministry

11.15 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. Efforts are being made to add some more books on quarterly/half yearly basis.



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.

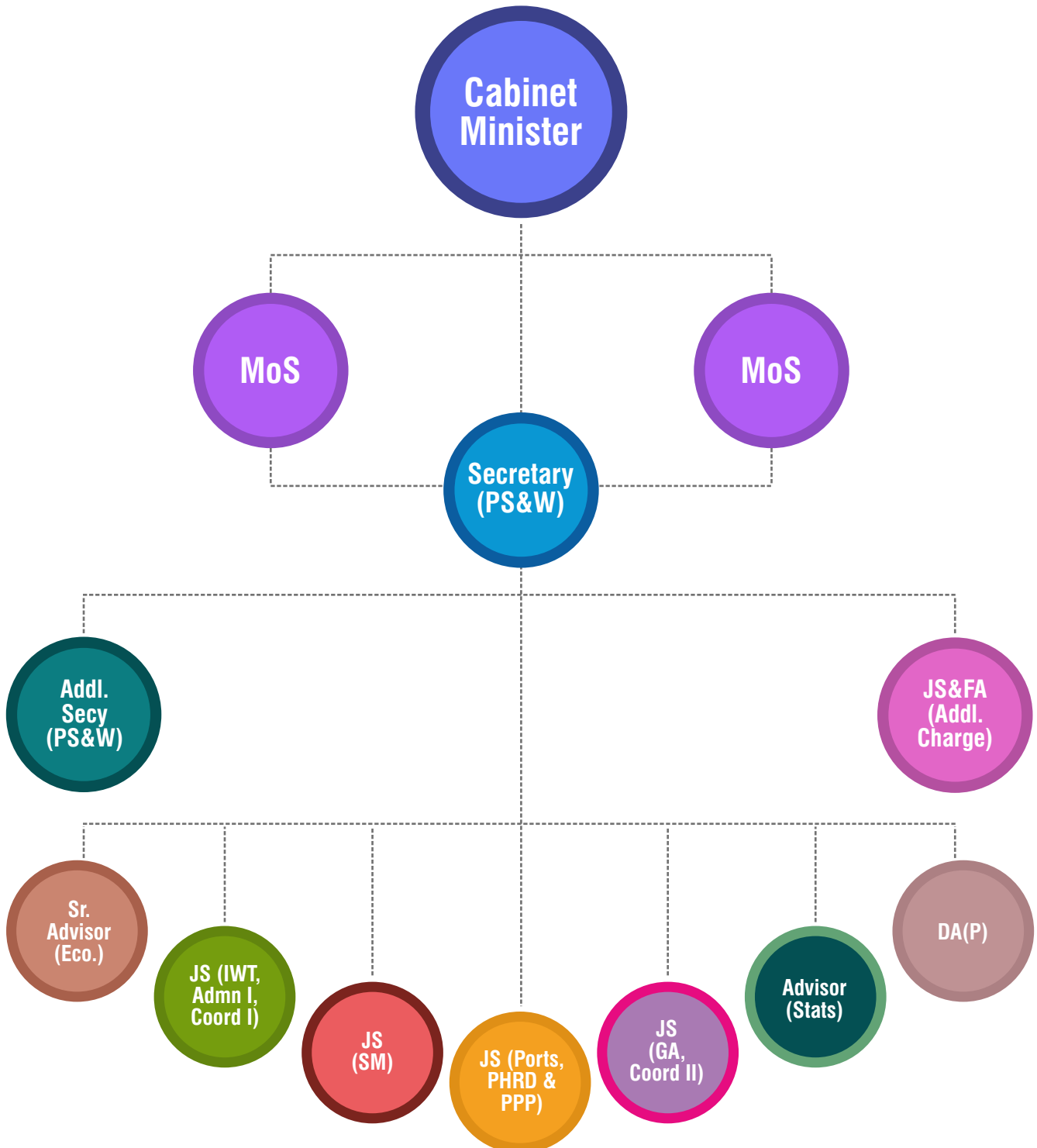
V. ACTS: (As may be amended from time to time)

- 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 Bill, 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, 2024 and Number of appointments made during the Preceding Calendar year 2023:

Ministry of Ports, Shipping & Waterways (Main Secretariat)**Representation of SCs/STs/OBCs/EWSs (As on 01.012024)**

Group	Total Employee	SCs	STs	OBCs	EWS	Total
A	59	8	1	9	-	18
B	92	23	8	25	-	56
C (Excluding Safai Karamchari)	44	10	4	12	1	27
C (Safai Karamchari)	-	-	-	-	-	-
Total	195	41	13	46	1	101

Number of Appointments made during the Calendar Year 2023

BY DIRECT RECRUITMENT					
Group	SCs	STs	OBCs	EWS	Total
A	-	-	-	-	-
B	7	1	3	-	11
C (Excluding Safai Karamchari)	1	2	5	1	9
C (Safai Karamchari)	-	-	-	-	-
Total	8	3	8	1	13

BY PROMOTION					
Group	SCs	STs	OBCs	Total	
A	-	-	-	-	
B	1	-	3	4	
C (Excluding Safai Karamchari)	-	-	-	-	
C (Safai Karamchari)	-	-	-	-	
Total	1	-	3	4	

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



ANNEXURE - IV

(Para 10.11 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	-	-
2.	Over payments	2	0.56
3.	Non-adjustment of advances- Contingency Advance- T. A. Advance LTC Advance Long Term Advances	3 3 14.31	5 35.67 5.29
4.	Blocking of Govt. money	-	-
5.	Non accounted of costly stores/Govt. money	-	-
6.	Items of special nature	-	-
	Total	13	55.83

ANNEXURE - V

(Para 10.14 refer)

**GRANT OF THE MINISTRY OF PORTS, SHIPPING AND WATERWAYS
FOR THE FINANCIAL YEAR 2023-2024**

(INR in crore) Net

Grant No. & Name		Original	Supplementary	Total Budget	Actual Expenditure upto 31.03.2024	Saving
Grant No. 78	Revenue Account	1150.53	96.85	1247.38	1166.93	NA
	Capital Account	1068.21	95.97	1164.18	1149.54	
Total		2218.74	192.82	2411.56	2316.47	

Source: E lekha

ANNEXURE - VI

(Para 10.14 refer)

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

(INR in crore)

REVENUE RECEIPTS

Sl. No.	MAJOR HEAD	2020-21	2021-22	2022-23 up to (31-12-2022)
1.	0021 - Taxes on Income other than Corporation Tax	22.03	24.47	25.03
2.	0045 - Other Taxes & Duties on Commodities & Services	0.00	0.00	0.00
3.	0049 - Interest Receipts	9.01	5.67	37.39
4.	0050 - Dividends & Profits	155.98	179.98	185.58
5.	0070 - Other Administrative Services	0.00	0.00	0.00
6.	0071 - Contribution & Recoveries towards Pension & Other Retirements Benefits	13.03	13.10	13.18
7.	0075 - Miscellaneous General Services	0.00	0.00	0.00
8.	0210 - Medical & Public Health	0.40	0.39	0.42
9.	0216 - Housing	0.55	0.73	0.64
10.	1051 - Ports and Light Houses	371.30	401.19	441.35
11.	1052 - Shipping	86.71	98.31	105.13
12.	1054 - Roads and Bridges	0.00	0.00	0.00
13.	1056 - Inland Water Transport	19.50	11.82	13.90
14.	1475 - Other General Economic Services	0.00	0.00	0.02
A	REVENUE RECEIPTS *	678.51	735.66	822.64

CAPTIAL RECEIPT

Sl. No.	MAJOR HEAD	2021 -22	2022 -23	2023-24 (up to 31.03.2024)
1.	4000 - Miscellaneous Capital Receipts	0.00	0.00	0.00
2.	6858 - Loans for Engineering Indst.	0.00	0.00	0.00
3.	7051 - Loans for Port & Light Houses	15.67	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	0.19	0.39	0.09
	CAPITAL RECEIPTS **	15.86	0.39	0.09

ANNEXURE - VII

(Para 10.14 refer)

Ministry of Ports, Shipping & Waterways
HEADWISE DETAILS OF EXPENDITURE FOR THE LAST THREE YEARS i.e.
FROM 2021-22 TO 2023-24 (upto 31/03/2024)

(INR in crore)

PARTICULARS	2021-22	2022-23	2023-24 (up to March 2024)
2049-Interest Payment	10.63	10.22	0.35
2071-Pension Payment	35.12	37.22	35.34
2235-Social, Security & Welfare	0.08	0.04	0.04
2801- Power	0.00	0.00	0.00
2852-Industries	106.38	59.21	99.12
3051-Ports&Lighthouses (Gr.No.78)	921.82	1008.46	1088.94
3051-Port and Lighthouses Andaman & Nicobar administration Lakshadweep	07.64 2.45	4.87 0.65	3.68 0.00
3052-Shipping	97.89	188.96	212.08
3056-Inland Water Transport	23.50	76.33	76.50
3451-Economic Services	46.97	48.40	60.75
3475- Other General Economic Services	00	00	0.00
3601-Grant-in-aid to State Government	39.63	4.91	-4.84
3605- Technical & Economic Co-operation with other Countries	0.00	100.00	100.00
TOTAL (Revenue Exp.)	1292.11	1539.27	1671.96



(INR in crore)

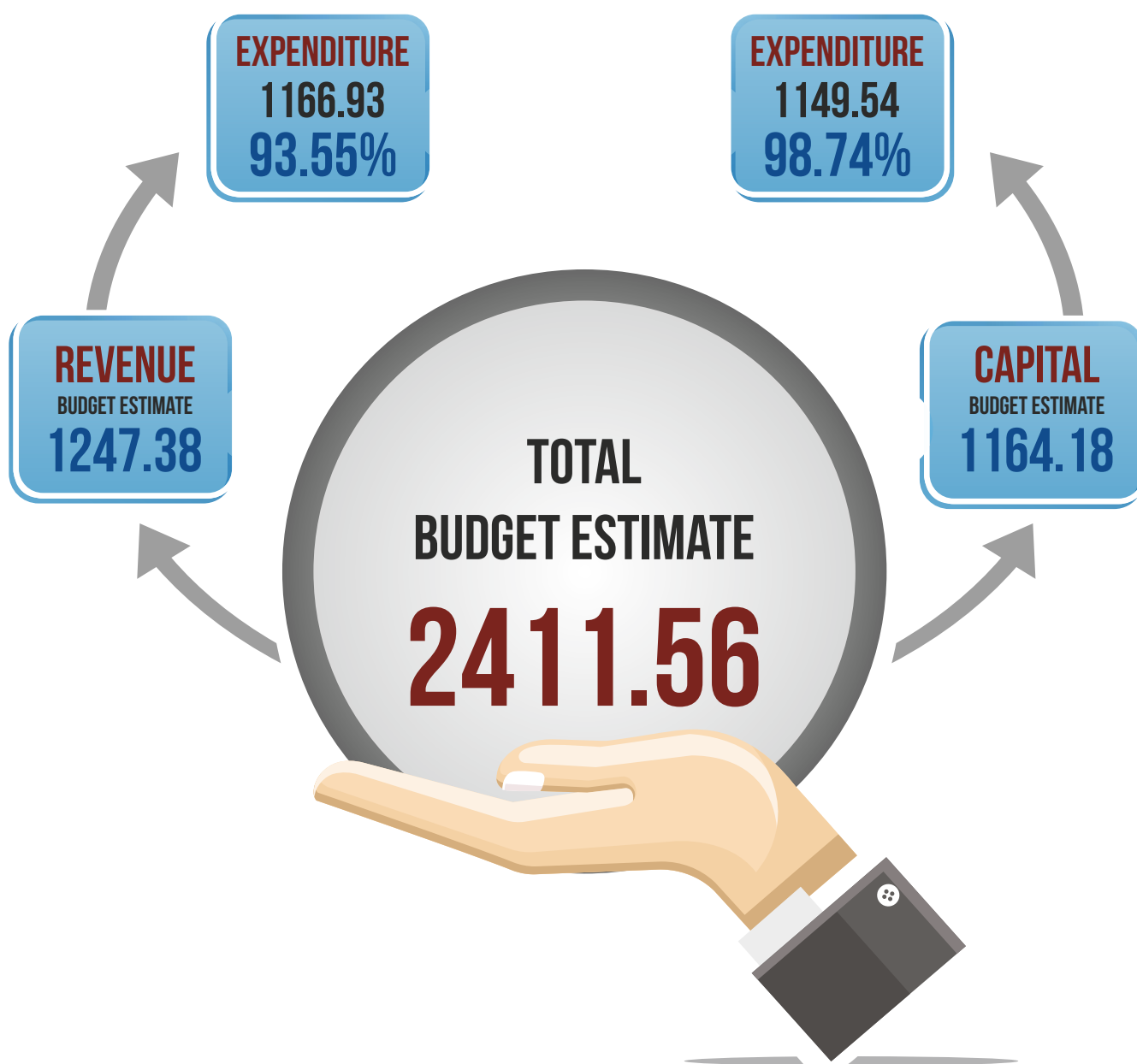
PARTICULARS	2021-22	2022-23	2023-24 (up to March 2024)
4405-Capital outlay on fisheries	2.21	0.98	0.18
4406-Capital outlay on forestry & wildlife	0.00	0.00	0.00
4801-Capital outlay on Power Project	00	00	0.00
5051-Capital outlay on Ports & Lighthouses (Gr. No. 78)	137.81	124.12	122.09
5051- Capital outlay on Ports & Lighthouses Andaman & Nicobar administration	5.50	1.35	3.45
5052-Capital outlay on Shipping Andaman & Nicobar administration Lakshadweep	1.09 0.00	0.34 0.01	0.00 0.00
5052-Capital outlay on Shipping (Gr.No.78)	4.18	2.20	0.64
5053-Capital Outlay on Civil Aviation	0.00	0.00	0.00
5056 –Capital Outlay on Inland water transport	467.54	544.31	1010.50
5054 –Capital Outlay on Roads and Bridges	47.82	99.08	54.75
5075-Other Transport Services	0.00	00	0.00
5452-Capital outlay on tourism Andaman & Nicobar administration	00.00	0.99	0.00
6858-Loans for Engineering Industries	0.00	0.00	0.00
7051-Loans for Ports & Light Houses	0.00	0.00	0.00
7610-Loans to Govt. servants	0.38	0.39	0.09
TOTAL (Capital Exp.)	666.53	773.77	1191.7
Grand Total (Rev. + Cap.)	1958.64	2313.04	2863.66

ANNEXURE - VIII

(Para 10.14 refer)

**PROFILE OF ACTUAL EXPENDITURE (NET) IN 2023-24
(upto 31/03/2024)**

(INR in crore)



Source:- Consolidated Classified Abstract

ANNEXURE - IX

(Para 10.14 refer)

Ministry of Ports, Shipping and Waterways

DEPRECIATION RESERVE FUND (8115)	(INR in crore)
Opening Balance as on 01 st April 2023	309.42
Receipt during April 2023 - March 2024	25.02
Payment during April 2023 - March 2024	4.26
Closing Balance as on 31 st March 2024	330.18
GENERAL RESERVE FUND (8121)	
Opening Balance as on 01 st April 2023	1149.23
Receipt during April 2023 - March 2024	146.47
Payment during April 2023 - March 2024	95.63
Closing Balance as on 31 st March 2024	1200.07

Source: Classified Consolidated Abstract Account



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GOVERNMENT OF INDIA
**MINISTRY OF PORTS,
SHIPPING & WATERWAYS**

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