

MINISTRY OF SHIPPING

Achievements of four years (2014-15 to 2017-18)

1. LAUNCH OF SAGARMALA PROGRAMME

Sagarmala programme of the Ministry of Shipping is based on the vision of port-led development, and focusses on logistics intensive industries. The programme aims to unlock the full potential of India's coastline and waterways. The programme was approved in March 2015, and National Perspective Plan was launched by Prime Minister in April 2016.

Objectives of the programme are port modernization & new port development, port connectivity enhancement, port-linked industrialization and coastal community development. Sagarmala aspires to reduce logistics costs for EXIM and domestic cargo leading to overall cost savings of INR 35,000 to 40,000 Cr per annum. The projects identified under Sagarmala Programme are expected to

- mobilize more than Rs. 7 Lac Cr of infrastructure investment,
- double the share of domestic waterways (inland & coastal) in the modal mix,
- generate logistic cost savings of Rs. 35,000-40,000 Cr per annum,
- boost merchandize exports by USD 110 Billion and v. enable creation of 1 Cr new jobs, including 40 Lac direct jobs, in the next 10 years.

Implementation of Projects under Sagarmala

As part of Sagarmala, 572 projects, at an estimated infrastructure investment of more than Rs. 8.4 Lakh Crore, have been identified across the areas of port modernization & new port development, port connectivity enhancement, port-linked industrialization and coastal community development. These projects will be implemented by relevant Central Ministries, State Governments, Ports and other agencies primarily through the private or PPP mode.

Projects Awarded

Total 224 projects (Rs 1.85 lakh Crores) awarded till 31.3.18

196 projects (Rs71,868 lakh crores) expected to be awarded in 2018-19

Projects Completed

59 projects (Rs 11299 Crores) have been completed till 31.3.18

98 projects (Rs 31,046 Crores) expected to be completed in 2018-19

These include various infrastructure projects, coastal berth projects, fishery harbors and skill development projects. These projects are being implemented by relevant Central

Ministries, State Governments, Ports and other agencies primarily through the private or PPP mode. These include unique and innovative projects like

- a. Gogha-Dahej RO-Pax Ferry Services Project and
- b. RO-RO Services Project at Mandwa.

In addition, TEFR is under preparation for development of

- c. underwater viewing gallery and restaurant at Beyt Dwarka Island and the consultant has been selected for preparing DPR for the
- d. National Maritime Heritage Centre proposed at Lothal.

Sagarmala Development Company (SDC)

To assist in implementation of projects, Sagarmala Development Company Limited (SDCL) was incorporated on 31st August 2016, after receiving Cabinet approval on 20th July 2016, for providing funding support to project SPVs and residual projects under Sagarmala. The Subscribed Share Capital of Rs. 125 Crore has been released to SDC in addition to the earlier released Subscribed Share Capital of Rs. 90 Crore. The First Annual General Meeting of SDC was held on 28th December 2017. Recently, the Fifth Board Meeting for FY 2017-18 for SDCL was held on 27th March 2018. SDCL has identified a few SPVs for the purpose of equity investment in-line with Sagarmala objectives. Additionally, SDCL is also in process of preparation of DPRs for specific projects that could provide avenues for future equity investment by the company. Process is underway for appointment of MD and Functional Directors.

A. Port Modernization & New Port Development

A roadmap has been created for increasing the Indian port capacity to 3500+ MMTPA to cater to the projected traffic of 2500 MMTPA by 2025. For all the 12 major ports, master plans have been finalized. From the port master plans, 112 port capacity expansion projects (cost: Rs. 69,636 Cr) have been identified for implementation over next 20 years and are expected to add 780 MTPA to the capacities at major ports. Out of these 112 port master plan projects, 15 projects (cost: Rs. 6,920 Cr) have been completed, 39 projects (cost: Rs. 20,535 Cr) are under implementation and 11 projects (cost: Rs. 5,485 Cr) are under tendering.

In addition to the port master plans,

- a. 6 new port locations, namely – Vadhavan (Maharashtra), Enayam (Tamil Nadu), Tajpur (West Bengal), Paradip Outer Harbour (Odisha), Sirkazhi (Tamil Nadu), Belekeri (Karnataka) have been identified. Techno- Economic Feasibility Reports (TEFR) have been prepared for 5 locations and is under preparation for Tajpur. DPR is under preparation for Port of Vadhavan, Enayam and Paradip Outer Harbour

Project. In-principle Cabinet approval has obtained for development of a transshipment port at Enayam.

B. Port Connectivity Enhancement

i. Rail Connectivity

Indian Port Rail Corporation Limited (IPRCL) has taken up 35 last mile works (cost: Rs. 18,832 Cr) across 9 major ports. Out of this, 6 projects (cost: Rs. 101 Cr) have been implemented, 9 projects (cost: Rs. 795 Cr) are under implementation, 3 projects (cost: Rs. 798 Cr) are under tendering, DPR has been prepared for 3 projects (cost: Rs. 89 Cr), DPR under preparation for 4 projects (cost: Rs. 10,300 Cr) and 10 projects (cost: Rs. 6,750 Cr) are under planning & development.

Indian Railways is also implementing 35 projects (Project Cost: Rs. 46,336 Cr) identified under Sagarmala Programme. Out of these 35 projects, 6 projects (cost: Rs. 2,191 Cr) have been completed, 18 projects (cost: Rs. 24,932 Cr) are under implementation, 1 project (cost: Rs. 300 Cr) under tendering, DPR is under preparation for 3 projects (cost: Rs. 5,123 Cr) and 7 projects (cost: Rs. 13,790 Cr) are at concept stage. 4 rail projects are to be taken up either as Non-Government Rail (NGR) or through JV model.

ii. Road Connectivity

Total 115 road connectivity projects (Rs. 176,359 Cr, 8,727 Km) have been identified under Sagarmala to be implemented by MoRTH, NHAI, State PWDs and Port Trusts. Out of total 115 road projects, 3 projects (Rs. 217 Cr) have been implemented, 22 projects (Rs. 22,968 Cr) are under implementation, 1 project (Rs. 60 Cr) is under tendering, DPR prepared for 9 projects (Rs. 2976 Cr), DPR under preparation for 25 projects (Rs. 11,664 Cr) and DPR to be prepared for 55 projects (Rs. 138,473 Cr). Out of these 115 road projects, 55 road projects (Rs. 20,725 Cr, 1,166 Km) are included under Bharatmala programme. These 115 projects also include 10 freight friendly expressway projects that have been planned for improving the movement of containers to and from the ports. 2 of these expressway projects i.e. Ahmedabad to JNPT and Bangalore to Chennai are already under planning stage at NHAI.

iii. Coastal Berth Scheme

The Coastal Berth Scheme has been extended upto March 2020 and its' scope has been expanded to cover the cost of preparation of DPR and capital dredging at Major Ports. The scheme was also integrated into the Sagarmala Programme. 50 projects (cost: Rs. 2,454 Cr) have been taken up for financial assistance under the Scheme. Of these 50

projects, 31 projects (cost: Rs. 1,412 Cr) have been sanctioned for total financial assistance of Rs. 586 Cr and Rs. 334 Cr has been released to Major Ports/State Maritime Boards/State Governments while the remaining 19 projects are under various stage of development and process of approval.

Inter-Ministerial Committee (IMC) has been constituted to develop a strategy for implementation of roadmap for coastal shipping of coal and other commodities / products. As decided in the IMC, DPR is under preparation for **heavy haul rail corridor between Talcher & Paradip** to promote coastal shipping of coal from MCL mines to coastal power plants in Maritime States. Under Phase-1, DPR has been prepared for **Barithengarh-Ratnagiri Chord Line** for rail connectivity from coal mines at Talcher to Paradip Port via Haridaspur-Paradip main rail line.

iv. Multi-Modal Logistics Park

15 Multi-Modal Logistics Parks (MMLPs) are being developed at the cost of around Rs. 3,553 Cr. 7 MMLPs (Rs. 1,055 Cr) are undertaken by CONCOR. 1 MMLP (Rs. 120 Cr) has been implemented, 9 MMLPs (cost: Rs. 1,723 Cr) are under implementation and DPR to be prepared for 5 MMLPs (Rs. 1,710 Cr).

v. Pipeline

2 Crude pipeline projects (Rs. 2,084 Cr) at Salaya-Mathura and Chennai Petroleum Corporation Ltd. (CPCL) are under implementation and 1 product pipeline (Rs. 3,000 Cr) Paradip – Hyderabad project is in design phase.

C. Port-linked Industrialization

For promoting port-led industrialization, **14 Coastal Economic Zones (CEZs)** covering all the Maritime States and Union Territories have been proposed. CEZ perspective plans have been prepared and Detailed Master Plans will be prepared for 4 pilot CEZs (in Gujarat, Maharashtra, Tamil Nadu and Andhra Pradesh) in the first phase of development.

An Inter-Ministerial Committee (IMC) was constituted under the aegis of NITI Aayog for development of CEZs in India.. A Challenge Method based mainly on three criteria would be adopted to select sites for development of CEZs across the country:(a) Land availability and under possession of State for development of CEZ; (b) Agreement by the State Government to the terms of State Support Agreement (SSA) and Shareholders Agreement (SHA) and (c) Amount of increased traffic through the linkage port. Four states (Gujarat, Andhra Pradesh, Maharashtra and Odisha) have provided details of land which may be used for development of CEZs. The development of CEZs will be taken up in phases

wherein the first phase of development would focus on developing two large CEZs as pilots which would be selected using Challenge Method.

35 potential port-linked industrial clusters across three sectors, namely – Energy, Materials and Discrete Manufacturing, have been identified. These include 12 bulk clusters for basic input industries such as Power, Refineries & Petrochemicals, Steel and Cement and 23 discrete manufacturing clusters, in the labour intensive sectors of Electronics, Apparel, Leather Products, Furniture and Food-Processing etc. The master plans for the proposed Maritime Clusters in Gujarat and Tamil Nadu have been prepared.

Further, development of an **SEZ at JNPT (cost: Rs. 476 Cr) and Smart Industrial Port City (SIPC) at Paradip (cost: Rs. 2,770 Cr)** are under implementation. SIPC at Kandla (cost: Rs. 1,147 Cr) and Coastal Employment Units (CEUs) at VoCPT and KPL are under development.

D. Coastal Community Development

As part of the coastal community development component of the Sagarmala Programme, Ministry is part-funding **fishing harbour projects** in convergence with Department of Animal Husbandry and Dairying (DADF). Rs. 131 Cr have been released so far for 11 projects (cost: Rs. 922 Cr). In addition, in-principle approval has been given for development of deep sea fishing vessels and fish processing centers in convergence with DADF.

On the skill development front, the **skill gap study of 21 coastal districts** has been completed and domain ministries & concerned state governments have been asked to implement the district action plans. To address skill gap in ports and maritime sector in these 21 coastal districts, Ministry of Shipping will also be funding skill development under DDU-GKY to train 10,000 persons annually for next 3 years. **Skill gaps survey for Kanyakumari and Palghar have been taken up under Sagarmala Programme**. Under coastal district skilling programs in convergence with DDU-GKY, 1,830 candidates have been trained and 1,100 candidates have been placed.

Ministry is also funding the **fire safety training project for workers at Alang-Sosiya Shipyard** and the cutting-edge skills training project in Ports & Maritime Sector. So far 3,481 people have been trained. The course curriculum has been revised and updated to conform to the common norms for skill development schemes under National Skill Qualification Framework notified by the Ministry of Skill Development & Entrepreneurship. Indian Register of Shipping (IRS) is now conducting third party assessments.

A world class, state of the art **Centre of Excellence in Maritime and Shipbuilding (CEMS)**, first of its kind in Asia, a start up in skill development for maritime and shipbuilding sector with campuses at Vishakhapatnam and Mumbai was launched by Minister of Shipping on 17th Nov 2017. The cost of CEMS is Rs 766 cr. out of which 87 % in kind grant is being provided by Siemens. Siemens is also providing technology and expertise for the centre. Ministry of Shipping is providing a non-recurring one-time grant of Rs 50.07 cr. for creation of 24 hi-tech labs (18 in Vishakhapatnam and 6 in Mumbai). Its capacity of training is 10,500 trainees per annum. The Centre is likely to be operational in May 2018.

The National Technology Centre for Ports, Waterways and Coasts (NTCPWC), at IIT Madras is being set up to study engineering issues related to ports, waterways and coasts and in the country. NTCPWC will act as a technology arm of Ministry of Shipping for providing the needful technological support to Ports, Inland Waterways Authority of India (IWAI) and all other related institutions. The cost of setting up the centre is Rs 70.53 cr. which is being shared by MoS, IWAI and the Major Ports. MoS's grant is towards capital expenditure for creating facilities like Field Research Facility (FRF), Sedimentation and Erosion Management Test Basin (SEMaTeB) and Ship/Tow Simulator. Memorandum of Agreement has been signed on 26.02.2018 between Ministry of Shipping and IIT Madras and Sh. Nitin Gadkari, Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation laid foundation stone for setting up of NTCPWC at IIT Madras at Chennai.

2. ACHIEVEMENTS OF THE PORT SECTOR

PROJECT UNNATI was launched to benchmark operational and financial performance of the 12 major ports with selected Indian private ports and best-in-class international ports for identifying improvement areas, Undertaking capability maturity assessment for key processes and functional capabilities and identifying gaps and areas for further strengthening, detailed deep-dive diagnosis and root cause analysis for the identified opportunity areas in each of the 12 major ports to understand underlying reasons for performance bottlenecks and developing practical and actionable solutions on the basis of root cause findings, and develop a comprehensive improvement roadmap for each of the 12 major ports.

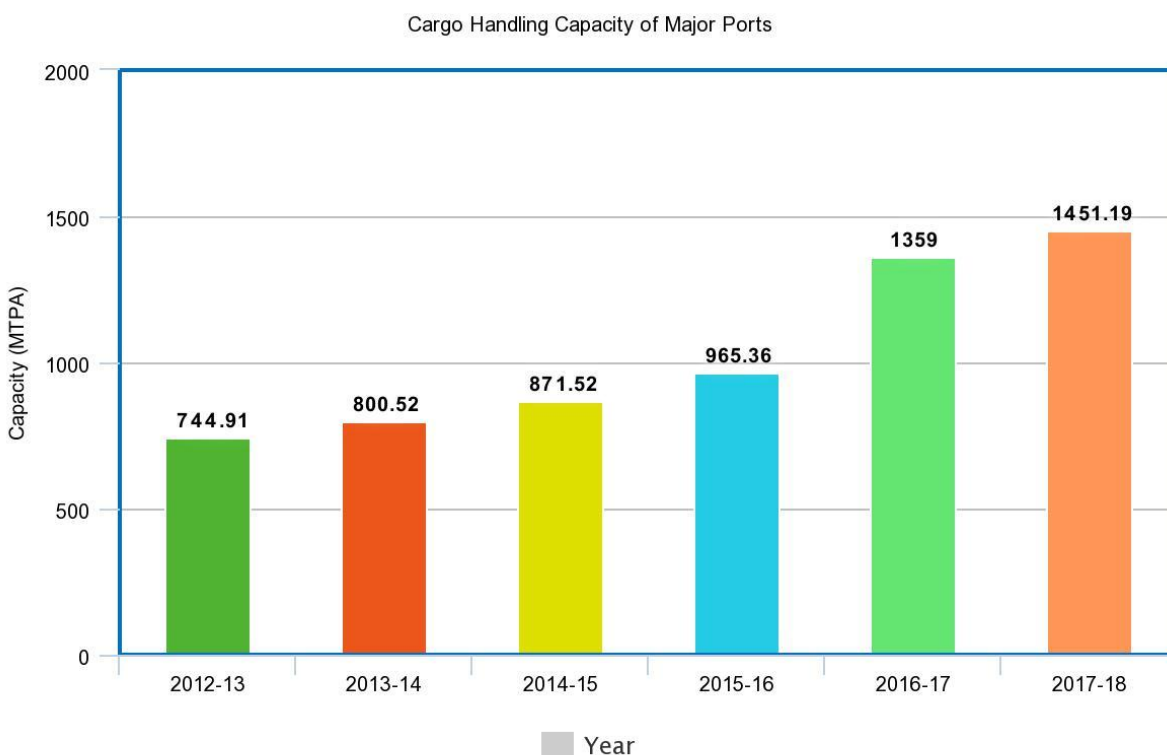
Under Project UNNATI 116 initiatives have been identified for various major ports. Out of the 116 initiatives, 86 have been implemented so far. These initiatives have resulted in the following improvements in the port sector.

i. Improvement in cargo handling capacity of Major Ports

There are 12 Major Ports and about 200 Non-Major ports in India. The total **cargo handling capacity** in Major Ports as on 31.3.2018 was 1451.19 MTPA. The details of improvement in capacity at Major Ports during the last six years are as under:

Year	Capacity (MTPA)
2012-13	744.91
2013-14	800.52
2014-15	871.52
2015-16	965.36
2016-17	1359.00*
2017-18	1451.19

* Re-rated – Port capacity re-rated based on Berthing Policy as per international norms.



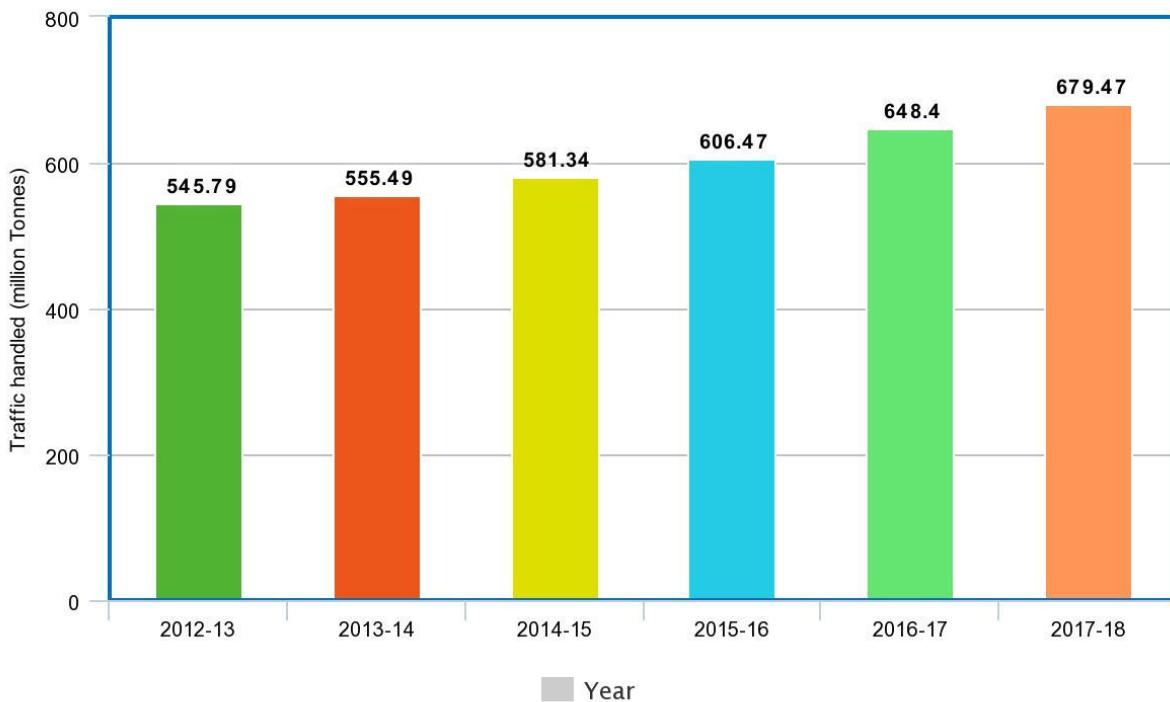
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ii. Improvement in traffic of Major Ports

The growth of traffic at Major Ports during 2017-18 has been 4.79%. The details of traffic handled during last six years are given as under:

Year	Traffic handled (million Tonnes)
2012-13	545.79
2013-14	555.49
2014-15	581.34
2015-16	606.47
2016-17	648.40
2017-18	679.47

ii. Improvement in traffic of Major Ports



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iii. *Growth in Award of Projects*

During the financial year 2017-18, 27 Projects with a capacity of 21.93 MTPA and investment of Rs. 4146.73 crores have been awarded. The progress made during last 4 years is given as under:

Year	No. of projects Awarded	Capacity (MTPA)	Investments (Rs in Crores)
2014-15	26	155.23	10,543.47
2015-16	30	162.10	15,334.77
2016-17	57	103.52	9490.51
2017-18	27	21.93	4146.73

iv. New Ports

As part of Sagarmala new ports location has been identified for developing as Greenfield ports namely **Sagar Island, Enayam, Vadhawan, Outer Harbour Paradip, Belekeri and Sirkhazi.**

v. Increasing draft in Major Ports

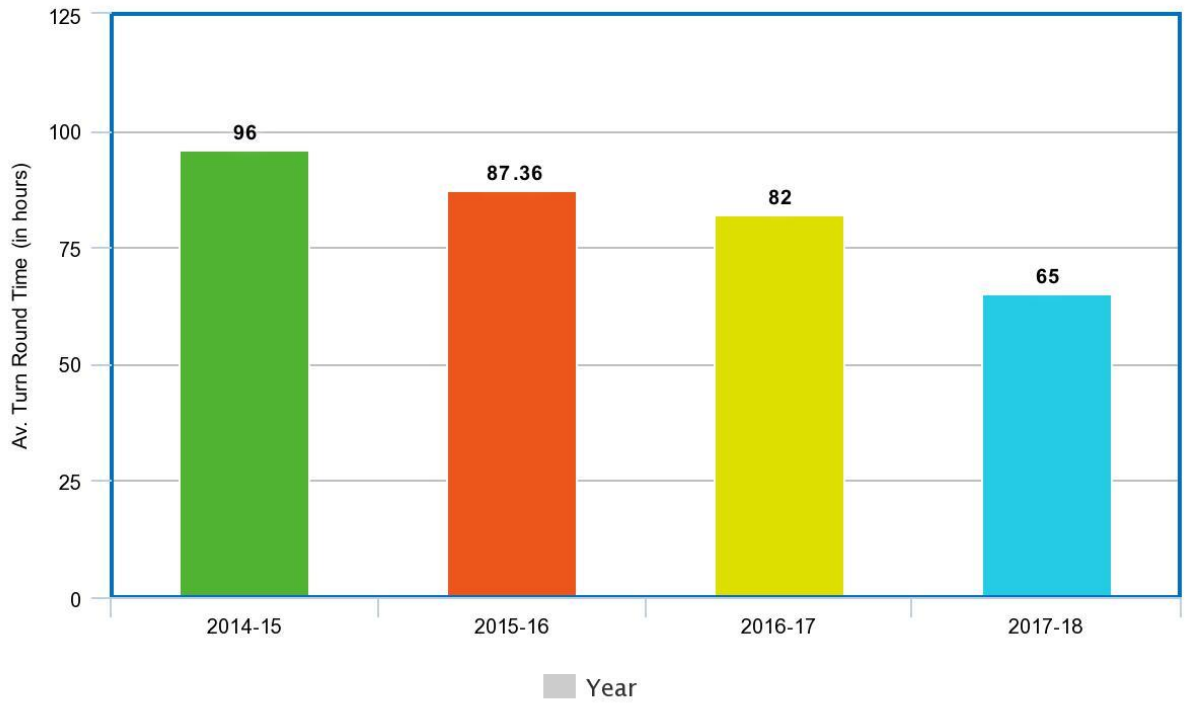
To enable Major Ports to handle larger vessels the Ministry has prepared an action plan for increasing the draft in Major Ports. Now 10 Major Ports have 14 mtr or higher draft. The outer harbour in Visakhapatnam has very deep draft of more than 18 mtrs. Work is in progress to create a draft of more than 18 mtrs, in Mormugao port and Kamarajar Port.

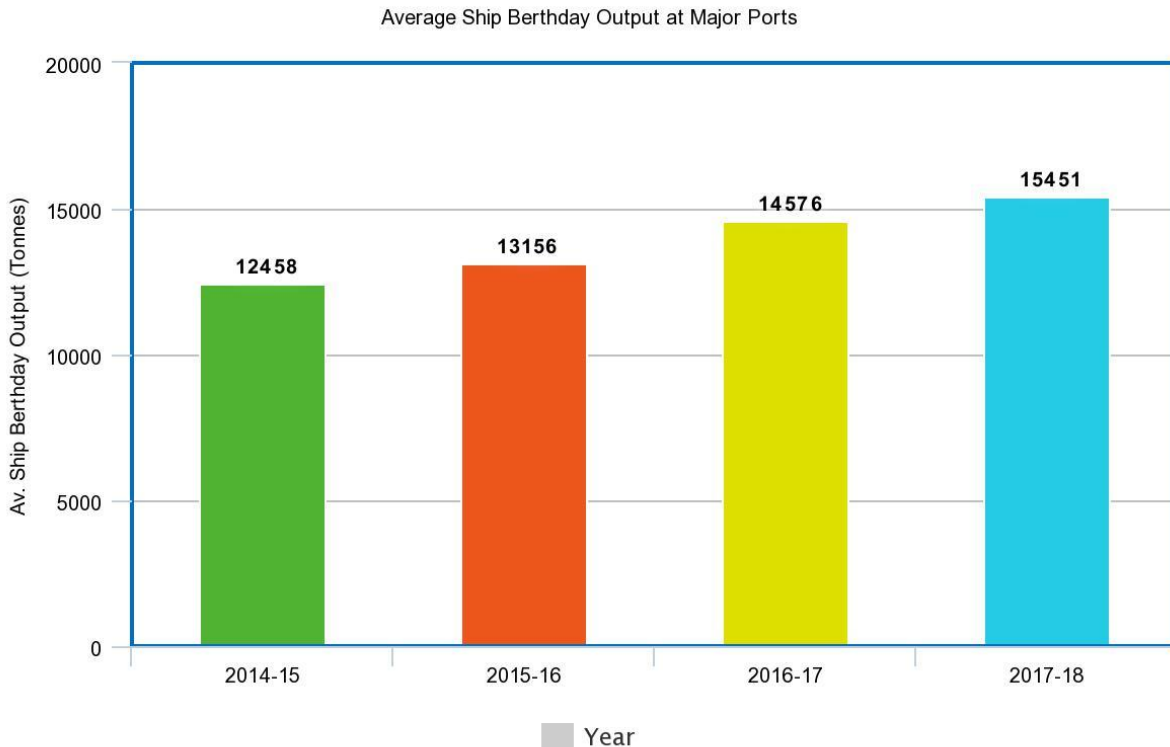
vi. Improvement in Efficiency parameters

Efficiency indicators in Major Ports are steadily improving. Efforts are continuing to bring them up to internationally comparable levels through time and cost reduction exercises. Details are as under:

Year	Av. Turn Round Time (in hours)	Av. Ship Berthday Output (Tonnes)
2014-15	96.00	12458
2015-16	87.36	13156
2016-17	82.00	14576
2017-18	65.00	15451

Average Turn Round Time at Major Ports





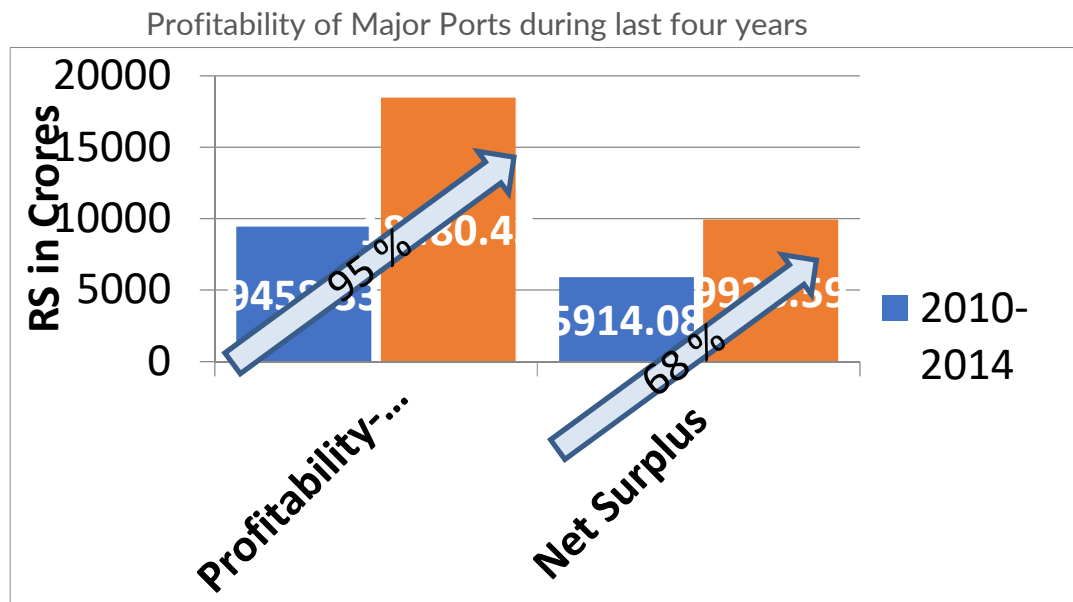
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Efficiency improvement has lowered logistics costs for the trade creating a benefit of estimated Rs 400-500 cr per year

To bring the Major Ports at par with the International standards, a study on **Benchmarking of efficiency and productivity of Major Ports** was carried out. The study has identified 116 port-wise action points/initiatives, of which 86 initiatives have already been completed and rest of the initiatives will be completed by 2019. These initiatives on completion will unlock 100 MTPA of capacity.

vii. Improvement in Profit Margins of Ports

- During the last four years Overall profitability of Major Ports increased from Rs 9,458 Cr to Rs, 18, 480 Cr - Overall growth of 95%
- Over all Net Surplus Growth at Major Ports is 68% during this period.



viii. Policy Initiatives and Reforms in Port Sector

- **New Captive Policy guidelines** were issued in July, 2016 to ensure uniformity and transparency in the procedure for awarding captive facilities in the Ports. This will allow concessionaire to handle non captive cargo upto 30% of the designed capacity of the berth.
- **New Berthing Policy** came into effect from August, 2016. This policy provides standardized framework for calculation of norms, specific to the commodity handled and infrastructure available on the berth. This will improve the efficiency at ports and productivity norms across ports.
- **New Stevedoring Policy** has been implemented since July, 2016. This will improve productivity, efficiency and safety in the ports.
- To enhance confidence of investors, **revised Model Concession Agreement (MCA)** document for implementation of PPP projects in Major Ports has been approved by the Cabinet.
- The Cabinet Committee on Security (CCS) at its meeting held on 10.11.2017 has approved a proposal **enhancing the validity period of security clearance of bidders/ companies participating in Public Private Partnership (PPP) projects and dredging projects** in Major Ports from three years to five years so as to harmonise it with the validity period followed by Ministry of Home Affairs (MHA). Revised guidelines have been issued on 31st January, 2018.

- **Delegation of financial powers to Major Ports enhanced** in February, 2015 to enable speedier and faster decision making.

ix. *Ease of Doing Business*

Towards facilitating 'Ease of Doing Business', a number of initiatives have been implemented at the major ports particularly at the Jawaharlal Nehru Port (JNP). A significant improvement has been seen as part of these initiatives on account of time and cost of doing business through the ports. These initiatives have gone a long way to improve the scenario of the ease of doing business at the JNP. Some of these include

- Accommodation for laboratories to Participating Government agencies (PGAs)
- Integration of the Port Community System with Customs ICEGATE for seamless exchange of messages.
- Installation of container scanners (8 mobile container scanner work order issued installation will be completed by sep 2018, 3 Drive-through road scanner & 1 Drive-through Rail scanner tendering process initiated)
- RFID based Gate-automation System implemented in all Major ports.
- Standardize the process flow of imports and exports at every Major Port by 30th June 2018
- Reduce Port dwell time for import from 47 hours to 24 hours and for export from 89 hours to 24 hours by 30th June 2018.
- 80% of the containers at JNPT should be under Direct Port Delivery (DPD) by 31st May 2018

x. *E-Port Initiatives*

- E-DO through PCS made mandatory along with e-invoicing and e-payment.
- Initially, e-DO through PCS was implemented only for DPD containers in JNPT but now it has been extended to deliveries made by all custodians like terminals, CFS/ ICDs and other major ports using PCS.
- PCS 1.0 is being upgraded to PCS 1x to provide trade immediate value added services and better user interface/experience on latest cloud environment technology. Tender for PCS 1x finalized
- Implementation of PCS-2 in progress. Tender for BPR study for PCS-2 finalized.

xi. *Other significant Achievements in Port Sector*

- **Completion of Fourth Container Terminal at JNPT**
The Fourth Container Terminal (FCT) project at Jawaharlal Nehru Port Trust (JNPT), is India's largest FDI project in the port sector and the largest container terminal in

India with a capacity of 4.8m TEUs. The estimated investment in FCT is Rs 7915 crore spread over eight years over two phases (Phase-I Rs.4719 Crore and Phase-II Rs.3196 crore).Phase-I construction of Fourth Container Terminal has been completed and operations have commenced. **After completion of Phase-II, JNPT will become the 16th largest port in the world.**

- **Renaming of Kandla Port as Deendayal Port**

Ports in India are generally named after the city or town in which these are situated. However, the Government, in special cases, after due consideration, have renamed the Ports after great leaders in the past. In this regard, Kandla Port has been renamed as “Deendayal Port, Kandla” w.e.f 25.9.2017.

- **Cyber Security**

In the wake of recent incidents of breach of Cyber Security in two Major Ports, viz. Jawaharlal Nehru (Navi Mumbai) and Visakhapatnam, the National Cyber Security Coordinator (NCSC) held sensitization workshops and helped in framing appropriate draft guidelines for equipping Major Ports to handle issues related to Cyber Security. The NCSC has already reviewed Cyber Security preparedness of few Major Ports i.e. Jawaharlal Nehru Port, Kandla Port and Mumbai Port during the month of August, 2017. The Centre of Excellence-IT at Indian Ports Association in collaboration with the ‘Indian Computer Emergency Response Team’ (CERT-In) and the Ministry of Electronics and Information Technology along with active participation of all the Major Ports, conducted a workshop on ‘Cyber Crisis Management Plan’ on 11th August, 2017. All the Major Ports have been instructed to take immediate steps to complete the Cyber Security Audit for the entire infrastructure installed at the Ports and take appropriate measures to strengthen Cyber Security at the Ports.

- **MoU between VOCPT and TANGEDCO**

A Memorandum of Understanding (MoU) was signed on 15.05.2017 between V. O. Chidambaranar Port Trust (VOCPT), Tuticorin and Tamil Nadu Generation and Distribution Corporation (TANGEDCO) to upgrade coal jetties (CJ-I and CJ-II) of VOCPT. The capacity of the Coal Jetty (CJ-I and CJ-II) would be augmented to 24 MTPA from the present 6.25 MTPA after Upgradation at a cost of Rs. 800 crore.

- **Deepening and Widening of Mumbai Harbour Channel and JN Port Channel (Phase-II)**

Jawaharlal Nehru Port has awarded the work of Deepening and Widening of Mumbai Harbour Channel and JN Port Channel (Phase-II) on 31.03.2017 at the cost of Rs. 1963.17 crores After implementation of subject project, JNPT will be able to handle ships having draft upto 15.0 m and vessels of 9,000-12000 TEU

capacity. This will cover almost 90% of the larger ships of 9000-12000 TEUs capacity. The work will be completed by March, 2019.

- **Development of Port based SEZ at Jawaharlal Nehru Port**

JNPT has taken up a Multi-Product SEZ project on land admeasuring 277.38 hectares on lease rental basis near JN Port. Hon'ble Prime Minister of India laid Foundation Stone for development of Port based SEZ at JNPT on 16.08.2014. Approval of the Competent Authority for the project at an estimated cost of Rs. 565.68 crore was conveyed to JNPT on 14.09.2016 and the work order was issued by JNPT to Joint Venture of M/s. Backbone Enterprise Limited, M/s. Tarmat Limited & M/s. Al Fara'a Group at their quoted cost of Rs. 476 Crs. on 06.10.2016 and the work has been started w.e.f 07.11.2016. The work will be completed by December, 2018.

- **Handling of Cape Size Vessels at Paradeep Port Trust**

Ship simulation studies have been carried out at HR Wallingford, UK in the month of August 2017 for handling Cape size vessels in the inner harbor. As per the simulations, to start with, cape size vessels upto 300 mtrs. LOA, 48 mtrs. beam & 14.5 mtrs. draft would be handled. PPT initiated action and issued necessary trade circular for handling such vessels from 01.09.2017. Successful docking of Cape size vessels MV URJA with 1,00,000 MT Steam Coal on 05.11.2017, of LOA 292.00 Mtrs (was taken up in a turning circle of radius 262 Mtrs. only.) & MV Mineral Honshu with 1,17,983 MT Steam Coal on 24/11/2017 at the Central Quay CQ-1. **This initiative has brought down the freight cost of raw materials for steel and power plants also and competitive to the neighboring ports.**

- **Development of Clean Cargo Terminal for handling Containers and other cargo at Paradip Port on BOT basis by Paradip International Cargo Terminal Pvt. Ltd.**

The project envisages construction of terminal of 5MTPA capacity for handling clean cargo including containers on the southern side of the port. This terminal will cater to 1,25,000 DWT vessels with a draft of 16 mtrs and at a total cost of Rs. 431 crores. This terminal will cater to the long pending need of Odisha and other neighbouring States for export of marine products

xi International Cooperation

Chabahar Port (IRAN)

India is participating in the development of Chahbahar Port Project in Iran. In this regard, the major steps undertaken are:

- The Cabinet Committee on Security (CCS) approved the MEA proposal regarding India's participation in the Chahbahar Port Project on 18.10.2014.
- Kandla Port is associated with the general cargo berth and JNPT in the container berth at Chahbahar Port.
- In pursuance of the CCS decision, an SPV, a holding company, with equity participation from JNPT and KPT, has been formed.
- The CCS has approved a capital investment of approximately US \$ 85.21 million to be spent over a 3 year or 1 year period depending on what mobilization period is negotiated.
- The Indian Ports Global Pvt. Ltd., an SPV, has been established by Ministry of Shipping for operationalising the Chahbahar Port Project in Iran
- The process of appointing a qualified and competent professional as the Chief Executive Officer (CEO) for the company has started.
- Operationalization of the MoU signed in May, 2015.

A Memorandum of Understanding was signed on 06.05.2015 between the Government of Iran and the Government of India to develop Chabahar Port in Iran. As per the MoU provision, a detailed contract following the MoU has to be signed. Appointment of Project Manager, Selection of SPV Partner and procurement of equipments are in final stages.

The process of procurement was started in May 2017 for the most critical equipment i.e. Rail Mounted Quay Cranes. LoA for RMQC issued on 31.10.2017 to M/s ZPMC.

The Inauguration ceremony of Phase-I of Shahid Beheshti Port at Chabahar, Iran was held on 3rd December, 2017 by the Hon'ble President of Iran.. India, Afghanistan & Iran held a Ministerial level trilateral meeting wherein the three sides positively assessed the progress with regard to development of Chabahar Port and reiterated their commitment for early completion and operationalization of the Port project which would contribute to growth of regional trade and economic development besides providing alternate access to landlocked Afghanistan to regional and global markets.

3. INLAND WATER TRANSPORT

i. Jal Marg Vikas Project (JMVP)

The 'Jal Marg Vikas Project' is being implemented by the IWAI to augment the navigation capacity of National Waterway-1 in the Varanasi Haldia stretch of River Ganga, a distance

of 1390 kms . The World Bank is providing technical and financial assistance and the total estimated cost of the project is Rs. 5369 crore . The funding model for the project is: IBRD loan- Rs. 2,512 crore (US\$ 375 million); Government of India counterpart funds- Rs. 2,556 crore (US\$380 million); and private sector participation- Rs. 301 crore (US\$ 45 million). The project is to be completed by 2022-23.

After completion, JMVP would enable commercial navigation of at least 1500-2000 ton vessels. This project includes construction/setting up of multi-modal terminals, inter modal terminals, navigational lock, Ro-Ro terminals, jetties, river information system, vessel repair and maintenance facilities, fairway development, channel marking, river training and conservancy works. The status of the major activities is given below:-

- **Multi-modal Terminal at Varanasi**

Work order for construction of Phase-I (A) at a cost of Rs 169 crore awarded on 13.05.2016 and is scheduled to be completed by 30.11.2018.

- **Multimodal Terminal at Sahibganj**

Work for construction of Phase-I of the Terminal at a cost of Rs. 280.90 crore has been awarded on 27.10.2016 and scheduled to be completed on 30.06.2019.

- **Multimodal Terminal at Haldia**

61 acres of land in the Haldia Dock Complex has been taken on 30 year lease from Kolkata Port Trust. Work for construction of the Terminal at a cost of Rs. 517 crore has been awarded in July 2017 and is scheduled to be completed on 31.12.2019.

- **Construction of New Navigational Lock at Farakka**

The work has been awarded on 15.11.2016 at a cost of Rs. 359.19 crore and is scheduled to be completed on 30.10.2019.

ii. Movement of cargo

From February 2017 to March 2018, IWAI conducted ten successful pilot movements of bagged cement, timber logs, fly ash, yellow peas etc between various Origin-Destination pairs on National Waterway-1. A total of 10,685 tonnes of cargo was moved during these pilot runs.

iii. IWAI ship ferries pilgrims

- In January, 2017, IWAI deployed its vessels at Ganga Sagar, West Bengal during the occasion of Makar Sankranti to ferry pilgrims. Besides, IWAI was also entrusted with the difficult job of channel marking in the waterways for safe movement of vessels carrying pilgrims.
- In December, 2017, IWAI facilitated movements of thousands of pilgrims by deploying its vessels on River Ganga at Patna during 'Shukrana Samaroh', concluding ceremony of 350th birth anniversary of Guru Gobind Singh ji.

iv NW- 2 (River Brahmaputra)

The following new activities have been taken up in the last four years on NW 2:-

- **Temporary Ro-Ro service between Dhubri and Hatsingimari**

Pending permanent Ro-Ro service between Dhubri and Hatsingimari, regular Ro-Ro operation between above locations have commenced in July 2017. This Ro-Ro service provides a direct link between Assam and Meghalaya thus avoiding circuitous route of 220 km through Jogighopa. A state of the art modern Ro-Ro vessel 'Gopinath Bordoloi' having capacity of 8 fully loaded trucks and 100 passengers has been deployed. This service transported more than 22,000 passengers, 185 four axial vehicles and 950 m/cycle including 15.5 MT goods during 2017-18.

- **Permanent Ro-Ro terminal at Dhubri:**

A permanent Ro-Ro cum IWT terminal at Dhubri has been constructed. Due to the severe flood in river Brahmaputra, similar terminal at Hatsingimari on the opposite bank of river Brahmaputra could not be developed. After the flood, the protection of river bank at Hatsingimari is being executed by the Brahmaputra Board. Once the bank stabilizes, the construction of terminal could be taken up by IWAI.

- **Movement of Over Dimensional Cargo (ODC) through Indo-Bangladesh Protocol routes**

11 consignments of ODC of M/s. Power Grid Corporation Ltd have been transported successfully through Indo-Bangladesh Protocol routes and NW-2 during the last two years.

- **Development of Ship/vessel repair facility (Slipway) in North East:**

Since the N.E. Region does not have any vessel repair facility with dry docking, the vessels of the region need to be taken to Kolkata for the purpose. To facilitate dry docking repair in NER, a project for construction of slipway at Pandu has been awarded in January 2016 and work is in progress. The project is scheduled to be completed by December 2018.

v NW-3

Major achievements during last 4 years are as below:

- The contract dredging & widening works in **Alappuzha – Kayamkulam** stretch was completed in October, 2015, at a cost of Rs.22.26 crore.
- The contract dredging & widening of narrow sections of waterway, at a cost of Rs.12.15 crore was awarded in January, 2016 and is in progress.
- IWAI has sanctioned Rs.38 crore for reconstruction of **lock gate at Trikkunnappzha** across NW-3 for utilization of full capacity of NW-3 and work entrusted to State Irrigation Dept., Govt. of Kerala.

- IWAI has sanctioned the reconstruction of the **Bridge, at a cost of Rs.2.77 crore at Kovilthottam** in NW-3 & work entrusted to Harbor Engineer Dept., Govt. of Kerala.
- IWAI has also sanctioned the repair of navigation lock at Thannermukkom at a cost of Rs. 2.85 crore work entrusted to State Irrigation Dept., Govt. of Kerala.

vi. NW-4

The Phase-I of the development of **NW 4 from Muktiyala to Vijayawada stretch of river Krishna** (96 Km) has been taken up with the following main activities:-

- Dredging to develop and maintain fairway has commenced in November, 2017 and to be completed in December, 2019.
- Work for developing Floating terminals (4 nos.) at DurgaGhat, Bhavani Island, Amaravati and Vedadri has been awarded and work is in progress.
- Land acquisition for fixed terminals (3 nos.) at Ibrahimpatnam, Harischandrapuram and Muktyala is in progress.
- Ro-Ro services from Ibrahimpatnam to Lingayapalem are ready for commencement.

vii. NW-5

Effort has been taken for developing the commercially viable stretch during 1st phase between **Pankopal to Paradip & Dhamra** within a reasonable period. The stretch between Pankopal to Talcher will be taken up during 2nd phase. Consultancy for preparation of DPR including FEED for construction of 4 Weirs cum Barrages with 3 Navigational locks, 2 Check Dams & 1 Rubber Dam with navigational lock has been awarded on February, 2017 and DPR is expected in July, 2018.

vii. New National Waterways

IWAI has initiated developmental works for the new 106 National Waterways. Out of 111 National Waterways, 32 have been identified for development in the next 2-3 years. These include the NWs of Uttar Pradesh, Bihar, Goa, Assam and West Bengal. IWAI has already started work for developing 8 NWs in 2017-18 as given below:-

Name of the Waterway	Status
1. River Barak (NW-16)	Phase -1 of NW-16 from Silchar to Bhanga is being developed at a cost of Rs. 76.01 crore. Maintenance dredging for fairway development work in Silchar-Bhanga stretch has commenced. DPRs for the upgradation of terminals at Badarpur, Karimganj and

	new floating terminal at Silchar are at an advanced stage.
2. River Gandak (NW-37)	Proposal for development at a cost of Rs. 12.91 crore has been approved on 02.06.2017 and fairway maintenance work has commenced.
Waterways in Goa 3. NW-27-Cumberjua 4. NW 68 - Mandovi 5. NW 111 - Zuari	A proposal for the development of NWs in Goa at an estimated cost of Rs. 22.65 crore has been approved on 02.06.2017. Work is proposed to be executed through Government of Goa with the assistance of Mormugao Port Trust. A Tripartite MoU is expected to be signed for the commencement of works.
6. Alappuzha - Kottayam - Athirampuzha Canal (NW-9)	Proposal for development of the waterway at an estimated cost of Rs. 1.60 crore has been approved on 02.06.2017. Tendering for night navigation facilities has been completed. Dredging is proposed departmentally.
7. River Rupnarayan (NW-86)	Proposal for development of the waterway at an estimated cost of Rs. 24.00 crore has been approved on 02.06.2017. Work has been awarded for setting up of floating terminal.
8.Sunderbans Waterways (NW-97)	Proposal for the development of waterway at an estimated cost of Rs. 18.10 crore has been sanctioned on 10.08.2017. Tender for dredging and floating terminals are in advanced stages.

ix. Funding NWs through Bonds - Raising of Bonds by IWAI

The Inland Waterways Authority of India (IWAI) was permitted to raise Rs 1000 crore as 'GOI fully serviced bonds' in 2016-17. It raised Rs 340 crore in 2016-17 and Rs. 660 crore in 2017-18 . The resources raised by way of bonds are in addition to the budgetary support from the Government of India. The proceeds from the bonds are intended to be utilized by IWAI exclusively for capital expenditure for development of National Waterways (NWs).

x. Indo Bangladesh Protocol on Inland Water Transit and Trade

An Inland Water Transit and Trade Protocol has been in existence between India and Bangladesh since 1972. Under this protocol, the following are the agreed ports of call:-

Bangladesh	India
Narayanganj	Kolkata

Khulna	Haldia
Mongla	Karimganj
Sirajganj	Pandu
Ashuganj	Silghat

As decided in the Shipping Secretary level talks held at Dhaka on 7.12.2016, an Addendum to include Pangaon (Bangladesh) in lieu of Dhubri (India) has been finalized and is proposed to be signed during the ensuing Shipping Secretary level talks between India and Bangladesh.

xi. MoU and SOP on Passenger and Cruise Services on the Coastal and Protocol Route.

An MoU on Passenger and Cruise Services on the Coastal and Protocol Route was signed on 8.4.2017 and a draft SOP for operationalization of this MoU has been finalized and sent to MEA on 12.3.2018 for sharing with Bangladesh. The same will be signed during the next Shipping Secretary level talks to be held shortly.

xii. Use of Chittagong and Mongla Ports for movement of goods to and from India

An MoU on use of Chittagong and Mongla Ports for movement of goods to and from India was signed between India and Bangladesh on 6th June, 2015 during PM's visit to Bangladesh. Draft Agreement has since been finalized and sent to Bangladesh and is proposed to be signed during the next Shipping Secretary level talks to be held shortly.

xiii Development of Ashuganj-Zakiganj/Karimganj stretches of Kushiara River and Sirajganj-Daikhawa stretch of Jamuna River on PIWTT Route

In a significant move, it is proposed to dredge the above mentioned river stretches of Bangladesh by sharing the funding in the ratio of 80:20 between India and Bangladesh. The Indian share of the project is being funded by the Ministry of External Affairs.

xiv Kaladan Multimodal Transit Transport Project:

This project is being implemented by the Ministry of External Affairs. Waterway component of the project is being executed by IWAI as Project Development Consultant (PDC). The IWT component of the project is being implemented in two phases – Phase-I & Phase-II. Phase-I of the project which involved fairway development/Sea dredging in Sittwe port area; construction of Port and IWT terminals at Sittwe and Paletwa; fairway development/dredging at Sittwe-Paletwa stretch of Kaladan River and construction of 06 IWT vessels (300 ton each) is almost complete.

Phase-II of the project, which involves preparation of DPR for Container Terminal; Wrecks Removal at Sittwe and Paletwa and operation of completed works of Phase-1 of the Project, is being actively undertaken by IWAI with the assistance of Indian Ports Global Pvt. Ltd (IPGPL), which has been appointed as Co-PDC of Phase-II of the Project.

3. SHIPPING SECTOR

i. Steps taken to promote Ship Building and Ship Repair

- **New Shipbuilding Financial Assistance policy for Indian shipyards** was approved for contracts signed during a ten year period, viz. 2016-2026. All government departments or agencies including CPSUs have to provide Right of First Refusal 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. These measures were expected to improve the order book position of Indian shipyards.
- To provide a level playing field for the indigenously built ships vis-à-vis imported ships, the Government on November 24, 2015 **exempted Customs and Central Excise duty on inputs used in manufacture of ships**. The cost of inputs used in manufacturing of ships was expected to be reduced and thereby leading to reduction in cost of ships.
- The Department of Economic Affairs has notified the inclusion of standalone **'Shipyards' in the Harmonized Master List of Infrastructure Sub-sectors** on 13.04.2016. 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.
- **The guidelines for Shipbuilding Financial Assistance Policy have been formulated**
- **Guidelines regarding the revision of domestic eligibility criteria** formulated
- To promote ease of doing business in the sector, in the Union Budget 2016-2017, Government has issued **simplified procedure for tax compliance for the shipyards** while procuring duty free goods for shipbuilding and ship repair.
- Since shipyards faced difficulties while applying under the old web portal, they had represented to this Ministry. The **updated web portal** was launched on 31.10.2017 to facilitate the shipyards. Also, the guidelines for Shipbuilding Financial Assistance Policy were amended and uploaded on website of Ministry on 31.10.2017.
- A **'Build the Ship' conference was held by Ministry of Shipping at Kochi on 17.11.2017** to hold consultations with various stakeholders on growth

strategies for promotion of ship design, shipbuilding, ship-repair and marine ancillaries.

- To promote **ease of doing business** in the ship repair sector, the Ministry of Shipping simplified the procedure and **eliminated the requirement of registration of Ship Repair Units (SRUs) with Directorate General (Shipping)**.

ii. Ships for Andaman & Nicobar (A&N) Islands by Cochin Shipyard Ltd

During 2015-16 two 500 Pax vessels costing Rs. 468 crore and two 1200 pax vessels costing Rs. 819 crore have been sanctioned for A&N Islands and the work has also been awarded to Cochin Shipyard Limited

iii. Lighthouse tourism

The Ministry has taken up the process of selection of Private Sector Developers for developing lighthouses for tourism purposes. Directorate General of Lighthouses and Lightships (DGLL) has engaged 3 Consultants for conducting Environmental Impact and Social Impact Assessment Studies of the Lighthouses from amongst empanelled Consultants of Ministry of Environment, Forest and Climate Change. One Project Development Consultant for preparation of Architectural Drawings, RPQ/RFP/Concession Agreement etc. has also been engaged.

iv. National AIS Network, Phase-II

Automatic Identification System (AIS) is a ship to ship and ship to shore based data broadcast system, operating in the VHF maritime band. Its characteristics and capability make it a powerful tool for enhancing situational awareness, thereby contributing to the safety of navigation and efficiency of shipping traffic management. The work of NAIS Phase-II has been completed in November, 2014 with 13 AIS base stations covering Andaman & Nicobar and Lakshadweep group of islands. The sites in Phase-II have been integrated with two RCCs at Port Blair and Kavaratti with the main NAIS Network. The system is integrated with the NAIS Phase-I and is operational.

v Ease of Doing Business in Shipping Sector

- **One time licensing of ships to remove burden of periodic licensing**
- **Grievance redressal through Social media**
- **Doing away with dry docking requirement of vessels for inspection**

Huge relief given to Indian ship owners by doing away with dry docking requirement every 2.5 years and instead allowing afloat inspections of vessels thus reducing dry dock requirement to once every 5 years.

- **Improving services to seafarers**

In the past two years, changes have been made in the existing e- Governance system to make the functioning of DGS & its field offices paperless and footfall free. These

include online chartering permissions, online process of assessment of eligibility and seat booking for examination for Certificate of Competency has been made online and e-payment enabled since January, 2015, online process of application and issuance of registration certificates to Multimodal Transport Operators (MTO) has been made online and e-payment enabled since March, 2015 to name a few.

- **New e-Gov Package**

Directorate General of Shipping (DGS) has initiated the process of developing a new/update e-Governance system to bring all its function processes, across its entire organizations fold, on an integrated holistic e-mode, leading to a footfall-free & completely automated service delivery.

- **E-Learning System**

The Maritime Training sector was opened for the private sector in the 1990s. Since then a number of maritime training institutes have been granted approval for conducting variety to pre-sea and post sea courses for officers and ratings. The quality of training in these institutes varies substantially in terms of content and delivery. In order to provide a standard content and delivery a structured course on e-learning mode for nautical and engineering officers have been developed in this Learning Management System (LMS), in April, 2016.

v. *Promotion of Coastal Shipping*

Coastal shipping is more fuel efficient than road or rail. i.e. fuel consumption for every tonne-km of freight shipped by waterway transportation is only 15% of that by road and 54% of that by rail. Carbon dioxide emission from 10,000 TEU ship is 10 gms/tonne-kilometer compared to 21 gms/tonne-kilometer from Rail (Diesel train) and 59 gms/tonne-kilometer from Truck. As part of the “Sagarmala” the thrust of the Government is to promote Coastal shipping, a fuel efficient and environment friendly mode, to reduce road congestion, address the present transportation capacity constraints of railways and to reduce logistics cost eventually leading to lower price of goods and services in the economy. To realize the benefits of Coastal Shipping the following important steps have been taken:-

- GST on Bunker fuels used in Indian flag vessels has been reduced from 18% to 5%w.e.f. 13th October, 2017.
- In order to promote coastal Ro-RO ship service, 80% discount for two years on Vessel Related Charges(VRC) and Cargo Related Charges(CRC) for coastal transportation of vehicles through RO-RO ship is being provided for two years with effect from 20th September, 2016.

- Cabotage has been relaxed for specialize vessels such as RO-RO, Ro-PAX, Hybrid Ro-Ro, Pure Car carriers, Pure Car and Truck carriers, LNG vessels and Over-Dimensional cargo or Project cargo carriers for 5 years with effect from 2nd Sept., 2015.
- On the request of Ministry of Shipping, Department of Fertilizers has included the primary movement of subsidized urea and P&K fertilizers by rail and/or coastal shipping or inland water transportation including road bridging on 29th March, 2017. Now movement of subsidized fertilizers by coastal route and road also qualifies for reimbursement of freight subsidy which will encourage the coastal movement of fertilisers.
- Coastal ships are eligible for a rebate of 40% on Vessel and Cargo Related charges at major ports except for coal, POL and Iron ore.
- Major ports have been directed to provide priority berthing to coastal ships to reduce waiting time of ships.
- Green channel clearance system introduced at major ports for faster evacuation of Coastal Cargo.

vi. *Cruise Tourism*

Cruise Tourism has huge potential to earn substantial foreign exchange & generate employment with the right policy environment and infrastructure leading to significant regional development. Average employment generation on a cruise ship is 1 job for 3-4 passengers. Highest contribution to economy comes from being a home port for cruise ships in sectors like tourism, handicrafts, travel, duty free retail, logistics, etc. Most important factor for a cruise operation to deploy cruise ships in a particular country is the cruise passengers' experience. Realizing the importance of this sector for the Indian economy, the following important steps have been taken by the Ministry of Shipping:

- The port charges have been reduced and all major ports are to charge a uniform single rate of \$0.35 per GRT for first 12 hrs of stay effective from 3rd November, 2017 and will remain in force for a period of three years.
- cruise tourists arriving with e-visa are exempted from the requirement of biometric enrolment for a period of three years i.e. till 31.12.2020 vide their order dt 20th December, 2017.
- Standardized Operating Procedures (SOPs) for cruise vessels have been revised and operationalized
- Mumbai Port Trust is upgrading the existing cruise terminal at an estimated cost of Rs. 300 crores which is likely to be completed within two years. The revamp is aimed to transform Mumbai into an international cruise destination.

- Foreign flag vessels carrying passengers have been allowed to call at Indian ports for a period of 10 years with effect from 6th February, 2009 without obtaining a license from Director General of Shipping. This facility has been extended further for a period of 5 years i.e. upto 5th February, 2024.
- Major Ports are not levying any priority/ousting/shifting charges for berthing the cruise vessels and also not charging for walk-in berthing/preferential berthing for homeport cruise w.e.f. July 11th, 2016.

As a result of the above measures, the number of cruise vessels visiting the five major ports namely Mumbai, Murmogao, New Mangalore, Cochin and Chennai have increased from 95 in 2013-14 to 166 in the year 2016-17. Further, the numbers of cruise passengers have also increased from 82600 in 2013-14 to 191835 in the year 2016-17. Costa Neo Classica cruise ship has made Mumbai Port as home port for the season 2016-17 and 2017-18. The itinerary includes visit to New Mangalore, Goa and Cochin Port while going to Maldives.

4. LEGISLATION

The following new legislations have been brought in during the last four years:

- To bring in more transparency, efficiency, autonomy and professionalism in the management of Major Ports, the **Major Port Authorities Bill, 2016** has been introduced in the Lok Sabha on 16.12.2016. The proposed law will replace the existing Major Port Trust Act, 1963.
- Department Related Parliamentary Standing Committee has given its recommendations on the Major Port Authorities Bill, 2016 and Government has approved Official amendments to be introduced on the Bill.
- **Admiralty (Jurisdiction and Settlement of Maritime Claims) Act 2017** was enacted on 9th August, 2017 to confer admiralty jurisdiction in High Courts of Coastal States. The Act stipulates maritime claims for which an admiralty suit can be filed. The Act lays down the legal proceedings for arrest, detention and sale of vessels, order of priority of claims, maritime liens and appeal procedure. Five archaic legislations on the subject stand repealed through this enactment.
- **Merchant Shipping Bill, 2016** was introduced in Lok Sabha on 16th December, 2016 with focus on promoting ease of doing business and on introduction of reforms. The Bill makes the Indian law up-to-date with international conventions. The existing Act (Merchant Shipping Act, 1958) stands revamped to make it compact and easily implementable. The Bill was examined by Parliamentary Standing Committee and the Report of the Committee is under examination in the Ministry.

New Policies

- **Captive Policy in Major Ports** to encourage Port - dependent Industries from July, 2016.
- **Berthing Policy** to increase productivity and greater transparency from August, 2016.
- **Stevedoring Policy** for port efficiency and revenue optimization from July, 2016.
- **Revised Model Concession Agreement for PPP** project in Major Ports has been approved by the Government on 3.1.2018 to enhance confidence of investors.
- **Security clearance guidelines for PPP** projects and dredging projects have been revised to enhance the validity period of security clearance of companies participating in Major Port projects.

5. FINANCING THE SECTOR

- Public Private Partnership projects (PPPs) have been permitted in Major Ports mainly on Design, Build, Finance, Operate and Transfer (DBFOT) basis since 1996.
- During the last three preceding years and the current year, 25 PPP projects have been awarded with an investment of Rs. 18552 Crs. in the various Major ports.
- To enhance confidence of investors, a revised Model Concession Agreement (MCA) document for implementation of PPP Projects in Major Ports has been approved by the Cabinet on 3.1.2018. To remove ambiguities in the earlier arrangement royalty per MT of cargo/TEU handled is the bidding parameter and a dispute resolution mechanism similar to provisions available in Highway Sector is being constituted
- The Inland Waterways Authority of India (IWAI) was permitted to raise Rs 1000 crore as 'GOI fully serviced bonds' in 2016-17. It raised Rs 340 crore in 2016-17 and Rs. 660 crore in 2017-18 . The resources raised by way of bonds are in addition to the budgetary support from the Government of India. The proceeds from the bonds are intended to be utilized by IWAI exclusively for capital expenditure for development of National Waterways (NWs).
- Cochin Shipyard was listed on 11 August 2017 in BSE and NSE. The company's IPO in 2017 was a great success. The issue opened on 01 August 2017 and closed on 03 August 2017 and was oversubscribed by 76.28 times and the value of application was Rs 1,10,000/- crores for an offer of Rs 1,442/-crores.

6. INTERNATIONAL CONVENTIONS

India ratified the following conventions

- **Anti Fouling Systems (AFS) Convention 2001 of International Maritime Organization (IMO).**
- **Maritime Labour Convention (MLC) 2006 of International Labour Organization (ILO) -** For the welfare of seafarers and to protect their rights. India

has second largest number of seafarers after the Philippines and contributes approximately 6 to 7 percent of the total workforce in the shipping industry. By ratifying MLC, India will ensure an improvement in the working and living conditions, and employment rights of Indian national seafarers, and provide, , the benefits of safe and secure workplace on a ship; fair terms of employment; decent working and living conditions on a ship; and right to health protection, medical care and other social protection.

- **International Labour Organization (ILO) Convention No.185 on the Seafarer Identity Document (SID)**- The aim of this new Convention is to ensure the rights and freedoms of maritime workers and to facilitate mobility in the exercise of their profession .

7. MARITIME INDIA SUMMIT, 2016

The maiden Maritime India Summit, 2016 was organized by the Ministry of Shipping in Mumbai from April 14th – 16th, 2016. The objective of the Summit was to create awareness of the untapped potential of Indian maritime sector and showcase investment opportunities. The focus was on presenting India as an attractive investment destination. The Summit was inaugurated by Hon'ble Prime Minister of India on 14th April, 2016. Republic of Korea was the Partner Country for the Summit More than 140 Business Agreements were signed during the Summit. The value of investments in these 140 projects is around \$ 13 Billion (approximately Rs. 83,000 crores). The Ministry of Shipping also showcased around 240 projects which present investment opportunities in the sector in India in the next few years. The investment potential of these projects is around \$ 66 Billion (Rs. 4.34 lakh crores).
