



Ministry of Ports, Shipping & Waterways
Government of India



9 *Years of* MARITIME - LED PROSPERITY



MAJOR PORTS

Cargo Handled at
Major Ports (MMT) since 2013

43%

2013-14 **555.48** 2022-23 **795**

Capacity at Major Ports (MMT)
since 2013

102%

2013-14 **800.52** 2022-23 **1617.39**

Decrease in Container Turn Round
Time (Hrs) since 2013

32%

2013-14 **41.76** 2022-23 **28.36**

Decrease in Overall Turn Round
Time (Hrs) since 2013

44%

2013-14 **93.59** 2022-23 **52.43**

COASTAL SHIPPING

Cargo Handled (MMT)
since 2013

74%

2013-14 **87** 2022-23 **151**

IWT

Cargo Handled on National Waterways (MMT) since 2013

1731%

2013-14 **6.89** 2022-23 **126.15**

Operational National Waterways (No.) since 2013

700%

2013-14 **03** 2022-23 **24**

Multimodal Terminals / Permanent Jetties (No.) since 2013

56%

2013-14 **16** 2022-23 **25**

National Waterways for River Cruise (No.) since 2013

233%

2013-14 **03** 2022-23 **10**

Investment in National Waterways (Rs. in Cr.) since 2013

198%

2013-14 **182.61** 2022-23 **544.31**

SHIPPING

Ship Carrying Capacity (GRT)
(In 000)* since 2013

33%

2013-14 **10309** 2022-23 **13662**

Number of Sea Cruise Passengers
(In Lakhs) since 2013

259%

2013-14 **0.85** 2022-23 **3.05**

Number of Ship / Vessels*
since 2013

26%

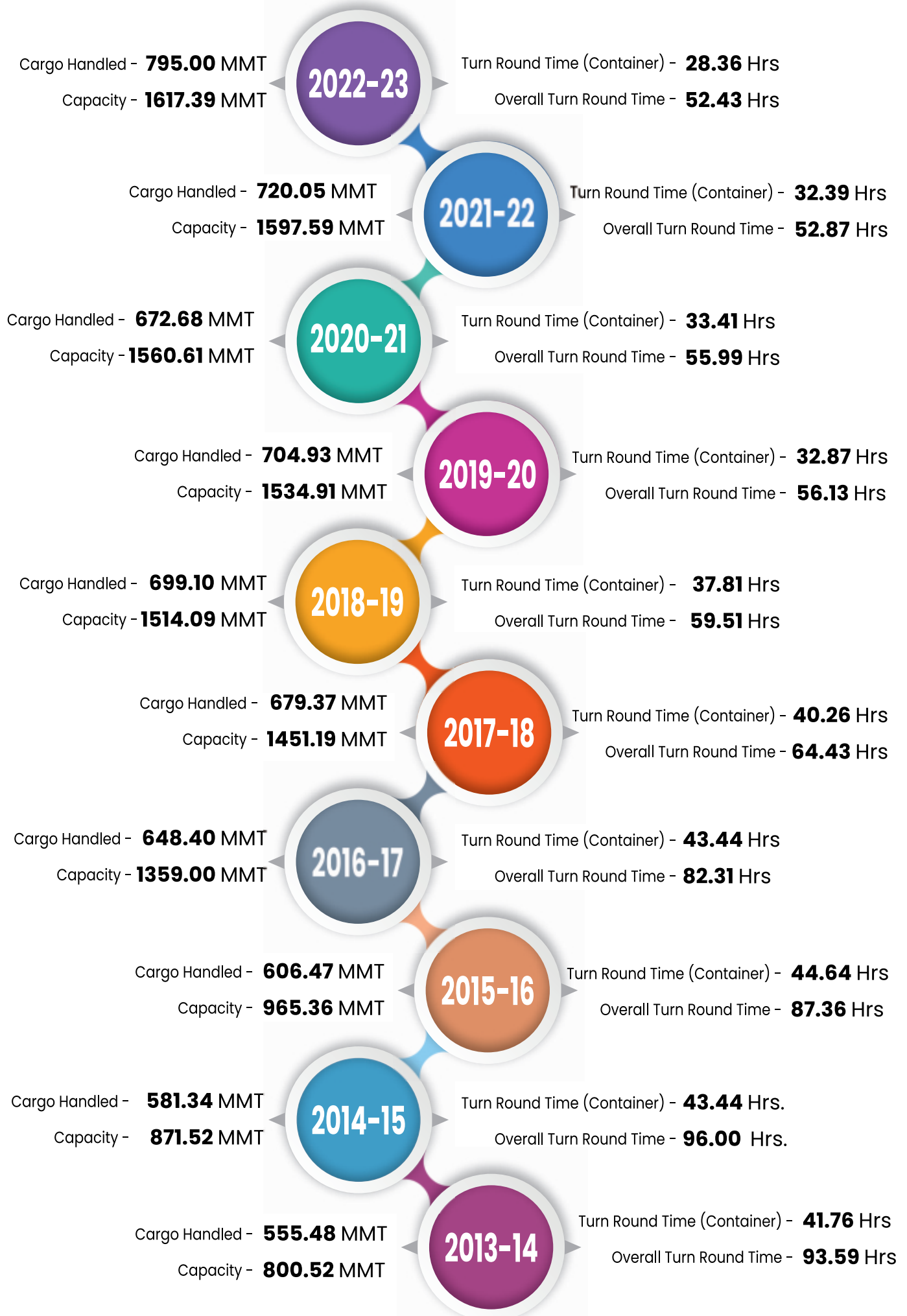
2013-14 **1205** 2022-23 **1523**

Number of Seafarers (In Lakhs)
since 2013

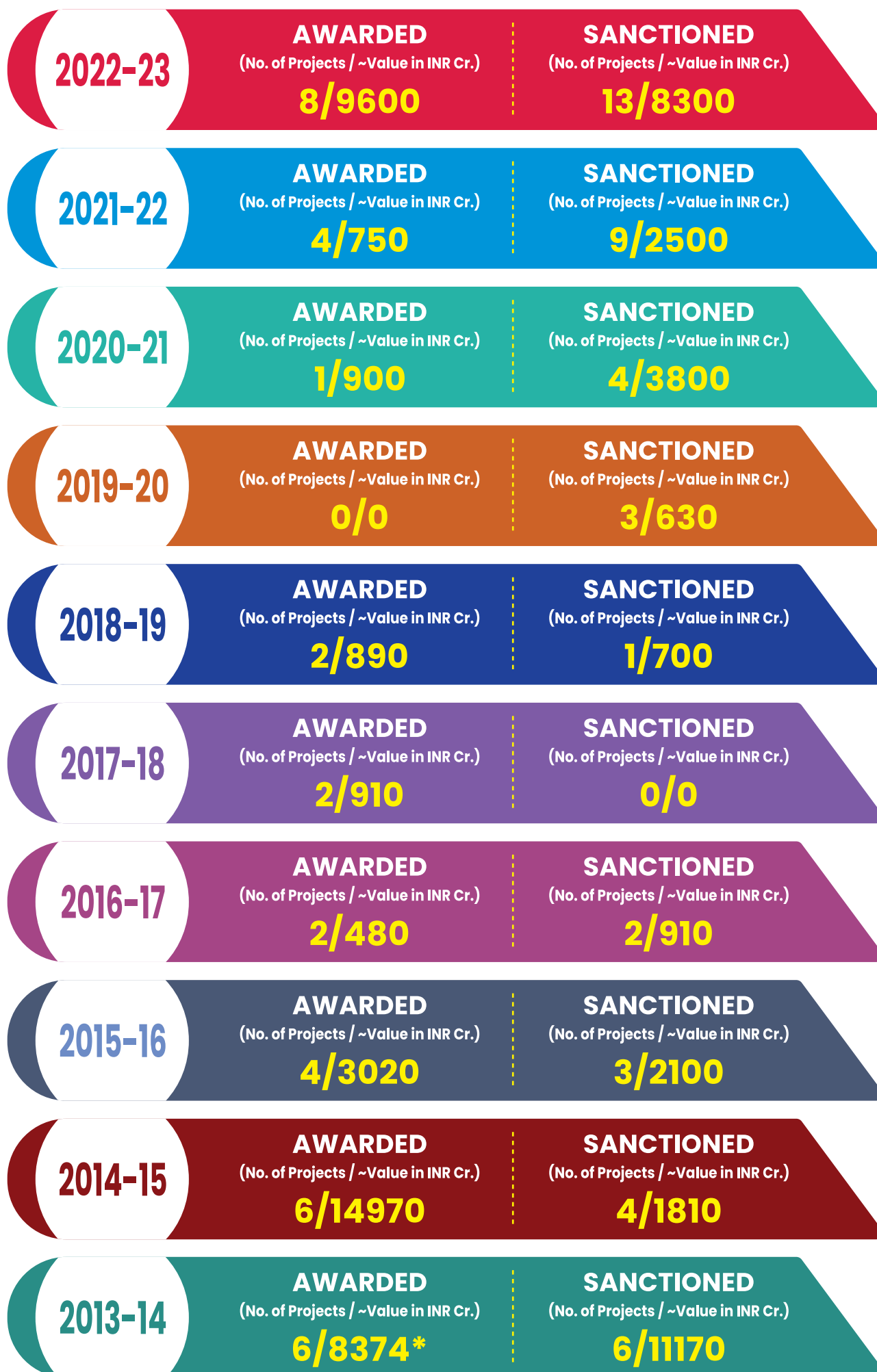
121%

2013-14 **1.17** 2022-23 **2.58**

MAJOR PORTS

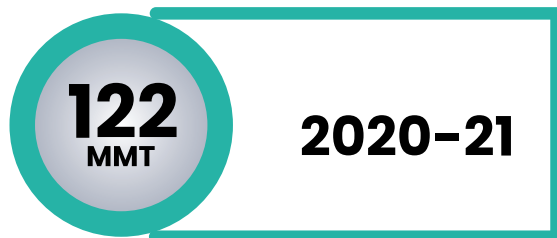
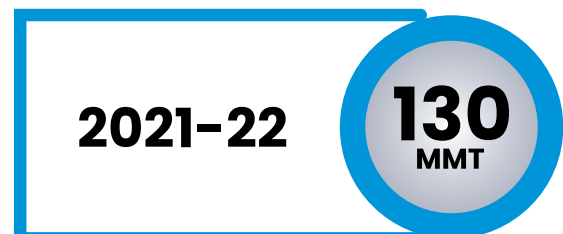
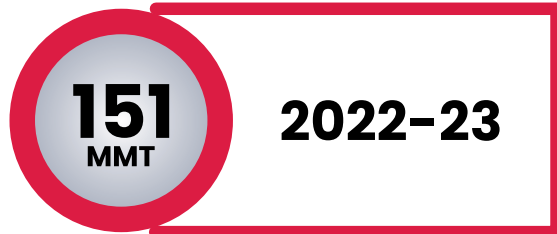


PPP



COASTAL SHIPPING

CARGO HANDLED (MMT)



IWT

Cargo Handled on NWs	126.15 MMT
Operational National Waterways	24 No.
National Waterways for River Cruise	10 No.

Cargo Handled on NWs	108.79 MMT
Operational National Waterways	19 No.
National Waterways for River Cruise	09 No.

Cargo Handled on NWs	83.61 MMT
Operational National Waterways	17 No.
National Waterways for River Cruise	08 No.

Cargo Handled on NWs	73.64 MMT
Operational National Waterways	16 No.
National Waterways for River Cruise	08 No.

Cargo Handled on NWs	72.31 MMT
Operational National Waterways	13 No.
National Waterways for River Cruise	08 No.

Cargo Handled on NWs	55.03 MMT
Operational National Waterways	11 No.
National Waterways for River Cruise	08 No.

Cargo Handled on NWs	55.47 MMT
Operational National Waterways	09 No.
National Waterways for River Cruise	06 No.

Cargo Handled on NWs	8.14 MMT
Operational National Waterways	03 No.
National Waterways for River Cruise	03 No.

Cargo Handled on NWs	6.59 MMT
Operational National Waterways	03 No.
National Waterways for River Cruise	03 No.

Cargo Handled on NWs	6.89 MMT
Operational National Waterways	03 No.
National Waterways for River Cruise	03 No.

2022-23

2021-22

2020-21

2019-20

2018-19

2017-18

2016-17

2015-16

2014-15

2013-14

Multimodal Terminals / Permanent Jetties	25 No.
Investment in National Waterways	544.31 Cr.

Multimodal Terminals / Permanent Jetties	24 No.
Investment in National Waterways	419.00 Cr.

Multimodal Terminals / Permanent Jetties	24 No.
Investment in National Waterways	367.30 Cr.

Multimodal Terminals / Permanent Jetties	24 No.
Investment in National Waterways	732.93 Cr.

Multimodal Terminals / Permanent Jetties	22 No.
Investment in National Waterways	853.15 Cr.

Multimodal Terminals / Permanent Jetties	20 No.
Investment in National Waterways	950.57 Cr.

Multimodal Terminals / Permanent Jetties	19 No.
Investment in National Waterways	767.19 Cr.

Multimodal Terminals / Permanent Jetties	18 No.
Investment in National Waterways	595.19 Cr.

Multimodal Terminals / Permanent Jetties	16 No.
Investment in National Waterways	324.13 Cr.

Multimodal Terminals / Permanent Jetties	16 No.
Investment in National Waterways	182.61 Cr.

SHIPPING

Ship Carrying Capacity
(GRT) (in 000)* **13662**

Number of Ship/
Vessels * **1523**

Ship Carrying Capacity
(GRT) (in 000)* **13696**

Number of Ship/
Vessels * **1522**

Ship Carrying Capacity
(GRT) (in 000)* **12999**

Number of Ship/
Vessels * **1493**

Ship Carrying Capacity
(GRT) (in 000)* **13015**

Number of Ship/
Vessels * **1465**

Ship Carrying Capacity
(GRT) (in 000)* **12751**

Number of Ship/
Vessels * **1432**

Ship Carrying Capacity
(GRT) (in 000)* **12688**

Number of Ship/
Vessels * **1403**

Ship Carrying Capacity
(GRT) (in 000)* **12357**

Number of Ship/
Vessels * **1374**

Ship Carrying Capacity
(GRT) (in 000)* **11440**

Number of Ship/
Vessels * **1305**

Ship Carrying Capacity
(GRT) (in 000)* **10522**

Number of Ship/
Vessels * **1250**

Ship Carrying Capacity
(GRT) (in 000)* **10309**

Number of Ship/
Vessels * **1205**

2022-23

2021-22

2020-21

2019-20

2018-19

2017-18

2016-17

2015-16

2014-15

2013-14

Sea Cruise passengers
(No. in lakhs)* **3.05**

Seafarers (No. in lakhs) **2.58**

Sea Cruise passengers
(No. in lakhs)* **1.32**

Seafarers (No. in lakhs) **2.50**

Sea Cruise passengers
(No. in lakhs)* **0.01**
(COVID)

Seafarers (No. in lakhs) **2.06**

Sea Cruise passengers
(No. in lakhs)* **4.24**

Seafarers (No. in lakhs) **2.24**

Sea Cruise passengers
(No. in lakhs)* **2.64**

Seafarers (No. in lakhs) **2.35**

Sea Cruise passengers
(No. in lakhs)* **1.94**

Seafarers (No. in lakhs) **2.09**

Sea Cruise passengers
(No. in lakhs)* **2.27**

Seafarers (No. in lakhs) **1.54**

Sea Cruise passengers
(No. in lakhs)* **1.26**

Seafarers (No. in lakhs) **1.44**

Sea Cruise passengers
(No. in lakhs)* **1.08**

Seafarers (No. in lakhs) **1.27**

Sea Cruise passengers
(No. in lakhs)* **0.85**

Seafarers (No. in lakhs) **1.17**

SAGARMALA

89 Port

modernization
projects worth Rs.

31,000 crores

completed
230 MTPA capacity
increased

62 Road & rail

connectivity projects

worth ~**₹26,000 Cr.**

completed resulting in
addition of ~1,500 km
length of road & rail
connectivity to Ports

9 Port

Industrialization

projects worth

₹45,865 Cr.

completed. Total

8,000+ Acres

of land have been allotted
at Port for Industrialization

21 Coastal

community development
projects completed worth

₹1,500 crores

5 skill development

projects completed in

5 states where more than

1900 candidates

trained

More than **39,000**

candidates trained at Safety
Training Institution, Alang

Establishment of

CEMS at Mumbai and

Visakhapatnam

9 Fishing Harbour

projects Completed worth

₹620 crores

benefitting 30,000
fishermen

Modernization of

5 Fishing Harbours taken up

worth ~**₹550 Cr.**

Around **2 Lakh+**

direct and indirect
employment generated.

CICMT

established at

IIT Kharagpur

5 Coastal Berths

Completed worth

₹122 Cr. with

net capacity addition of
6.35 MTPA

6 Projects related

to promoting Inland

Waterways worth

₹635 Cr. completed

10 Projects

related to RORO/
ROPAX & Passenger
jetties promoting
coastal movement in
Maharashtra, Gujarat
and Goa worth

₹580 Cr.

completed.

11 Projects

worth

₹267 crores

promoting coastal &
cruise tourism and
Island Development
are completed

Projects of more than

₹16,000 crores

have been awarded
under PPP mode

Ghogha-Hazira ROPAX ferry
reduced travel time from

10 hrs to 4 hrs

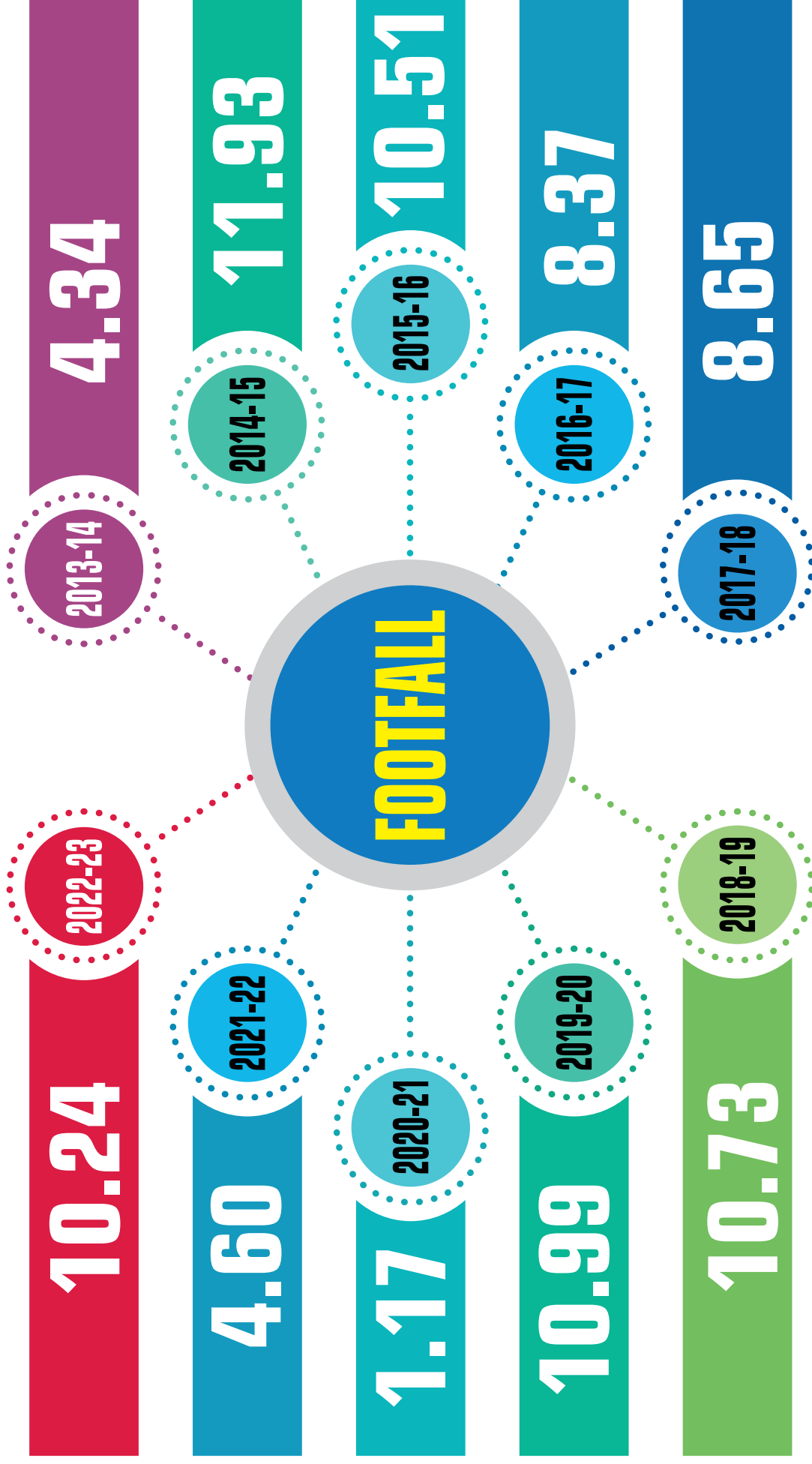
Mumbai-Mandwa ferry
service reduced travel
time from

3 hrs to just

45mins

LIGHTHOUSE TOURISM

FOOTFALL (No. in Lakhs)



STATE-WISE INFRASTRUCTURE BUILT IN LAST 10 YEARS

MOPSW

GUJARAT

NO. OF PROJECTS

25

PROJECT INVESTMENT

₹ 2810.99 cr

WEST BENGAL

NO. OF PROJECTS

36

PROJECT INVESTMENT

₹ 2696.06 cr

MAHARASHTRA

NO. OF PROJECTS

31

PROJECT INVESTMENT

₹ 9614.49 cr

ODISHA

NO. OF PROJECTS

05

PROJECT INVESTMENT

₹ 3456.29 cr

GOA

NO. OF PROJECTS

12

PROJECT INVESTMENT

₹ 594.16 cr

ANDHRA PRADESH

NO. OF PROJECTS

28

PROJECT INVESTMENT

₹ 3438.50 cr

KARNATAKA

NO. OF PROJECTS

15

PROJECT INVESTMENT

₹ 1141.86 cr

TAMIL NADU

NO. OF PROJECTS

52

PROJECT INVESTMENT

₹ 8991.54 cr

KERALA

NO. OF PROJECTS

20

PROJECT INVESTMENT

₹ 798.88 cr

ANDAMAN & NICOBAR

NO. OF PROJECTS

13

PROJECT INVESTMENT

₹ 426.01 cr

JHARKHAND

NO. OF PROJECTS

01

PROJECT INVESTMENT

₹ 275.66 cr

ASSAM

NO. OF PROJECTS

01

PROJECT INVESTMENT

₹ 47.00 cr

TRIPURA

NO. OF PROJECTS

01

PROJECT INVESTMENT

₹ 0.57 cr

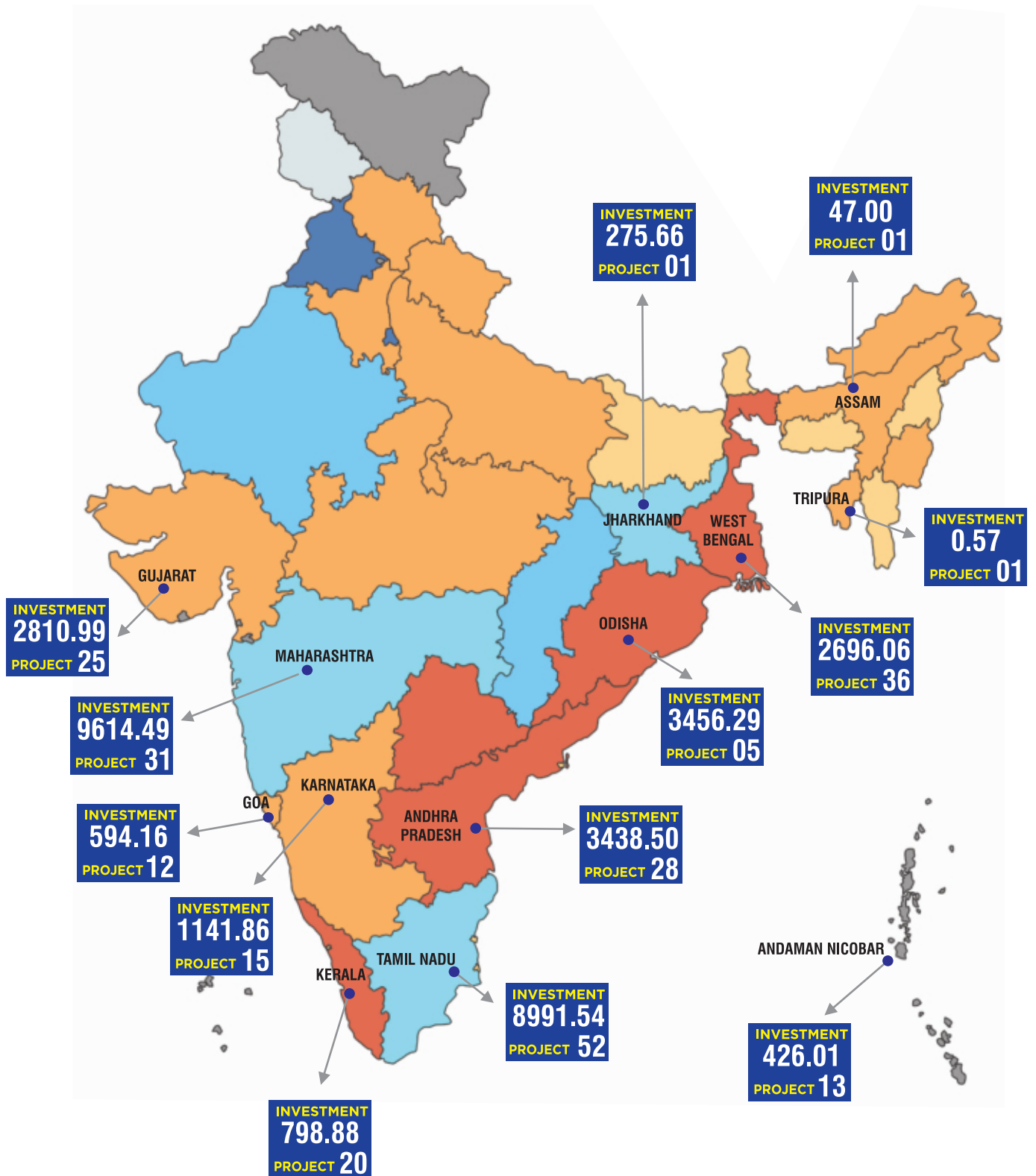
TOTAL NO. OF PROJECTS

240

TOTAL INVESTMENT

₹ 34,292 cr

INVESTMENT SNAPSHOT FOR LAST DECADE



TOTAL NO. OF PROJECTS (LAST 10 YEARS) – **240**

TOTAL INVESTMENT (LAST 10 YEARS) – **₹ 34,292 cr**

TARGET FOR COMPLETION BY DECEMBER 2023

97 Projects / 10,245 Cr

SNAPSHOT OF INFRASTRUCTURE

TYPE & PROJECTS COMPLETED

PORTS WING, IWAI AND SHIPPING

CAPACITY AUGMENTATION

Creation /
construction of new
facilities

Upgradation of port
facilities

Development /
Extension of port
facilities

Mechanization /
automation

LOGISTICS/ LOGISTICS SERVICES

MMLP, Storage &
Warehouses

Truck Parking, Yards
Optimization

RFID, Container
scanners

Navigation
automation

ROAD / RAIL CONNECTIVITY / MODAL SHIFT

Construction /
upgradation of new/
existing connectivity

Full Rake handling /
doubling, Signaling
infra

ROB, loading
facilities, siding etc.

RO-RO/ ROPAX,
passenger transit,
ferry

PORTLED INDUSTRIAL- IZATION / COMMUNITY DEVELOPMENT/ COMMUNITY SERVICES

SEZ, trade service,
etc.

Modernization of
Fisheries Harbour

Convention center

CRUISE/TOURISM FACILITIES/ BUSINESS DEVELOPMENT

Cruise terminal,
berths etc.

Shore side:
Walkways, parking
facilities, passenger
centers et.

Customs, Cargo
Testing Centre, PHO,
FSSAI etc.

LEGISLATIVE REFORMS

Enactment of National Waterways Act, 2016

National Waterways Bill, 2015 for declaration of 111 (5 existing and 106 additional) waterways was introduced and passed by the Lok Sabha on 21st December 2015 and by the Rajya Sabha on 9th March 2016. The National Waterways Act, 2016 came into force w.e.f. 12th April, 2016. 111 (106 new + 5 Existing) National Waterways (NWs) declared increasing the total length of NWs from 4,382 km to 20,262 km.

Recycling of Ships Act, 2019

With the objective of regulating the ship recycling industry, India has enacted the Recycling of Ships Act, 2019. India has also acceded to the Hong Kong International Convention on Recycling of Ships, with the objective of ensuring safe and environmentally sound recycling of ships.

Major Port Authorities Act, 2021

The Act was notified on 17.02.2021. The act was notified to come in force on 03.11.2021. 7 Rules under the Act have been notified. The Major Port Authorities Act, 2021 provide for regulation, operation and planning of Major Ports in India and vests the administration, control and management of such ports upon the Boards of Major Port Authorities. The legislation empowers to perform with greater efficiency on account of increased autonomy in decision making and by modernizing their institutional framework. The ports have been empowered to fix Scale of Rates for port services and assets. PPP concessionaires are free to fix tariffs based on market conditions etc. The compact Board with professional independent Members is capable of strengthening decision-making and strategic planning.

Marine Aids to Navigation Act, 2021

The Marine Aids to Navigation Act, 2021 has been notified and published in the Gazette of India by Legislative Department, Ministry of Law & Justice on 2nd August, 2021 after getting the President's assent on 31st July, 2021. The Bill was passed by Lok Sabha on 22nd March, 2021 and by the Rajya Sabha on 27th July, 2021. The Act aims to replace over 90-year-old Lighthouse Act, 1927 to incorporate 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.

Inland Vessels Act, 2021

Inland Vessels Act, 2021 was passed by both houses of the Parliament and the assent of the Hon'ble President was received on 11 August 2021. The Act has been published in the gazette on 12th 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 promote ease of doing business.

Revision of Model Concession Agreement (MCA), 2021

MoPSW has announced the revised Model Concession Agreement (MCA) – 2021 on 18th November, 2021. The new MCA will be applicable to all the future PPP projects at major ports, as well as projects which are already approved by the Government but are still under bidding stage. New MCA is aimed at reducing arbitrations and litigation in the sector as well as make the sector attractive for private sector participation. It has not only provided more clarity for the responsibilities and obligations of authority and private party, but also introduced clauses related to the termination payment prior to COD, change in cargo due to unforeseen circumstances as well as change in law. These clauses among others should enhance Ease of Doing Business (EoDB). Providing flexibility to the concessionaires at PPP projects to set market linked tariff instead of approaching Tariff Authority of Major Ports (TAMP) not only eases the burden of compliance, but also provides level playing field to the PPP projects to compete with other ports in the country.

Formulation of Tariff Guidelines, 2021

In December 2021, new tariff guidelines have been issued which allow the concessionaires at Major Ports to set tariffs as per market dynamics. Tariff used to be determined and regulated by Tariff Authority of Major Ports (TAMP) and with these guidelines the concessionaire doesn't have to approach TAMP for determination of tariff. Transition to market linked tariff will provide a level playing field to PPP concessionaires at Major Ports to compete with private ports.

Policy for Award of Waterfront and Associated Land to Port Dependent Industries in Major Ports (Captive Policy), 2016

Allocation of waterfront and associated land to port based industries on Public-Private-Partnership (PPP)/captive basis is one of the areas which have been identified for participation/investment by the private sector in Major Ports. The Policy has resulted in uniformity and transparency in the procedure for awarding captive facilities. It has also enabled optimal utilization of capacities in major ports and

increase revenue to the Major Port Authority. The ambit of the Policy includes creation of new assets as well as utilization of currently unutilised existing assets such as vacant berths. This policy is further being revised for Port Dependent Industry, both Private Sector and PSUs may require dedicated Port facility for its use. In order to address the issues of extension, nominations, et al, the Ministry is in the process of preparation of the Policy.

Formulation of the Guidelines for dealing with stressed public private partnership (PPP) Projects at Major Ports

The Government of India invited private investment in the Major Port Sector and several projects were awarded under DBFOT basis or its similar variants across the Major Ports in the country. In spite of due diligence and caution at the time of conceptualizing these projects from various perspective, the survival of some of the projects is at a risk due to various reasons that were either not foreseen or those which were beyond the control of the contracting parties. On examining the issues, it was noticed that these projects are either being operated under stress or have been abandoned/ terminated, some leading to litigation. It was felt that there is a need to address the issues concerning these concessions so that the Major Port Sector continues to attract private investment which would have a positive impact on the growth of port infrastructure in the country.

The first Guidelines on Stressed PPP projects were issued by this Ministry on 11.07.2018. These guidelines covered only those stressed projects which faced issues after resuming Commercial Operations i.e. Post-Commercial Operation Date. However, it is observed that there are PPP Projects which have faced issues during construction stage as well i.e. Pre- Commercial Operation Date. It has also been observed that there is another category of stressed projects both at Pre-COD and Post COD stage which require a totally different treatment due to their borrowings being categorized by lenders as NPA and/or lenders have approached NCLT for recovery of their dues. On 10.05.2022, the Ministry of Ports, Shipping & Waterways has issued the 'Guidelines for dealing with stressed PPP Projects at Major Ports' for reviving the struck projects and unlocking blocked capacity.

DIGITAL REFORMS

National Logistics Portal (Marine)

Hon'ble Minister for Ports, Shipping and Waterways (PS&W) inaugurated The National Logistics Portal (Marine) on 27.01.2023. The National Logistic Portal (Marine) – NLP, a project of national importance is a one-stop platform aimed at connecting all the stakeholders of the logistics community using IT, to improve efficiency and transparency by reducing costs and time delays. NLP will evolve into a single window for all trade processes of the logistics sector spread across the country covering all modes of transport in the waterways, roadways, and airways along with an E-market place to provide a seamless end-to-end logistic service coverage.

SAGAR-SETU

To further "Ease of Doing Business", SAGAR-SETU (Mobile App) of National Logistics Portal – Marine was launched by Hon'ble Minister, MoPS&W on 31st March, 2023. The App would facilitate real time operations and monitoring in the ports, handled services for the port fraternity to access vessel, cargo, container, finance & regulatory authority data and services leading to augmented customer experience.

SAGARMANTHAN – DIGITAL PLATFORM

Hon'ble Minister for Ports, Shipping and Waterways virtually launched Real-time Performance Monitoring Dashboard of MoPSW 'SagarManthan' – Digital platform having all the integrated data related to the ministry and other subsidiaries. This dashboard will transform the workings of various departments by improving well-coordinated real time information. This platform has been developed completely in-house in the span of less than 1.5 months efficiently.

FOCAL: A dedicated portal named Forum Of Cargo owners And Logistics operators (FOCAL) was launched to connect cargo owners interested in moving their cargo using the IWT mode and vessel operators who are operating vessels on National Waterways (Nws). The portal allows registered users to share their transportation requirement and positioning of vessels on different NWs.

LADIS : A new portal launched named Least Available Depth Information System (LADIS) to ensure real time data on least available depth to disseminate to ship/barge & cargo owners so that they can undertake transportation on NWs in a more planned way and to avoid any hindrance in service and operation.

CAR-D (CARgo-Data): CAR-D is a web-based portal for collection and compilation, analysis and dissemination of all cargo and cruise movement data of National Waterways to the stakeholders. It captures the traffic data in a near real time mode from different terminals, operators, Maritime Boards etc. This portal gives access of the data to general public showcasing IWA capabilities and potential of Inland Water Transport (IWT).

PANI (Portal for Asset & Navigation Information): This is an integrated solution bringing river navigation and infrastructure information on a single platform. It provides detailed information of various features of National Waterways and the assets such as fairway, infrastructure facilities, cross river structures, connectivity at jetties, emergency services for facilitating transportation of cargo.

INSTITUTE : Till 2014, there was only one Institute, i.e., National Inland Navigation Institute (NINI) for training of inland vessel crews. Two more institutions for research & development and training have been opened (i) Maritime Skill Development Centre, Guwahati, and (ii) School of Logistics Communication & Waterways at Agartala in Tripura.

GREEN SHIPPING

- ◆ The Ministry of Ports, Shipping and Waterways has launched “HaritSagar” Green Port Guidelines to reduce carbon intensity and to develop an environment friendly ecosystem at Major Ports with participation of all stakeholders. “HaritSagar” Guidelines – 2023 will provide comprehensive guidance to the Major Ports of the country for developing action plan for achieving Sustainable Developmental Goals (SDG) which include obligations on developing resilient infrastructure for safe, efficient and sustainable ports and promote environmental reporting as a means of communicating environmentally good behavior to stakeholders.
- ◆ Three Major ports i.e Deendayal, Visakhapatnam and New Mangalore are producing surplus Renewable Energy.
- ◆ Three major ports, Deendayal, Paradip and V.O. Chidambaranar have been identified and to be developed as Hydrogen Hubs and Export Terminals for Green Hydrogen and Green Ammonia in the country under National Hydrogen Mission.
- ◆ V.O. Chidambaranar Port has been identified to develop infrastructure for facilitating the establishment of Offshore Wind Energy Industries.

Establishing a Centre of Excellence (CoE) in Green Shipping in India

A Letter of Intent between the Ministry of Ports, Shipping and Waterways, Government of The Republic of India and the Ministry of Industry, Business and Financial Affairs, Government of the Kingdom of Denmark was signed on 3rd May, 2022 for establishing a Centre of Excellence (CoE) in Green Shipping in India.

CENTRE FOR EXCELLENCE

On 22nd March, 2023, the country's first National Centre of Excellence in Green Port and Shipping (NCoEGPS), a collaboration between the MoPSW and The Energy and Resources Institute (TERI), was inaugurated by Hon'ble Minister of PS&W at their research institution's field station in Gwal Pahari, Gurugram. NCoEGPS is expected to play a vital part in greening the shipping industry and ports by steering it towards carbon neutrality and circular economy.



WAY FORWARD

By continuous efforts, the transformation of India's Maritime sector is aspired to be achieved by 2030. Through infrastructure and policy interventions, the goal of making India a global maritime hub by 2030 is being pursued.

PORTS

- ◆ The increase of the port handling capacity from the current 2600+ MTPA is envisioned to exceed 3000+ MTPA by 2030 and 10000+ MTPA by 2047 through the expansion of existing ports and the development of deep draft mega ports such as Tuna Tekra in Gujarat and Vadhavan in Maharashtra. This will be complemented with increased efficiencies by harnessing automation and advanced technologies such as IoT, AI-ML, Industry 4.0 etc. aspiring towards developing Smart Ports.



- ◆ Furthermore, to leverage the private sector efficiencies and capital investment in the port sector, emulating the success story of JNPA (100% landlord port-PPP), it is envisioned to increase the cargo handling on PPP mode at major ports to 85% by 2030 from 56% currently. The goal is to raise this share to over 100% by 2047.

- ◆ To promote sustainability and align with the IMO GHG strategy, specific efforts will be made to achieve carbon neutrality in ports. In this regard, three hydrogen/ammonia hubs will be developed for production and distribution. Furthermore, the share of renewable energy at major ports will be increased from the current 10% to over 60% by 2030 and 100% by 2047.



SHIPPING

- ◆ India is already performing exceptionally well in terms of global ship recycling by holding 30% of the global share and securing the 2nd rank. India has also acceded the Hong Kong Convention as the 15th member state. The objective is to elevate India to the number 1 position in ship recycling by 2030 through augmentation of existing ship recycling facilities at Alang (Gujarat) etc. and development of new facilities.



- ◆ Over the past few years, India's shipbuilding ecosystem has been enhanced through attractive policy reforms and the creation of a conducive environment for shipbuilding in India, thereby promoting the 'Make in India' initiative. Continuing these efforts the Government is putting active efforts to improve India's global ranking in ship building from the current 20th position to a place among the top 10 nations by 2030.

#20 Shipbuilding nation in the world

- ◆ India is currently ranked 5th in terms of global seafarer supply. The goal is to increase the seafarer supply to over 20% by 2030.

CRUISE TOURISM

- ◆ India's vision is to be established as the premier cruise hub in the Asia Pacific region. To achieve this goal, significant steps are being taken, including the development of state-of-the-art cruise terminals, the implementation of standardized procedures, and the introduction of e-visa facilities, among other measures. Going forward, the objective is to increase the annual number of cruise passengers in India to 18 lakhs by 2030, up from the current figure of 3.05 lakhs.

India aspires to be

**#1 in CRUISE TOURISM in
ASIA PACIFIC REGION**



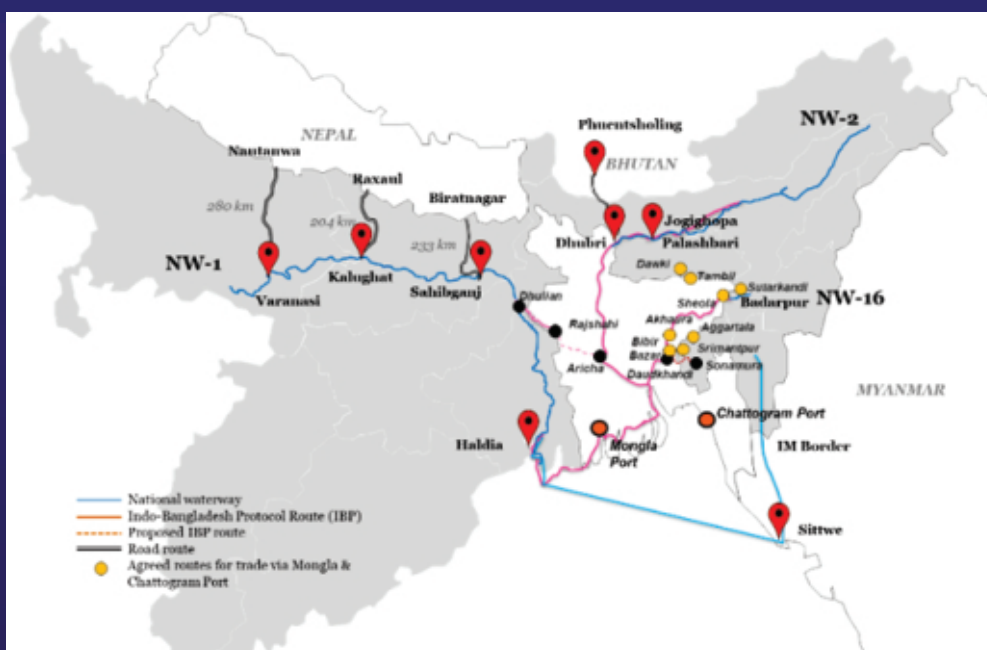
- ◆ Additionally, a well-defined and consistent cruise tourism policy will be established in line with international standards and practices. This policy will encompass various critical aspects such as GST, taxation, excise, and custom duties, both at the central and state levels, with the aim of fostering the growth of this emerging industry within India.

WATERWAYS

- ◆ Several steps have been taken in the past couple of years to harness the untapped potential of inland waterways. By 2030, the goal is to increase the modal share of inland waterways from the current 2% to 5% and overall share of coastal shipping & inland waterways to 7.5%.



- ◆ Waterways are also envisioned as a mode for river cruise tourism and are attracting the attention of various international tourists seeking a luxurious river tourism experience. As a way forward, 10 waterways will be made operational for river cruise tourism by 2030.
- ◆ Furthermore, a 5000 km regional waterway grid connecting BIMSTEC (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation) will also be established for the purpose of streamlining trade and transportation throughout the region. To achieve this, measures including infrastructure enhancement, the development of agreed-upon policy aspects in collaboration with all participating countries, and the establishment of a multi-country institutional framework will be undertaken.



PROMOTING STARTUPS

- ◆ A dedicated Maritime Startup Policy will be established to promote startup growth in the maritime sector and create a supportive ecosystem for all startups. This policy will adopt a comprehensive approach, addressing every aspect of startups with 360-degree support from regulatory, financial, and marketing perspectives during the ideation to commercialization stages.

INDIA'S MARITIME 2047 ROADMAP

Aspiration	FY 2030	FY 2047
Overall Port handling capacity (MTPA)	3000+	10,000+
% share of cargo handled at major ports on PPP mode	>85%	100%
No. of hydrogen/ Ammonia hubs	3	14
Share of renewable energy at major ports	>60%	>90%
Global rank in ship recycling	1	1
Global rank in ship building and repair	Top 10	Top 5
No. of Annual cruise passengers (Lakhs)	18	50
Modal share of coastal shipping & inland waterways	7.5%	12%
Cargo handled through inland waterways (MTPA)	200+	500+





**Ministry of Ports, Shipping & Waterways
Government of India**

