Minutes of the 27th meeting of National Shipping Board (NSB) New Delhi held on 5th Oct 2025 and 6th Oct 2025 at 10:00 hrs in the Conference Hall of Cochin Shipyard Limited, Kochi, Kerala

The 27th Meeting of the National Shipping Board (NSB) New Delhi was held on 5th Oct 2025 and 6th Oct 2025 at 10:00 hrs in the Conference Hall of Cochin Shipyard Limited, Kochi, Kerala

The list of participants/attendees (including online) is as follows:

Attendees:

Board Members:

1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi

2. Shri Ajithkumar Sukumaran, Chief Surveyor, Directorate General of Shipping, Mumbai

3. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai

4. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai

5. Shri Rahul Modi, President, Coastal Containers Transporters Association

6. Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai

7. Capt. Savio Ramos, General Secretary, Maritime Union of India, Mumbai

8. Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai (Online)

9. Shri Madhu S Nair, CMD, Cochin Shipyard Limited, Kochi

10. Dr. K. Murali, Professor, IIT Madras, Chennai

11. Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai

12. Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi

13. Shri Raghu R Nair, Commodore, Naval Operations, Indian Navy, New Delhi

14. Shri Pankaj Verma, DIG, Coast Guard Headquarters, New Delhi (online)

Board member absent without leave of absence:

15. Shri Mandeep Singh Randhawa, In-charge Maritime Administration Division, Ministry of Ports, Shipping and Waterways, New Delhi (Absent)

Board Member yet to be nominated by the Ministry of Petroleum & Natural Gas

16. Representative of the Ministry of Petroleum & Natural Gas

Secretary:

17. Captain Nitin Mukesh, Nautical Surveyor and a senior official

Permanent Invitees to the Board:

18. Shri A. Selvakumar, Director, IWAI Kochi as representative from Inland Waterways Authority of India, Noida, U.P.

19. Representative from DG Shipping Mumbai (Absent)

Special Invitees to the

Social Media team of MoPSW

20**.** Shri Shakyashamik Khond (online)

FRRO Kochi

21. Shri Krishna Kumar IPS FRRO Kochi & others

Shipbuilding Association of India (SAI)

21. Shri Attreya Sawantt & others

Kerala Maritime Board (KMB)

22. Shri N S Pillai IAAS (Retd.) Chairman KMB & others

Stakeholder Associations

23. Mr. Varghese K George, President, Kerala Steamer Agent Association

24. Mr. Sijo George, Vice President, Kerala Steamer Agent Association

25. Mr. Andrew Antonio Fernandez, President, Cochin Custom Broker Association

26. Mr. SP Kamath, President, Cochin Chamber of Commerce and Industry

27. Mr. Akshay Agarwal, President, Indian Chamber of Commerce & Industry

28. Mr, Rajeev MC, Officer, FIEO Kerala Chapter

29. Mr. Savio Mathew, Head- Kerala, FICCI

30. Mr Ramakrishnan, Secretary, Seafood Exporters Association

31. Mr. Sajan, Secretary, Federation of Indian Coir Exporters Association

32. Mr. Munshid Ali, Secretary, Kerala Exporters' forum

33. S. Mahadevan CMD S.S. Maritime

34. Sajan B Nair Secretary General Federation of Indian Coir Exporter's Association

35. Prakash Iyer Seashore Ship Agencies Pvt Limited

International Maritime Federation (IMF)

36. Aishwarya Pilankar Vice Chairman IMF

37. Atul Jadhav MD New ERA shipping Pvt Limited

Cochin Port Authority

38. Shri Kasivishwanathan Chairman Cochin Port Authority

Date: 06/10/2025 Session I: 10.30 AM to 2.30 PM

Opening of the Meeting:

1.1. At the outset, the **Shri Sameer Kumar Khare IAS (retired) Chairperson, NSB** welcomed all the Board Members of National shipping Board, New Delhi (constituted vide Gazette Notification No. S.O.1935(E). dated 30/04/2025 of Government of India, Ministry of Shipping, Ports & Waterways File No. ST-16011/4/2016-MA), the representative of the permanent invitee, Special Invitees , the staff of DG Shipping & NSB Secretariat who were present (both physically and virtually) & attending this 27th meeting of the NSB.

1.2. The Chairman of the National Shipping Board commenced the meeting by extending a warm welcome to all the members and the other participants. On behalf of the Board, he expressed heartfelt thanks to Mr. Madhu Nair CMD CSL Kochi for organizing the meeting and for making excellent arrangements that made the stay and overall experience comfortable for everyone. The Chairman remarked that the ensuing sessions today and tomorrow would provide a valuable opportunity for productive discussions and collaboration among the members and various stakeholders like officials of Cochin Shipyard Limited, Kochi / Kerala Maritime Board Govt of Kerala Thiruvananthapuram / Cochin Port Authority Kochi / FRRO Kochi & representative of various association like Shipbuilders Association of India (SAI) / International Maritime Federation (IMF). During his address, he also introduced Captain Ramos Savio, newly elected Genaral Secretary of Maritime Union of India (MUI) Mumbai [in place of Captain Tushar Pradhan], who joined the NSB proceedings for the first time as a member and welcomed him on behalf of the Board. He concluded by thanking all members for their active participation and by acknowledging the host and organizing team for their efforts in making the meeting possible at a short notice.

2. Confirmation of the minutes of last NSB meeting held on 25/08/2025:

2.1. The minutes of the last NSB meeting which was held on 25/08/2025 (the minutes of were circulated to the members in advance) **were considered as confirmed** as no comments to the contrary were received after the circulation the minutes as informed by Secretary NSB. The Board advised the Secretary NSB to upload the confirmed minutes on the NSB weblink on DG Shipping Portal.

Action: Secretary NSB

3. Status of the action taken on the minutes of the meeting held on 25/06/2023:

3.1. The status of the action taken on the minutes of the meeting held on 25/06/2023 was presented before the Board as given in **Annexure I**. **The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

4. Status of the action taken on the minutes of the meeting held on 30/05/2025:

4.1. The status of the action taken on the minutes of the meeting held on 30/05/2025 was presented before the Board as given in **Annexure II**. **The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

5. Status of the action taken on the minutes of the meeting held on 16/07/2025:

5.1. The status of the action taken on the minutes of the meeting held on 16/07/2025 was presented before the Board as given in **Annexure III**. **The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

6. Status of the action taken on the minutes of the meeting held on 25/08/2025:

6.1. The status of the action taken on the minutes of the meeting held on 25/08/2025 was presented before the Board as given in **Annexure IVI**. **The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

7. Recommendations of the Committee constituted by the Board to suggest Composition and TOR of the newly constituted Subgroups of the Board:

7.1. A committee was constituted by the Board in its meeting dated 25/08/2025 consisting of the Board Members Shri Rakesh Singh, Shri Anil Devli and Shri Rahul Modi to suggest Composition and TOR of the newly constituted Subgroups of the Board.

7.2. **Shri Rakesh Singh President ICCSA** on behalf of the committee submitted the Committee's suggestions as under:

7.2.1. Sub Group on **"Augmentation of the Indian Shipping Tonnage": The Committee** suggested that this sub-group could examine the issues relating to capital expenditure (CAPEX), the operational expenditure (OPEX) and regulatory aspects which can help in the augmentation of the Indian shipping tonnage. The Committee further suggested that while the Members of this sub group could be given the flexibility to co-opt invitees as per the need to ensure wider consultations. Shipbuilding and ship repair should be separated from this group. This sub group could also explore the work done by earlier sub group on **"Increase in Indian Tonnage"** constituted in 2023.

7.2.2. Sub Group on **"Promotion of Shipbuilding and Ship Repair Facilities in India with focus on Green & Sustainable Shipping": The Committee** suggested that this sub-group could focus on reviewing the existing schemes / incentives, need for capacity building and developing support mechanisms. The Committee also highlighted the need for developing a strong vendor base for ancillary spares and equipment, noting the current dependency on foreign vendors and low-value domestic suppliers. It was suggested that SAI and DGS branches could be involved in this sub group, with flexibility for the sub group to invite additional experts as needed. On trades, the committee noted that while most training and skilling efforts are focused on basic trades such as electrical, electronics, and machinist skills, there are specialized areas that require separate attention. Ship recycling was highlighted as a domain not yet well understood or developed in India and was identified as needing dedicated focus, distinct from shipbuilding and ship repair. The Committee emphasized the importance of considering the user's perspective when selecting sites for shipbuilding, ship repairs or ship recycling facilities. The Committee suggested that site selection should account for trade route concentration and client access, pointing out that locations such as Singapore and Colombo have become hubs primarily due to their strategic positioning along major trade routes. This approach aims to ensure that industry setups are optimized both operationally and economically. This sub group could also explore the work done by earlier sub group on **"Promotion of Ship Building and Making India Global hub for Manufacturing of Green Tugs, Port/Pilot crafts, Coastal vessels and Ferries"** constituted in 2023.

7.2.3. Sub Group on **"Promotion of the Ship Recycling Industries in India": The Committee** suggested that Ship recycling is a domain not yet well understood or developed in India and identified it as needing dedicated focus, distinct from shipbuilding and ship repair. The Committee emphasized the importance of considering the user's perspective when selecting sites for ship recycling facilities. The Committee suggested that site selection should account for availability of cheap labour, easy client access and proximity to the sites using recycled steel, pointing out that locations such as Bangladesh, Pakistan and Turkey have become hubs primarily due to their strategic positioning on these points. This approach aims to ensure that industry setups are optimized both operationally and economically.

7.2.4. Sub Group on **"Seafarers issues including increasing share of Indian Seafarers in the Global Shipping market": The Committee** suggested that from a national and industry perspective, the group could address several key issues, including increasing the share of Indian Seafarers in the Global Shipping market on one hand and tackling the shortage of the Seafarers in the Domestic Shipping market in the country. The Committee highlighted that other important issues involve immigration policies, taxation of Commercial Vessel Leasing (CVL), and related regulatory aspects. The Committee suggested that the participation of additional DGs and industry stakeholders, including INSA, ICCSA, MUI, NUSI, FOSMA and MASA [as approximately 80% of Indian seafarers are employed by foreign-flagged companies], is essential for effectively augmenting India's market share and ensuring a coordinated approach to these challenges. The Committee suggested that the effort should be industry-driven to ensure effective and inclusive representation. This sub group could also explore the work done by earlier sub groups on **"Increase in Employment of Seafarers, seafarer welfare and other issues related to seafarer"** and "**Partner Institutions for developing Human Resources, Training, Automation, Digitalization and Research"** constituted in 2023.

7.2.5. Sub Group on **"Developing Regional Maritime Transhipment Hubs and Regional Maritime Linkages with the Neighbourhood": The Committee** suggested that the key focus area could be developing Regional Maritime Transhipment Hubs and Regional Maritime Linkages with the neighbourhood, which is not only essential strategically but also for strengthening industrial and trade linkages. The committee highlighted ongoing initiatives like development of Andaman Port as a Regional Maritime Transhipment hub, Development of Maritime linkages in the NE Connecting Bhutan / Bangladesh / India / Nepal, Development of Ports in Chabahar (Iran)/ /Sittwe (Myanmar), Chattogram & Mongla Ports (Bangladesh), Regional Maritime Initiative like BIMSTEC / IMEC etc. as examples to take the agenda of this Subgroup forward. The committee also suggested signing of a maritime agreement with Sri Lanka in a manner similar to the outreach previously undertaken with Bangladesh which represents a significant opportunity. The Committee emphasized that such regional collaboration would help enhance maritime cooperation and trade efficiency within the region. This sub group

could also explore the work done by earlier sub groups on **"Regional Maritime Transport Grid"** and "**Development of Galathea Bay as Shipping transshipment hub for BIMSTEC Countries"** constituted in 2023.

7.2.6. Sub Group on **"Promotion of Multimodal Transport through Coastal Shipping & Inland Waterways": The Committee** suggested promotion of Multimodal transport through Coastal shipping and Inland waterways which would encompass the entire domestic trade of India, along the Indian coasts (east & west) and the Inland Waterways. The Committee suggested that this initiative would involve the Inland Waterways Authority of India (IWAI), given its dual role as both a ship owner and the agency responsible for base infrastructure development. He added that invitees to this group could be decided based on the specific aspects and features under discussion to ensure the participation of all relevant stakeholders. The Committee could cover aspects like taxation, past incentive schemes, cargo generation, linkages with other modes (Rail, Road & Air), infrastructure development, collaboration with State Maritime Boards etc. This sub group could also explore the work done by earlier sub groups on **"Multimodal Transportation"** and **Promotion of Energy Efficient and Low-cost Coastal Shipping for Passenger and Freight"** constituted in 2023.

7.2.7. Sub Group on **"Promotion of Cruise & House Boat Tourism": The Committee** suggested that this sub group could study the challenges being faced by the Cruise & House Boat Tourism industry and could cover aspects like taxation, past incentive schemes, cargo generation, linkages with other modes (Rail, Road & Air), infrastructure development, collaboration with State Maritime Boards etc.

7.2.8. Sub Group on **"Maritime Emergency Preparedness and Response": The committee** suggested that this group could include NSB members from Navy and ICG and sub group could include invitees in the sub group as per need and relevance.

7.2.9. Sub Group on "**Creating an Integrated National Single Maritime Window that is Globally compliant": The Committee** suggested that this sub group should integrate the works **Creation of National Single portal for Pre arrival Notification", "Transition to IMO's Maritime Single Window by 01/01/2024" and "Digitally Enabled Container Tracking and Tracing System"** constituted in 2023.

7.2.10. Sub Group on **"Authentic documentation of India's Maritime Heritage & Legacy": The Committee** suggested that all the key stakeholders could be included in this sub group like experts from IMU, Chennai / NMHC, Lothal / Public & Private Maritime Museums / MMDA.

7.2.11. The proposed composition / TOR of each of the sub-group as suggested by the Committee is at **Annexure V.**

7.3. The Board deliberated on the suggestions made by the Committee and opined as under:

7.3.1. **Shri Madhu Nair** CMD CSL shared that having a diversity of perspectives within the sub group's deliberations is always valuable. He highlighted the importance of maintaining a balance between various industry associations within a sub-group, citing the example of SAI (Shipping Association of India) and ISBA (Indian Ship Builders Association), noting that both play distinct but complementary roles. He explained that while SAI largely represents the private shipping sector, ISBA traditionally includes the public sector undertakings (PSUs). Drawing a parallel to the Korean model, he mentioned that Korea also has two major associations — one representing around 96% of the country's shipping and another smaller one that still plays a critical role. He further noted that both associations in India should be equally engaged in the National Shipping Board's initiatives, as their cooperation would ensure comprehensive representation of both public and private shipping interests. Additionally, he proposed that the Shipping Corporation of India (SCI) should also be included as an invitee in addition to INSA, in the relevant sub-groups given its role in representing government-owned shipping interests. He felt that SCI's inclusion would help ensure a balanced approach that captures both the public and private sector viewpoints in the sub group's deliberations. He suggested that some members could play dual roles across different sub-groups to facilitate coordination and continuity. Shri Madhu Nair mentioned that the Shipbuilding and Ship Repair sub-group should ideally be headed by a shipbuilder, as such leadership would bring practical industry insight and technical expertise to the discussions. He suggested that he himself could take up the role, acknowledging that while he has a heavy workload, he would still be willing to contribute to the best of his ability. He further proposed that he could be assisted by a representative to help manage the sub-group's work effectively. He assured that he and other members would continue to provide their full support and inputs to ensure the successful functioning of the shipbuilding and ship repair group.

7.3.2. **Shri Anil Devli CEO INSA** mentioned that having practitioners and representatives from the Directorate General of Shipping (DG Shipping) within the sub-groups would be beneficial. He explained that their inclusion would help bring in the government's perspective to the discussions and ensure that any recommendations made by the Board remain aligned with policy directions. He further noted that such representatives could also provide timely inputs in cases where the Board's proposals may be overreaching or extending beyond existing regulatory frameworks, thereby maintaining a balanced and practical approach in the group's deliberations.

7.3.3. **The Chairperson NSB Shri Sameer Kumar Khare** proposed that each National Shipping Board member should take the responsibility of chairing at least one sub-group based on his / her preferred area of participation. This approach, he noted, would ensure ownership, continuity, and accountability within the Board's work structure. Recognizing

that many members have demanding schedules, he suggested that the members could nominate their representative to attend sub-group meetings on their behalf. However, the final reports from these sub-groups must carry the endorsement and signature of the official Board member, signifying formal approval. He cautioned that sub-group meetings should lead to measurable outcomes and the sub-groups should not remain inactive for long periods, as has sometimes happened in the past.

7.4. After the deliberations, the Board unanimously agreed that:

7.4.1. Each of the sub groups may be constituted as under:

sub groups may be constituted as under: **Sub-Group No**	**Sub-Group Name**	**Chair of the Sub-Group (to be from NSB)**	**Other Member of Sub Group (to be from NSB)**	**Invitees to the Sub Group (Members can add invitees as required)**
1.	Augmentation of the Indian Tonnage	Anil Devli	ICCSA, CCTA, IWAI (A K Bansal)	
2.	Promotion of Shipbuilding/Ship Repair Facilities in India with focus on Green & Sustainable Shipping	Madhu Nair	INSA, ICCSA, IRS	ISBA, GMB, other state maritime boards, etc.
3.	Promotion of the Ship Recycling Industries in India.	Rahul Modi	Sanjam Gupta, INSA, ICCSA	Harish Parmar, GMB, etc.
4.	Issues related to seafarers including increasing share of Indians in global market	Rakesh Singh	INSA, ICCSA, MUI, NUSI, Sanjam Gupta	FOSMA, MASSA, etc.
5.	Improving regional connectivity including development of inland waterways	A. K Bansal (IWAI)	CCTA, INSA, ICCSA, Shantanu Kalita	
6.	Modal shift from rail/road to waterways (coastal and domestic) including promotion/integration of multi-modal transport in the domestic transport sector	Rakesh Singh	INSA, CCTA, IWAI	AMTOI, etc.
7.	Promotion of Cruise & House Boat Tourism	Rahul Modi	INSA, ICCSA, Sanjam Gupta	State maritime boards, etc.
8.	Maritime Emergency Preparedness and Response	Commodore R Nair (IN)	ICG, DGS, INSA, ICCSA	

9.	Indian Maritime Heritage	Shantanu Kalita	CCTA, Sanjam Gupta, INSA, ICCSA	NMHC, IMU, PO Kandla, GMB, T S Rehman, etc.
10.	Creating an Integrated National Single Maritime Window that is Globally Compliant	Nitin Mukesh	ICCSA, INSA, CCTA	
11.	Skilling (ship building, ship repairs and ship recycling)	Arun Sharma	Sanjam Gupta, Prof. Murali, MUI, NUSI	
12.	Development of Regional Maritime Hub and Regional maritime linkage with the neighbourhood	Shantanu Kalita	ICCSA, INSA, CCTA, DGS, IRS	

* Inclusion of the members to be decided by the Chair of the Sub-Group

7.4.2. The TOR of each of the sub- group would be decided by the concerned sub group members based on the needs of the Shipping sector / Industries / relevant Stakeholders & the ongoing initiatives of the Government namely Maritime Amrit Kal Vision (MAKV)-2047 /Maritime India Vision (MIV)- 2030 /PM Gati shakti (National Masterplan for Multimodal Connectivity) / Ease of Doing Business- Ease of Living / Make In India/ Aatma Nirbhar Bharat.

7.4.3. The Board agreed that each of the NSB members who are chairing any of the Sub-Group should submit the composition and TOR of their Sub Group to the Chairperson NSB by email latest by 03/11/2025 F.N. without fail.

Action: Secretary NSB / All Members

8. Fixation of the deliverables by the Board & each of the Individual Member:

8.1. The Chairperson NSB stated that the Board must not function merely as a discussion forum but it should have defined deliverables in its two-year term. He further explained that the member's deliverables could be at two levels — first, at the level of the individual member (based on his individual domain expertise) and second, at the group level as a member of the sub group. Each member is expected to contribute to specific deliverables, which could be presented to the Ministry and the Hon'ble Minister after the completion of the term of the Board. He reiterated that the term of each member is two years, during which deliverables could be come in phases — the first 12 months to prepare the Roadmap / Blue print of the deliverables, followed by the next six months to outline the way forward to achieve the deliverables. He added that these deliverables would serve as a tool for performance assessment, helping the Ministry to decide on the continuation or restructuring of membership or chairpersonship based on contributions

made. He clarified that this new structure marks a shift away from “business as usual,” emphasizing accountability and tangible outputs.

8.2. The Board agreed that each of the NSB members should submit their individual deliverables to the Chairperson NSB by email latest by 03/11/2025 F.N. without fail.

Action: Secretary NSB / All Members

9. Recommendations of the Committee constituted by the Board to suggest Social Media Strategy of the Board:

9.1. A committee was constituted by the Board in its meeting dated 25/08/2025 consisting of the Board Members Shri Shantanu Kalita & Ms Sanjam Sahi Gupta to suggest social media Strategy of the Board.

9.2. **Ms Sanjam Sahi Gupta Director Sitara Shipping Limited** on behalf of the committee submitted the Committee’s suggestions as under:

9.2.1. **The Committee** suggested that once the vision, mission and objectives of the Board are clear to the targeted audience, it becomes easier to present the intentions and directions of the Board. The Committee has circulated the Vision, Mission & Objectives of the Board to all the Borad members for their views and suggestions. Once the views and suggestions will be received, the same will be put to the Board for final decision.

9.2.2. **The Committee** suggested that NSB should have accounts on X, Instagram, Twitter and LinkedIn for dissemination of information related to NSB. Further the outreach should target all the major print & electronic media and the major Maritime associations.

9.2.3. **The Committee** suggested that the outreach to the social media should begin with introduction of the Board and its members [Individual members could have small flip cards or profiles highlighting their area of focus, their mission, and contributions] to the targeted audience followed by briefings on current meetings. The happenings in the previous meetings should be kept ready for introduction at the later stage.

9.3. The Board deliberated on the suggestions made by the Committee and opined as under:

9.3.1. Shri Shakyashamik Khond, a member of the social media team working for the Ministry of Ports, Shipping & Waterways, a specially invited participant in the Board meeting, joined the meeting and initiated a discussion on the proposed social media strategy for the National Shipping Board (NSB). He explained that the focus should be on creating diverse forms of content such as videos, quote cards, and carousels, tailored to highlight the Board’s initiatives and impact. He mentioned that since he is already working with the Ministry of Ports, Shipping and Waterways’ media team, his work is well aligned with NSB’s communication objectives, allowing seamless coordination. He further stated that the media team currently maintains a frequency of about one to two

posts per week, which could be followed for NSB's social media presence as well. To strengthen storytelling, he emphasized the importance of humanizing content, by sharing real-life stories and experiences from within the maritime sector. For this, he requested the Board members' assistance in connecting him with relevant individuals and sources whose stories could be featured. He also mentioned that if video content or raw footage is provided to the media team, they can develop and edit it into engaging formats and share it for approval before publication. He encouraged members to identify key people and stories for initial content development, following which the team could systematically plan and roll out communications for broader public engagement.

9.3.2. **Shri Rakesh Singh President ICCSA** highlighted that beyond the members or invitees, there are various Maritime organizations—around 15 to 20—that may have heard of the National Shipping Board but do not fully know what the Board is doing. He emphasized the importance of connecting with these organizations to provide regular updates. This two-way communication would help them understand the Board's activities as reaching them through individual efforts is difficult.

9.3.3. **The Chairperson Shri Sameer Kumar Khare** emphasized the need for the Board to establish relationship with multifarious stakeholders through social media. He stated that clearly defined vision, Mission & objectives help us to reach the targeted audience effectively. Therefore, it is important to clearly define the vision, mission and objectives of the National Shipping Board first, followed by the social media outreach. He suggested each of the member to highlight and communicate what they are doing so that each member's work is recognized. This ensures that targeted audience at large is aware of the National Shipping Board's membership, understand its members and know the roles and contributions of each of the member. The Board agreed tor equest the members to provide inputs on the social media strategy & Vision / Mission / Objectives of the Board by 03/11/2025 F.N.

Action: Secretary NSB / All Members

10. Review of Action Taken on the Ministerial Meeting held on 20/08/2025 at New Delhi:

10.1. An interaction was held by the Hon'ble Minister Ports, Shipping & Waterways with the members of the Board on 20/08/2025 at New Delhi where the issues relating to Customs & Taxes (direct & indirect), seafarers etc. were discussed. It was decide to escalate the issues to the highest authority in the concerned Ministries. Since all relevant items have been presented to the Hon'ble Minister, **Shri Anil Devli CEO INSA** noted that there is a need to take the matter to the Hon'ble Finance Minister for expeditious disposal. **Shri Rahul Modi President CCTA** added that regarding multimodal GST, there is some ambiguity. While the standard rate is 5%, the majority of cargo movement—around 80% via road—is charged differently, and the multimodal rate needs to reflect this

reality. He explained that there has been uncertainty about whether the 80% multimodal component can be charged, and opinions are still emerging. He noted that no definitive decision has been made as of mid-September, and these clarifications are necessary before approaching the minister. **Considering recent changes in the GST regime post meeting with the Hon'ble Minister Ports, Shipping & Waterways on 20/08/2025, the Board advised Shri Anil Devli CEO INSA to prepare a fresh presentation that the Hon'ble Minister could use.**

Action: Shri Anil Devli CEO INSA

10.2. **The Chairperson Shri Sameer Kumar Khare** stated that many issues relating to Ship owners, Ship Building, Ship Repairs and Ship Recycling have been raised by the stakeholders before the Board. He emphasized that taxation matters must also be included, and the presentation should link these issues to larger economic benefits.The next target of the Board should be to seek time of Hon'ble Minister in the month of November / December focusing discussions on the issues raised by the Ship owners, Shipbuilders & Ship Repairers, Ship Recyclers, and related stakeholders. **The Board advised Shri Anil Devli to start preparations for the same immediately.**

Action: Shri Anil Devli CEO INSA

11. Meeting with FRRO on immigration issues

11.1. The Chairperson Shri Sameer Kumar Khare informed the Board that the FRRO officials at Kochi have been invited to the board meeting to discuss the pending immigration issues at various ports in Kerala. He welcomed Shri Krishna Kumar IPS & FRRO Kochi and his team to the meeting, noting that he had an extensive discussion with him the previous day and acknowledged that the status provided by him on the immigration issues was very in-depth and exhaustive.

11.2. The FRRO Kochi mentioned they work closely with the Bureau of Immigration and the Immigration Checkpoints (ICP). They indicated they would address questions and were open to providing feedback and constructive inputs.

11.3. After extensive discussions with the officers of the FRRO, the following are clarified.

A. For coastal vessel

11.3.1. It was clarified that any Indian flag vessel carrying cargo or providing services between two Indian ports is considered as a coastal vessel by the immigration authority.

11.3.2. For the purposes of sign on/off, the Master/Agent of the vessel is required to submit a detailed crew list of the along with their Passport and CDC. On this basis, the Bureau of Immigration (BoI) will permit sign on/off.

11.3.3. Therefore, Indian seafarers on coastal vessels will be able to sign on /off on the basis of such a crew list being submitted by the master or the agent of the vessel along with the relevant Passport and CDC.

11.3.4. All Indian seafarers are entitled to shore leave not exceeding 10 days during a call.

B. For inland vessel

11.3.5. For the purposes of sign on/off, the Master of the vessel is required to produce his/her Certificate of Competency. The rest of the crew is only required to carry any identity document for the purpose of checking.

11.3.6. Therefore, Indian seafarers on inland vessels will be able to sign on /off without any hindrance.

11.3.7. All Indian seafarers are entitled to shore leave not exceeding 10 days during a call.

C. Generally

11.3.8. The FRRO confirmed that the instruction in this regard is very clear and Indian seafarers should not face any hindrance in this process.

11.3.9. Certain ports are operated by BoI officers. Certain ports are operated by Superintendent of Police or Commissioner of Police for that area / district.

11.3.10. The police officers are also required to follow the same processes that are followed by the BoI.

11.3.11. If it is found that the FRRO or the police officers are not following the proper process, the issue can be escalated to the concerned FRRO under whose jurisdiction the concerned port falls.

11.3.12. Any difficulty faced can be escalated to the concerned FRRO in charge along with details of name of the vessel, date of the incident and if possible, name of the officer should be forwarded to the FRRO in charge of that port.

D. Shore leave

11.3.13. The officers of the BoI confirmed that there is no restriction whatsoever in respect of granting shore leave for Indian seafarers at Indian ports. They said that all Indian seafarers can be granted shore leave of up to 10 days at a time.

11.4. **E-Migrate:** The FRRO raised issue of suspended licenses still being used under **e-Migrate**, and it was advised to formally report such cases to DG Shipping for corrective action.

11.5. **The Chairperson Sameer Kumar Khare** concluded the meeting by expressing that the discussion was very helpful and that many issues have been effectively addressed. He instructed all participants to take the clarity gained back to their teams and ensure proper compliance, emphasizing that agents should no longer provide misleading information. He requested everyone to communicate the instructions clearly to their members and encouraged filing complaints through the proper channels if issues arise, ensuring smooth and accountable operations going forward. The session concluded with all members thanking the FRRO representatives for an open and productive discussion, noting that the interaction brought greater clarity and coordination among maritime and immigration authorities.

Action: Secretary NSB / All Members

The session was concluded at this stage.

Date: 06/10/2025 Session II: 2.30 PM to 4.30 PM

12. The deliberations in the session II included interaction of the members with the officials of the Cochin Shipyards Limited followed by visit to the shipyard. The deliberations are enclosed at **Annexure VI.**

The session was concluded at this stage.

Date: 07/10/2025 Session I: 9.00 AM to 2.00 PM

13. The deliberations in the session II included interaction of the members with the representatives of the Shipbuilding Association of India (SAI) , Officials of the Kerala Maritime Board (KMB), representatives of the Stakeholders' associations & representatives of the International Maritime Federation (IMF)followed by visit to the shipyard. The deliberations are enclosed at **Annexure VII, VIII, IX & X** respectively.

The session was concluded at this stage.

Date: 07/10/2025 Session II: 2.30 PM to 4.30 PM

14. The deliberations in the session II included interaction of the members with the officials of the Cochin Port Authority followed by visit to the shipyard. The deliberations are enclosed at **Annexure XI.**

The session was concluded at this stage.

15. **National workshop on State Maritime Boards:**

15.1**. The Chairperson Sameer Kumar Khare** informed the Board that there is a need for experience sharing amongst the various State Maritime Boards and the National Shipping Board could act as a platform for such interaction. He requested the members to compile the common issues and share with him by 03/11/2025 F.N.

Action: Secretary NSB / All Member

16. **Next Board Meeting:**

16.1. **The Board** agreed to hold its next meeting in First / Second week of 2025 at Kolkatta in the State of west Bengal and the Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman Shyama Prasad Mukherjee Port Authority to make necessary arrangements for the meeting.

Action: Secretary NSB / All Members

17. **Vote of thanks:** In the end of the session, the Chairperson NSB thanked all the NSB members, the permanent invitees and the special invitees present in the meeting for their presence (physical as well as virtual) and their active participation in the meeting.

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Annexure I

Action taken on the decisions taken in the 23rd Hybrid meeting of National Shipping Board held on 26th June 2023 at 1500 hrs. at Ministry of Ports, Shipping & Waterways, New Delhi.

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/08/2025	Status on 06/10/2025
1.	1.2(i)	The Chairperson requested CMD, CSL to finalize the recommendations and the Discussion Paper with the implementation road map for the presentation to the Ministry.	CMD, CSL	**Action pending.** **Report is awaited from CMD CSL.**	**Report not submitted. Now new group will take this forward. Point to be dropped.**
3.	1.2(iii)	The Chairperson urged the Sub-Group to submit the recommendations/report along with the implementation road map for the presentation.	Concerned Sub Group NSB	**Action pending.** **Report is awaited from Dr. K Murali.**	**Report not submitted. Now new group will take this forward. Point to be dropped.**
8.	1.2(viii)	The Sub-Group was requested by the board to finalize the recommendations and submit a report.	Concerned Sub Group NSB	**The report is awaited.**	**Report not submitted. Now new group will take this forward. Point to be dropped.**
9.	1.2(x)	Sub-Group was requested by the board to identify some low hanging fruits that can be easily be addressed and submit the first report with the suggested action plan so that the same may be followed up.	Concerned Sub Group NSB	**The report is awaited.**	**Report not submitted. Now new group will take this forward. Point to be dropped.**
10.	2(ii)	It was agreed by the board that a Sub-Group be constituted under the Convener-ship of Shri Prashant Seth, FIEO along with Members from NICDC Logistics Data Services Ltd., Customs, CSLA, CONCOR, INSA, ICCSA, AMTOI, CCTA etc. to develop on the issues and further submit a report.	Concerned Sub Group NSB	**The report is awaited**	**Report not submitted. Now new group will take this**

					forward. Point to be dropped.
11.	2(iii)	It was agreed by the board that a Sub-Group be constituted under the Convener-ship of Shri Sanjay Bandopadhyaya, Chairman, IWAI along with Members from Customs, Immigration, Chairman, Kolkata Port, DDG Coastal DG Shipping, INSA, ICCSA, CMEC, CCTA etc., to develop on the issues and further prepare a report.	Concerned Sub Group NSB	**The report is awaited**	**Report not submitted. Now new group will take this forward. Point to be dropped.**

Annexure II

Status of Action Taken on the decisions taken in the 24th meeting of National Shipping Board (NSB) New Delhi held on 30th May 2025 at 10:30 hrs in the Conference Hall of Directorate General of Shipping (DGS), Mumbai

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 15/7/2025	Status on 06/10/2025
2.	6.1	**The status of the reports of sub-groups constituted by the predecessor board:** It was felt by the board that the Secretary NSB should write to all concerned to submit the subgroup reports in a uniform format and to present the same to the board in the next meeting.	Secretary NSB	**The reports are awaited from 10 sub-groups out of 13 subgroups.**	**Reports not submitted. Now new groups will take this forward. Point to be dropped.**
3.	7.1	**Time Gap between constitution of the consecutive boards:** It was felt by the board that to ensure continuity of the board / sub group work, the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to take advance action on selection and notification of the board members so that there is no break between constitution of two consecutive boards.	Director MA, MoPSW	**The action is pending.** **No update was provided by the Ministry of PSW (Director MA).**	**The action is pending.** **No update was provided by the Ministry of PSW (Director MA).**
4.	7.2	**Permanent Office address and setup for the board:** It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	**No update was provided by the MoPSW (Director MA).**	**The action is pending.** **No update was provided by the Ministry of PSW (Director MA).**
5.	7.3	**Development of a dedicated website for the Board and designing of a programme to increase social media presence / public outreach of the board amongst stakeholders:**	DG Shipping	**The proposal is under finalization in the DG Shipping.**	**The proposal is under finalization in the DG Shipping.**

		It was felt by the board that the DGS Mumbai should be requested to do the needful in time bound manner.			
6.	7.4	**Dedicated Phone Numbers for the Chairperson and the Secretary of the board:** It was felt by the board that the DGS Mumbai should be requested to do the needful in a time bound manner.	DG Shipping	**The dedicated phone numbers provided by the DG shipping are not operational due to merger issues of MTNL & BSNL. Efforts are on to port to different Service Provider.**	**The dedicated phone numbers provided by the DG shipping are not operational due to merger issues of MTNL & BSNL. Efforts are on to port to different Service Provider.**
8.	7.6	**Invitation of the representative of Maritime State Development Council (MSDC):** It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	**No update was provided by the MoPSW (Director MA).**	**The action is pending.** **No update was provided by the Ministry of PSW (Director MA).**
9.	7.7	**Monthly Updates:** it was felt by the board that the monthly updates on the action initiated based of the decisions taken by the board should be provided on the website to the board members as the official board meetings in the past have occurred once in every three months	Secretary NSB	**The matter of upgradation of the website pending with DG Shipping. Once the Website is upgraded, the monthly updates would be provided.**	**The matter of upgradation of the website pending with DG Shipping. Once the Website is upgraded, the monthly updates would be provided.**
22.	7.20	**Synchronization between Board activities and various cells in MoPSW:** The board felt that all subgroups including this subgroup should submit their reports by June 30, 2025, so that they can be taken forward in the next meeting.	All NSB members	**The report is awaited from Prof. Murali K.**	**Report not submitted. Now new group will take this forward. Point to be dropped.**

24.	8.1	**Presentation 1: Sagar Setu (NLP-M) Maritime Single Window:** It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	**The action is pending.** **No update was provided by the MoPSW (Director MA).**	**The action is pending.** **No update was provided by the MoPSW (Director MA).**
25.	8.2	**Presentation 2: Directorate General of Lighthouse and Lightships:** Overall, the discussions highlighted challenges in data sharing, staffing, and maintaining security and efficiency in maritime operations. It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	**The action is pending.** **No update was provided by the MoPSW (Director MA).**	**The action is pending.** **No update was provided by the MoPSW (Director MA).**
27.	9.2	**Final report of the old subgroups in the standard template:** The last date for communication of the status update / final report of the old subgroups by the members to the Board Secretariat was fixed as 30/06/2025.	NSB Members	**Only three out of 13 subgroups submitted their reports as mentioned in Sl No. 2 above.**	**Reports not submitted. Now new groups will take this forward. Point to be dropped.**

Annexure-III

Status of Action Taken on the decisions taken in the Minutes of the 25th meeting of National Shipping Board (NSB)New Delhi held on 16thJuly 2025 at 10:00 hrs in the Conference Hall of Directorate General of Shipping (DGS), Mumbai

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/8/2025	Status as on 06/10/2025
1	1.2	**Opening of the Meeting:** Emphasizing the importance of recognizing the legacy of the National Shipping Board, which has been operational since 1958, the Board agreed to request the Secretary NSB to reconcile the numbering of the meeting from the old records and apprise the Board in the next meeting. Recognizing the importance of collating and making available the extensive data available with the members of the predecessor boards, which has been documented over many years, the Board also agreed to request the members of the predecessors Boards who are also continuing in the present Board to help in this reconciliation from the old minutes available with them.	**Secretary NSB**	**Action is pending.**	**Action is pending.**
2	1.4	**Opening of the Meeting:** The Board advised the Secretary NSB to take up with MoPNG for early nomination of its representative on the Board and to use the good offices of Ministry of Ports, Shipping & Waterways (MoPSW) for taking up with MoPNG for early nomination.	**Secretary NSB**	**Action is pending.**	**Action is pending.**

7	10.6	**Issues of Coastal Shipping:** The Board observed that if regulatory barriers are hindering progress—particularly in initiatives like Ro-Ro services—then the DG Shipping must clearly identify and recommend the specific regulatory changes required.	**DG Shipping**	**Action is pending.**	**Action is pending.**
8.	11.6	**Workers' issues in Ship Recycling Sector:** The Board expressed surprise that these basic provisions are not being provided and asked the workers' representative to submit a formal representation. The Board agreed that the Directorate of Shipping should take up the matter with the Government of Gujarat to understand why these entitlements are being denied and whether the issue is specific to the nature of trade in Alang or due to other underlying reasons.	**DG Shipping**	**Action is pending.**	**Action is pending.**
14.	18.2	**Submission of Reports by existing Sub Groups:** The Board advised the Secretary NSB to upload these reports of Sub Group on the NSB website.	**Secretary NSB**	**Action is pending.**	**Action is pending.**
15.	19.2	**Membership of the NSB in the India Maritime Centre (IMC) Mumbai:** As such, the Board observed that the NSB cannot join IMC as a member though the NSB would be happy to corroborate with the IMC [as an important stakeholder] on policy issues. The Secretary NSB was advised to communicate the decision of the Board to the CEO IMC.	**Secretary NSB**	**Action is pending.**	**Action is pending.**
17.	21.3	**Publication of monthly newsletter of the National Shipping Board:** The Board advised the Secretary NSB to coordinate with all members so that each of the Board Members share their inputs for each month by the 10th of the succeeding month	**Secretary NSB / All members of the NSB**	**Action is pending.**	**Action is pending.**

		to facilitate timely compilation. The first such newsletter should be published for the month of July 2025.			
18.	22.1	**Issue of Email ID & Photo Identity cards to the members of the Board:** The Board advised Secretary NSB to take the needful action immediately.	**Secretary NSB / All members of the NSB**	**Action is pending.**	
19.	23.1	**Secretarial Assistance to the Board:** The Board advised Secretary NSB & Director (MA)MoPSW to do the needful immediately.	**Secretary NSB & Director (MA) MoPSW**	**Action is pending.**	**Action is pending.**
20.	24.1	**Office Accommodation for the Board in New Delhi:** The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA)MoPSW to do the needful immediately.	**Secretary NSB & Director (MA) MoPSW**	**Action is pending.**	**Action is pending.**
21.	25.1	**Upgradation of the NSB Website:** The Board advised the Secretary NSB to do the needful immediately.	**Secretary NSB**	**Action is pending.**	**Action is pending.**
24.	28.2	**NSB Social Media handle:** Shri Shantanu Kalita, Advisor IPA and Ms. Sanjam Shahi Gupta Director Sitara Shipping Private Limited Mumbai offered their services in this endeavor. The Board agreed to finalize its social Media Strategy in the next meeting.	**All Board Members**	**Action is pending.**	**Action is pending.**

Annexure-IV

Minutes of the 26th meeting of National Shipping Board (NSB) New Delhi held on 25th Aug 2025 at 10:00 hrs in the Conference Hall of Deendayal Port Authority, Kandla, Gujarat

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 06/10/2025
1	6.1	The Board perused the status action taken on the minutes of meeting dated 25/06/2023 and advised the Secretary NSB to update the status on the unfinished action points in the next meeting. Action	**Secretary NSB**	**Action taken status submitted. Point to be dropped.**
2	7.1	The Board perused the status action taken on the minutes of meeting dated 30/05/2025 and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	**Secretary NSB**	**Action taken status submitted. Point to be dropped.**
3.	8.1	The Board perused the status action taken on the minutes of meeting dated 16/07/2025 and advised the Secretary NSB to update the status on the unfinished action points in the next meeting. It was agreed that for subsequent meetings, an Action Taken Report (ATR) will be presented along with the minutes to provide clarity on the status of implementation.	**Secretary NSB**	**Action taken status submitted. Point to be dropped.**
5.	9.2	The Board agreed that the Empowered Group of NSB may comprise of NSB members Mr. Anil Devli, Mr. Rakesh Singh & Mr. Rahul Modi who will discuss and recommend: •Final TORs for the subgroups. •Composition of members, including subject experts and additional stakeholders. •Any modifications required to strengthen the functioning of the subgroups.	**Mr. Anil Devli, Mr. Rakesh Singh & Mr. Rahul Modi**	**The report is submitted. Point to be dropped.**
6.	9.3	It was agreed by the Board that once a consensus is reached within the Empowered Group, the Chairperson will join the discussions to formalise the	**Chairperson NSB**	**The report is submitted. Point to be dropped.**

		TORs and subgroup structures so as to place them before NSB for approval in the next NSB meeting.		
7.	10	The Board advised the Secretary NSB to coordinate with all members so that each of the Board Member share their inputs for the newsletter for each month by the 10th of the succeeding month to facilitate timely compilation. The first such newsletter should be published for the month of Sep 2025.	**Secretary NSB**	**The action is pending.**
8.	11.1	The members who did not submit personal details were requested to share the same to obtain official email Id. It was further informed that information for issue of Photo Identity cards is being collected and the photo Id cards would be issued to formalize their association by end Sep 2025. The Board advised Secretary NSB to take the needful action immediately.	**Secretary NSB / All members of the NSB**	**Email Ids allotted & Photo IDs issued. Point to be dropped.**
9.	12.1	The office of the Chairperson NSB is running with just one outsourced DEO and one outsourced part time MTS. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	**Secretary NSB & Director (MA) MoPSW**	**The action is pending.**
10.	13.1	The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	**Secretary NSB & Director (MA) MoPSW**	**The action is pending**
11	14.1	It was informed to the Board that NSB website's final proposal is already under discussion with the Directorate General of Shipping (DGS). The Board advised the Secretary NSB to do the needful immediately.	**Secretary NSB**	**The action is pending**
12.	15.2	The Board agreed that the Empowered Group of NSB may comprise of NSB members Mr. Shantanu Kalita & Ms Sanjam Sahi Gupta who will discuss and recommend the Social Media Strategy.	**Mr. Shantanu Kalita & Ms Sanjam Sahi Gupta**	**The action is pending**
13.	15.3	It was agreed by the Board that once a consensus is reached within the Empowered Group, the Chairperson will join the discussions to formalise the Social Media Strategy so as to place it before NSB for approval in the next NSB meeting.	**Chairperson NSB**	**The action is pending**
14	16.1	The Members of the Board discussed finalising the NSB logo and the tagline n Sanskrit, reflecting NSB's vision. The Board after deliberations decided to use following logo to avoid duplicity of the logos already in use by the Board on its letterhead, social media handle etc.	**All NSB members / Secretary NSB**	**Action completed. Point to be dropped.**
15.	17.1	He also appreciated the hard work done by Mr. Anil Devli, Mr. Rakesh Singh & Mr Rahul Modi to prepare a comprehensive presentation for the Hon'ble Minister, categorizing the issues relating to Ministry of Home Affairs	**All NSB members / Secretary NSB**	**Action completed. Point to be dropped.**

		including immigration and related matters/ relating to Ministry of Finance including customs, direct and indirect taxation / labour / Recognition of IRS in another foreign jurisdiction.		
16.	18.1	The Board agreed to hold its next meeting in First / Second week of 2025 at Kochi in the State of Kerala and the Secretary NSB was advised to take up with Directorate of the Shipping & CMD Kochi Shipyards Limited to make necessary arrangements for the meeting.	**All NSB members / Secretary NSB**	**Action completed. Point to be dropped.**

Annexure V

Proposed Task Groups (NSB) ***Note: Members of each Group can decide on adding "invitees" as required.***					
Groups					
1	**Augumentation of Indian Tonnage**	**Members**	**Invitees**	**Comments**	Interested Members - ToR to be made for 1 year
A	Capex related issues	INSA, ICCSA, CCTA, IWAI, DGS (SD branch), Director (shipping), CS		The members can details sub activities including requirement of creating "sub-groups" , if required.	Anil Devli (head)
B	Opex related issues				
C	Regulatory aspects				
D					
2	**Promotoin of shipbuilding/ship repair facilities in India**	**Members**	**Invitees**	**Comments**	
A	Review of existing schemes/incentives	INSA, ICCSA, CSL, IRS, DGS (SD branch), ISBA, SCI, GMB	SAI,	The members can details sub activities including requirement of creating "sub-groups" , if required.	Madhu Nair representative/Anil Devli
B	Capacity buidling				
C	Anciliary support industry				
d	Skilling				
e					

3	**Issues related to seafarers including increasing share of Indians in global market**	**Members**	**Invitees**	**Comments**	
a		Add. DG shipping, INSA, ICCSA, MUI, NUSI, Sanjam Gupta	FOSMA, MASSA	The members can details sub activities including requirement of creating "sub-groups" , if required.	Rakesh Singh
b					
c					
d					
4	**Improving regional connectivity including development of inland waterways**	**Members**	**Invitees**	**Comments**	
a	Bilateral agreements with BISMTC nations starting with Sri Lanka	INSA, ICCSA, CCTA, JS (shipping), Director (shipping), Shantanu Kalita (advisor, IPA)		The members can details sub activities including requirement of creating "sub-groups" , if required.	A.K bansal
b					
c					
d					
5	**Modal shift to waterways inlcuding Multimodal transport**	**Members**	**Invitees**	**Comments**	
a		INSA, ICCSA, CCTA, AMTOI, IWAI, JS (Sagarmala)	GMB, MMB, Andhra Board	The members can details sub activities including requirement of creating "sub-groups" , if	Rakesh Singh

				required.	
b					
c					
d					
6	**Response to maritime contingency on Indian "coast", Search and Rescue**	**Members**	**Invitees**	**Comments**	
a		ICG, IN, INSA, ICCSA,CS,NA		Resprsentative from ICG is requested to provide the necessary details.	Nair Sir
b					
c					
d					
7	**Indian Maritime Heritage**	**Members**	**Invitees**	**Comments**	
a		GMB, IMU(VC), Shantanu Kalita (Advisor, IPA), Sanjam Gupta, PO Kandla, NMHC, IN		The members can details sub activities including requirement of creating "sub-groups" , if required.	Shantanu Kalita, Santosh Darokar, TS rehman
b					
c					
d					
8	**Skilling (ship building, ship recycling etc)**				**K Murali, Sanjam Gupta**
a					
b					

c					
9	**Ship Recycling**				**To be coordinated by Rahul Modi**
a					
b					
c					
10	**Cruise Tourism**				
a					
b					
c					

ANNEXURE VI

MEETING OF THE MEMBERS OF NATIONAL SHIPPING BOARD WITH OFFICIALS OF COCHIN SHIPYARD LIMITED KOCHI ON 06/10/2025 AT 2.30 P.M. IN THE CONFERENCE HALL OF CSL KOCHI

A. WELCOME BY CHAIRPERSON NSB:

At the onset, Shri Sameer Kumar Khare IAS (Retired) welcomed Shri Madhu Nair CMD CSL Kochi and his team and conveyed gratitude of the Board to the entire team of CSL for arranging this interaction followed by a field visit to the Shipyard.

B. PRESENTATION BY CMD CSL KOCHI:

2. Shri Madhu Nair CMD **Cochin Shipyard Limited (CSL)** began the session by thanking the Board for giving this opportunity to present CSL's vision before the **National Shipping Board (NSB)** and to discuss their ongoing work and aspirations. Before beginning the technical presentation, he introduced his colleagues. He proceeded to explain the context of CSL's operations through his introductory slide. He described Cochin Shipyard as an **Indian shipbuilding yard active in both defence and non-defence segments**, highlighting its capacity and infrastructure strength. The **grey-coloured ships** on the slide symbolized CSL's defence projects, while the **orange-coloured commercial vessels** represented the company's non-defence operations. The **two large cranes** depicted in the image were presented as symbols of the company's robust infrastructure, and the **engines** illustrated India's growing engineering capabilities.

3. Emphasizing the **central role of people** in CSL's success, he stated that the organization places human capital at the heart of its growth philosophy. He remarked that while traditional economics once revolved around capital, infrastructure, and labour, the current era is defined by people — their skills, commitment, and values. He linked this to the

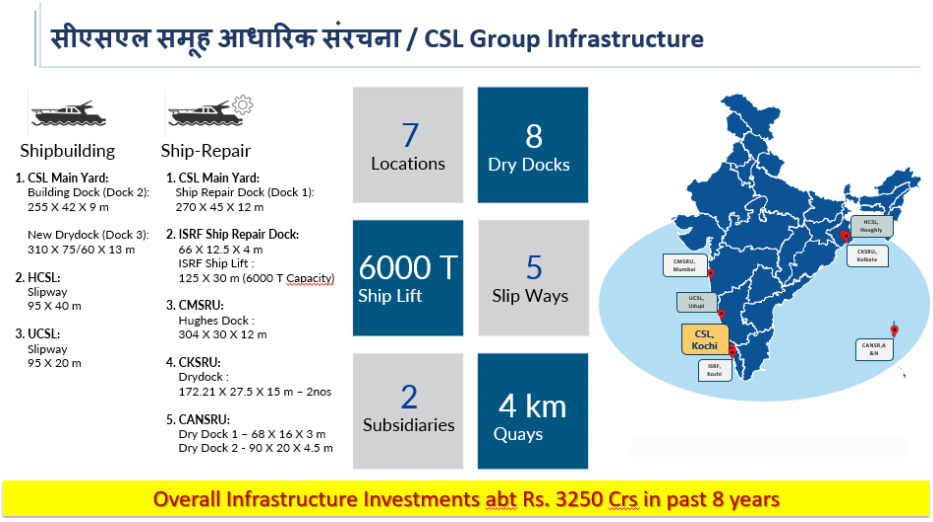
morning's earlier discussion on *skilling*, underscoring that skilled and motivated individuals drive financial and infrastructural success.

4. Reflecting on CSL's **Initial Public Offering (IPO)** journey, he narrated how the company overcame internal scepticism about whether a shipyard could successfully go public. Through strong internal belief and teamwork, CSL went on to achieve an **oversubscription of 76 times** during its IPO. He shared that this success was driven by conviction rather than mere strategy — a belief that had to precede action.

5. He began the presentation by introducing the organization and its evolution over the years. He explained that seven years ago, CSL operated as a single unit based solely in Cochin. However, the company has since expanded significantly and now functions through **seven units across the country**. CSL is recognized as a **Schedule B Mini-Ratna Category-I Public Sector Enterprise**, actively engaged in both **naval and commercial shipbuilding and repair**. The representative highlighted that CSL caters to both **domestic and export markets**, reflecting its growing national and international presence.

6. He further elaborated on the company's **four primary verticals**, which include **Shipbuilding**, **Ship Repair**, a **Strategic Technology Division**, and **Marine Engineering Training**. These diverse verticals, he emphasized, position CSL as a comprehensive maritime enterprise contributing significantly to India's shipbuilding ecosystem. He elaborated on the **assets and subsidiaries** of **Cochin Shipyard Limited (CSL)**. He stated that apart from the main shipyard in Cochin, the organization operates through **two wholly owned subsidiaries** — **Hooghly Cochin Shipyard Limited** and **Udupi Cochin Shipyard Limited**. Together, these units form a strong network supporting CSL's pan-India operations. He mentioned that, across these facilities, CSL has **five dry docks and two slipways**, which significantly enhance the company's capacity for shipbuilding and repair activities. Reflecting on the company's

growth trajectory, he noted that over the **past eight years**, CSL has **invested approximately ₹3,115 crore** in infrastructure and expansion efforts. These investments, he emphasized, demonstrate the organization's commitment to modernization and capacity building, aligning with the national focus on strengthening the maritime sector.



7. Continuing his presentation, he detailed the **major infrastructure developments** recently undertaken by **Cochin Shipyard Limited (CSL)** with an **investment of nearly ₹3,000 crore**. He explained that this includes the development of a **new dry dock**, measuring **310 meters in length**, and an **international ship repair facility** located at **Willingdon Island**. Together, these two projects account for around **₹2,800 crore** of CSL's total investments in recent years. The new dry dock, he emphasized, is a **heavily engineered structure** built with around **5,000 piles**, showcasing advanced engineering capabilities. It has been designed to accommodate **next-generation aircraft carriers**, capable of handling vessels up to **70,000 tons**, in comparison to the **45,000-ton carrier** CSL has previously worked on. He further mentioned that CSL now possesses a **specialized dry dock for jack-up rigs**, which can **dock jack-up rigs like those operated by ONGC**—a facility not available elsewhere in India. Two such rigs are scheduled to arrive for servicing in the coming weeks. In addition to this, he pointed out the **international ship repair facility**, designed for **medium-sized ships up to 130 meters in length**. This facility alone allows CSL to handle **up to 82 ships a year**, increasing its overall repair capacity by **20–25%**.

8. He continued by highlighting the expansion of Cochin Shipyard Limited (CSL) through its two wholly owned subsidiaries — Hooghly Cochin Shipyard Limited (HCSL) in Howrah, West Bengal, and Udupi Cochin Shipyard Limited (UCSL) in Udupi, Karnataka.

9. He shared that CSL has invested approximately ₹227 crore in reviving the Hooghly Cochin Shipyard, which now holds orders worth around ₹200 crore. Similarly, an investment of about ₹180 crore has been made in Udupi Cochin Shipyard, which currently maintains an order book of around ₹2,200 crore. Providing some background, he mentioned that Hooghly Cochin Shipyard has a legacy of over 200 years, dating back to the British era, and operates at two locations — Nazirgunge and Salkia in West Bengal. CSL has completely redeveloped the Nazirgunge facility, which spans a 550-meter waterfront and 17 acres of land, creating a modern shipyard with new infrastructure opposite the Garden Reach area. He also noted that the Salkia unit was an existing private shipyard that had gone defunct, and CSL was the only public sector enterprise that stepped in to take over and revive it. At present, he informed the members that CSL and its subsidiaries are constructing 14 ships for Norwegian clients and 22 vessels for the Indian market, successfully turning around the operations. The

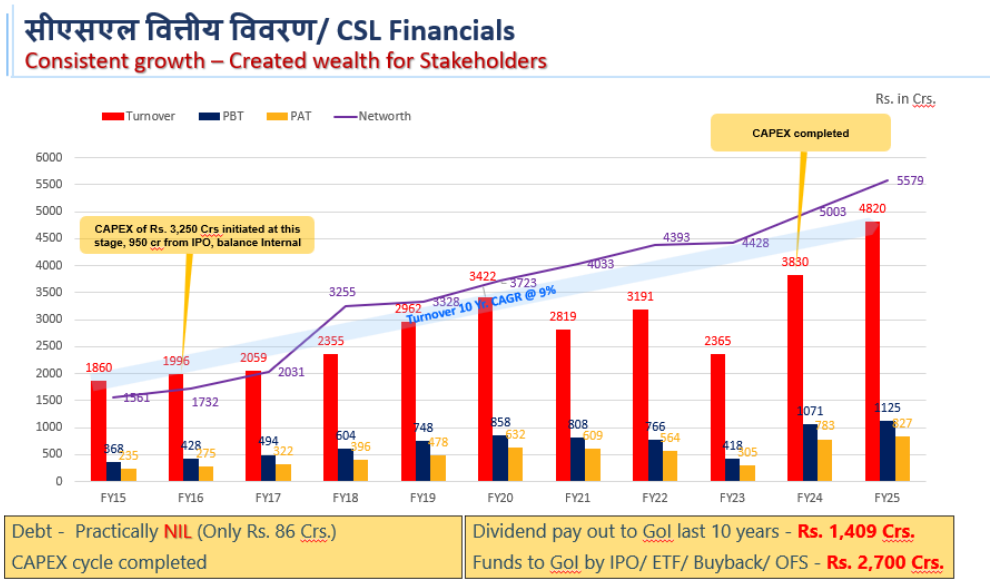
Udupi facility alone employs around 500 people in the South Kanara region of Karnataka, marking a significant contribution to local employment and industrial revival. The **CSL representative** further informed the members that **Cochin Shipyard Limited** is also serving as a **consultant for the Pandu Ship Repair Facility project** in **Assam**, which is being developed for **Indian Waterways Authority of India (IWAI)** to support **inland vessel repair operations**. He mentioned that CSL, in collaboration with **IIT Madras**, is providing **consultancy services** for this landmark project. The facility will feature **India's first shiplift system** with a **lifting capacity of 800 tons**, marking a major technological advancement in the country's inland water transport infrastructure. He added that around **80% of the civil infrastructure work** has already been completed. However, the **shiplift system needs to be imported**, as no such equipment is currently manufactured domestically. CSL has already obtained the necessary **clearances to proceed with a global procurement process**, ensuring that the project adopts **international-grade technology** for efficient and sustainable operations.

10. He continued the presentation by highlighting the ongoing vessel construction projects and the company's growing presence in the export market. He mentioned that, as of now, 12 tanker vessels are already under construction, with additional orders in the pipeline, along with 13 dry cargo vessels being built for international clients in Europe. CSL has established itself as a prominent player in that market segment, delivering high-quality, European-engineered vessels. He elaborated that the 3,800 DWT and 6,300 DWT vessels currently under production are advanced, future-ready designs developed in collaboration with a renowned Netherlands-based design firm, one of the world's leading experts in river and coastal vessel design. He emphasized that these vessels could also serve as prototypes for the Indian inland and coastal market, aligning with India's efforts to strengthen its inland water transport and coastal shipping capabilities. He further explained that these vessels are "future-proof", meaning they are designed to easily adapt to emerging technologies—for instance, they could potentially accommodate wind-assisted propulsion systems or other sustainable upgrades in the future .He added that two of the vessels have already been delivered, another is scheduled for delivery within a month, and the remaining smaller

vessels (six in total) are expected to be completed and delivered before March 2026, showcasing CSL's robust production capacity and delivery efficiency.

11. He continued by presenting the company's **ship repair infrastructure outside Cochin**, highlighting **three major repair units**: **Mumbai – Oswin Mujis Dock / Andaman & Nicobar – Marine Dock / Kolkata – Netaji Subhash Docks.** He explained that the **first and third units operate on long-term leases**, while the **Andaman & Nicobar unit functions under an operator and maintenance agreement**. Notably, some of these facilities, like the Marine Dock, date back to **1890** and previously **lacked modern handling equipment and safety systems**. CSL has since **revamped these facilities**, establishing a **comprehensive safety ecosystem** and **improved handling operations**. The representative shared that collectively, these three units handled about **400 repairs last year**, and CSL is prepared to **support AV operations** as needed. He emphasized that the **workforce, contractors, and stock management** are all in place, with a **70-member dedicated team** overseeing operations, training, and other technical support. He also noted that past inefficiencies, including a sort of localized **"mafia" in operations**, have been completely eliminated, and the **facilities now operate smoothly and efficiently**.

12. He then discussed the company's **financial performance and investment strategy**. He explained the trends using a chart, noting that **red lines represented revenue, blue lines reflected PBT, and the purple line showed net worth**. He highlighted that in **FY16**, CSL had a net worth of **around ₹1,800 crores** but demonstrated **courage and strategic foresight by investing ₹3,200 crores** into CapEx. By FY24, this **CapEx cycle is essentially complete**, positioning CSL well to capitalize on market conditions. He also emphasized that CSL has **paid dues to the Government of India**, contributing to **stakeholder wealth creation**. The presentation then moved to the **next slide** for further discussion.

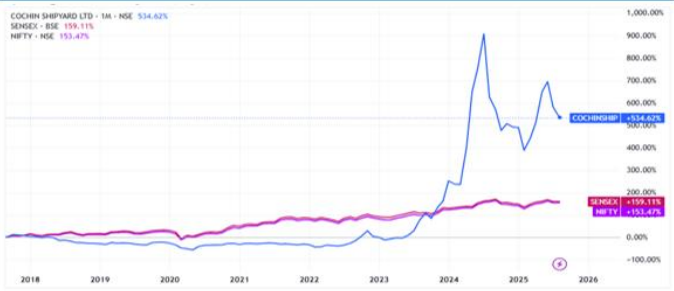


13. He added a brief note on the company's market performance, stating that CSL's shares are generally oversubscribed and currently trading at around ₹1,800 per share, giving the company a market capitalization of approximately ₹50,000 crores.

शासन संरचना / Governance Structure

12 Member Board of Directors

- ✓ CMD
- ✓ 4 Functional Directors (incl. CMD), 2 Official Directors
- ✓ 6 Independent Directors (including a woman director) (5 vacant)



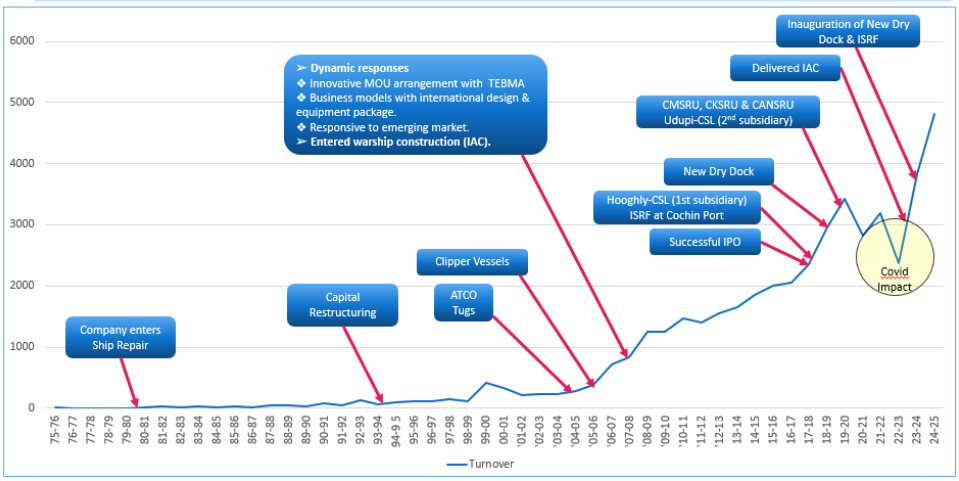
Listed in BSE and NSE since August 2017

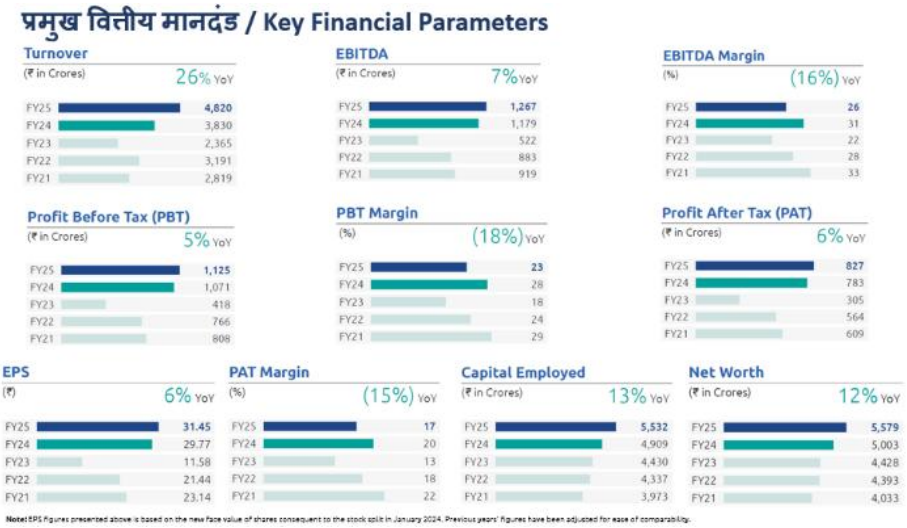
- ✓ Shareholding – GoI – 67.91% and Public – 32.09% (>10 Lakh Shareholders)
- ✓ IPO Market Cap (Aug 2017) – Rs. 6,000 Crs.
- ✓ Present Market Capitalisation – Rs. 50,000 Crs. (Approx.)

14. He highlighted the organizational belief and resilience, noting that there was a time when Cochin Shipyard was considered for closure. Despite that, the company demonstrated internal character and determination to grow. He emphasized that the Government of India has not invested any direct funding into CSL in the last 30 years, and that CSL has been self-sustaining as a PSU. The only support from the government has been extraordinary goodwill and project-specific facilitation, such as for specialized engineering projects like the e-crop carrier. The representative also touched upon governance and strategic execution, explaining that CSL undertook projects like the e-crop carrier independently, with no external partners, leveraging internal resources and logistics, including airlifting specialized equipment when needed.

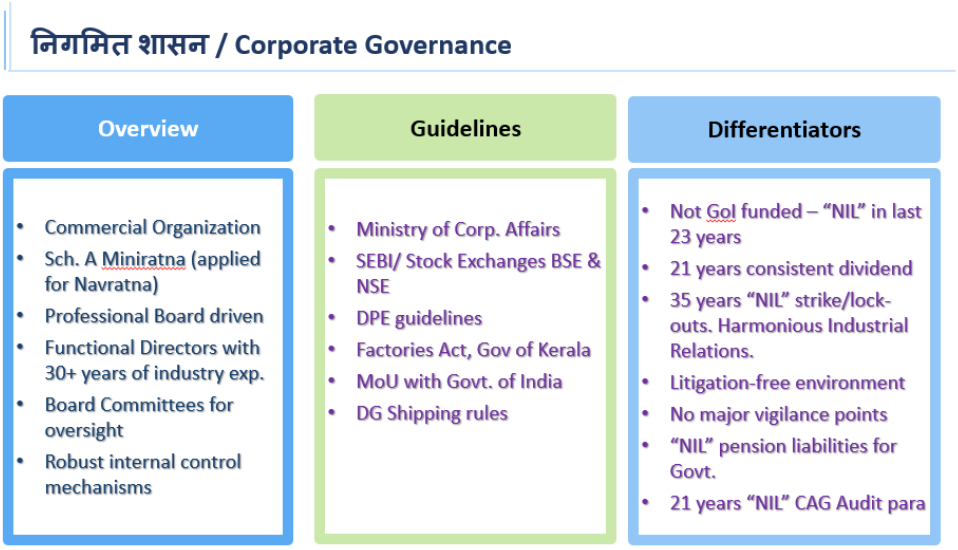
सीएसएल का ऐतिहासिक कारोबार / CSL Historical Turnover

कठिन शुरुआती वर्ष – दृढता का परिचय/ Difficult initial years – Showing Resilience



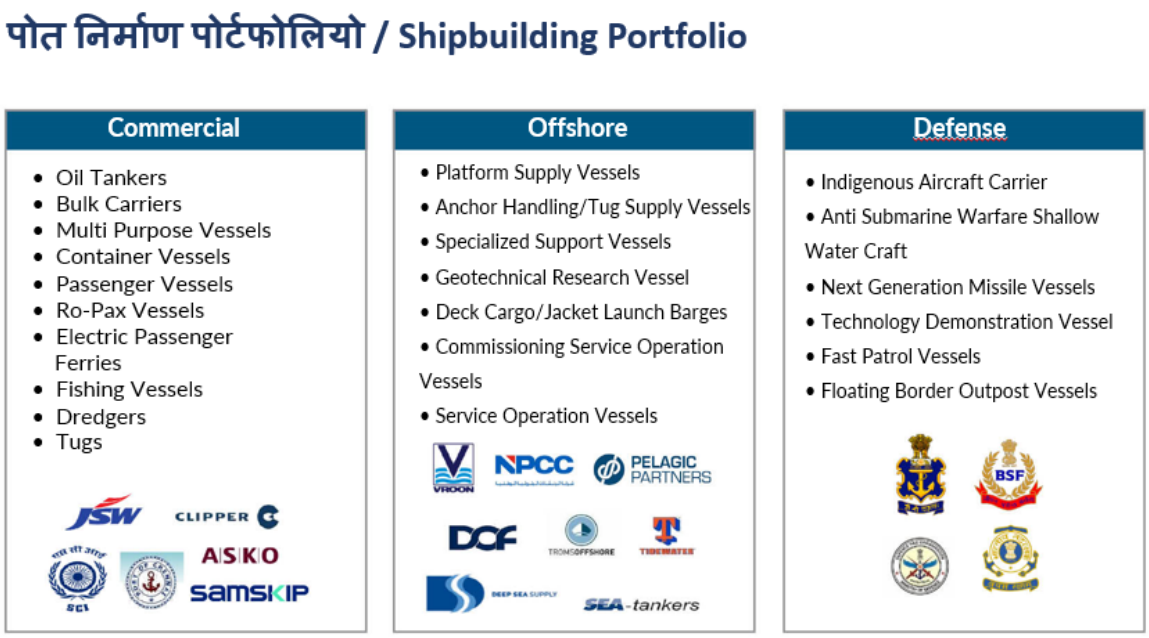


15. He provided an overview of the company's governance and operational integrity. CSL operates as a commercial organization with robust board committees and internal control mechanisms, adhering to guidelines such as HCA and NC Shipping. The company has been entirely self-funded, with no government funding in the last 21–23 years, demonstrating financial independence and sustainability. CSL has also maintained a strong record of labour and legal management, with 35 years of uninterrupted operations without strikes, no major litigations, and no CBI investigations, reflecting a stable and compliant organizational environment. This underscores CSL's differentiation as a well-governed, self-reliant PSU.



16. He stated that the Shipbuilding Portfolio has three verticals. The first vertical, showcases CSL's highly diversified portfolio. This includes standard commercial vessels such as oil tankers and bulk carriers, as well as specialized vessels like platform support vessels and geotechnical research vessels. In its second vertical, the CSL also builds service-operating vessels for offshore wind farms. In the third vertical ie. defence sector, the company has

contributed to the indigenous aircraft carrier program and several other defence vessels, serving all three branches of the Border Security Force, the Coast Guard, and other defence establishments.



17. He stated that some of the naval vessels developed by CSL, include, as mentioned earlier, the indigenous aircraft carrier, which represents a significant milestone in India's naval shipbuilding capabilities.

18. He stated that In the commercial sector, CSL has delivered two passenger vessels to the Andaman Nicobar Islands, with the second vessel being particularly noteworthy as it is a hydrogen fuel cell-powered feeder container vessel built for a European client. This vessel

represents a pioneering step in green shipping, directly connecting to European markets and enabling companies like IKEA to claim sustainable logistics. The technology involved is advanced, involving imported components and innovative design partnerships with companies such as Naval Dynamics, although replication in India is currently limited due to high costs. Additionally, CSL is building a fully electric ferry for ASCO, a Norwegian retail chain, designed to transport goods autonomously across fjords with minimal onboard personnel, controlled centrally via “sea drones.” Trials are ongoing, and there are discussions for larger vessels connecting Norway and Denmark. These projects reflect CSL’s focus on future-proof, sustainable shipbuilding and advanced engineering, with capabilities to handle large-scale production, integrating electric propulsion and analytics to achieve significant fuel savings and operational control. The company is also fostering innovation through startup incubation and funding programs, targeting new technologies and future-oriented shipping solutions.

19. He further stated that the Defence portfolio is also covered by CSL. The current projects in hand are all within India, except for one notable exception in the defence sector—the indigenous aircraft carrier—which was priced at a fixed point. Among the ongoing projects, a particularly interesting vessel is designed for operation in UK offshore wind farms. This vessel functions as a “walk-to-work” platform, allowing technicians to access offshore wind fields efficiently. A key highlight is that the vessel’s main engines, the metronaut fuel engines, are largely manufactured in India, making it a significant step toward domestic capability. This project is considered a game-changer, demonstrating CSL’s ability to integrate advanced shipbuilding with local manufacturing and global collaboration.

20. He highlighted that CSL currently has around 75 vessels on order at various stages of design, engineering, fabrication, and outfitting, effectively securing their order book for the next three years. The organization aims for an aspirational order book that is four to five times larger, reflecting its growth ambitions. Some of these orders are slated to start construction soon, with expected deliveries around 2028, ensuring continued operations and planning for the next 2–3 years, while also recognizing potential gaps beyond 2029.

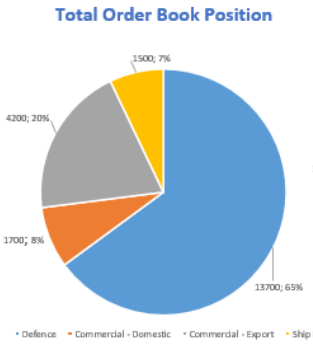
आदेश बही स्थिति – 21,000 करोड़ रुपए (लगभग)
Order Book Position – Rs. 21,100 Crs. (Approx.)

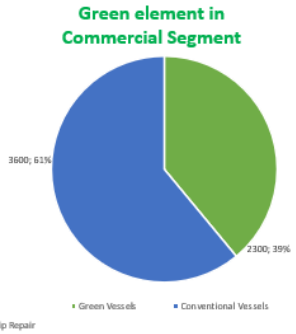
(Rs. Crore)

Sl. No.	Project Category	Total No. of Vessels	CSL	HCSL	UCSL	Order Value*
1.	Defence	14	14	-	-	13,700
2.	Commercial - Domestic	34	10	12	12	1,700
3.	Commercial - Export	27	14	-	13	4,200
	TOTAL	75	38	12	25	19,600

*The order value given in the above tables is the balance amount of orders to be recognised.

Ship Repair Orders – Rs. 1,500 Crs. (Approx.)





Order Book Execution Status		
Design & Engg. Stage	Hull Fabrication Stage	Advanced Stage
25	37	13

21. He elaborated that Cochin Shipyard Limited (CSL) is certified by DNV for quality management, environmental management, occupational health and safety management, and information security management, maintaining European standards at Indian prices. Many of their engineers and leadership, including the CEO, are affiliated with European companies, ensuring international expertise within the organization. Additionally, CSL has been recognized with the GreenCo Gold certification by the Confederation of Indian Industries for sustainability and energy efficiency, making it one of the few shipping sector companies in India to achieve this distinction.

गुणवत्ता ढांचा / Quality Framework

Engineered to International Standards

Integrated Management System

ISO 9001:2015 (Quality Management)

ISO 14001:2015 (Environmental Management)

ISO 45001:2018 (Occupational Health & Safety Management)

ISO 27000:2022 (Information Security Management System)

GreenCo : Gold Rated Green Certification

22. He explained that CSL maintains long-term collaborations with several globally reputed entities, including IHC Holland, a major player in the dredging market, Robert Allan from Canada, Rolls-Royce, and Bart Group. Additionally, the shipyard has established long-term contractual understandings with key Indian organizations such as the Indian Navy, the Directorate of Shipping Operations, and the Dredging Corporation, reflecting its strategic partnerships both internationally and domestically.

दुनिया भर में प्रतिष्ठित संस्थानों के साथ सहयोग /समझौता ज्ञापन
Collaborations/ MoUs with reputed Entities worldwide

International

- IHC Holland BV (Netherlands)
- Robert Allan Limited (Canada)
- Rolls Royce Marine (Norway)
- Vard Group (Norway)
- Conoship International BV (Netherlands)
- United States Navy
- HDKSOE (South Korea)
- Seatrium Letourneau USA, Inc. (SLET)
- Drydocks World (Dubai)
- Maersk

Domestic

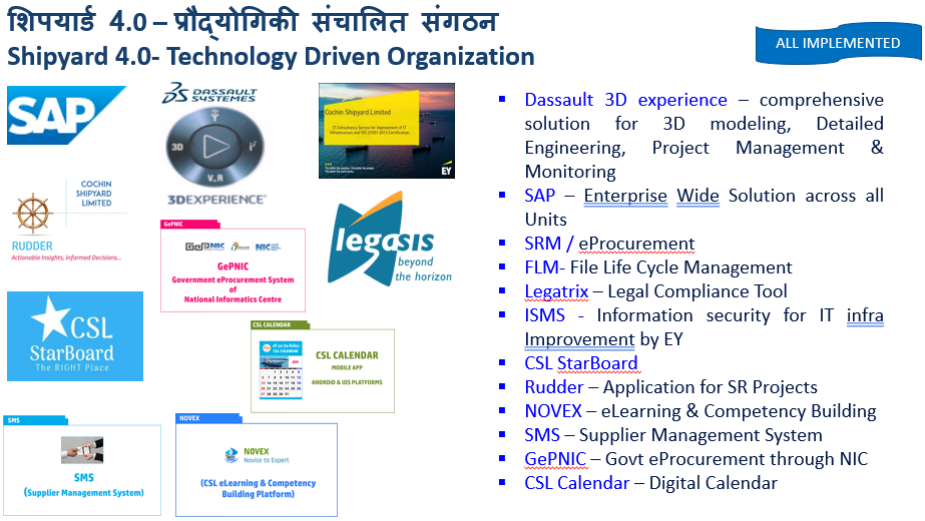
- Union Territory of Lakshadweep Admn.
- Indian Navy
- Shipping Corporation of India Limited
- Dredging Corporation of India Limited
- A&N Administration
- Mazagon Dock Shipbuilders Limited

23. He stated that CSL holds approximately 45% of the ship repair market share in India and operates five dedicated ship repair units. It is the only shipyard in the country capable of undertaking repairs of aircraft carriers. The yard's current order book for ship repair reflects a strong and sustained demand for its services.

24. He highlighted that the CSL Strategic and Advanced Solutions vertical was established in 2020, focusing on technology upgradation and the adoption of advanced technologies. The CMD highlighted a program under which CSL is providing seed funding to start-ups in the maritime sector. This initiative is implemented through two agencies: IAM 44, which has an incubator called IMK, and IT Matters. The program provides three types of funding: seed funding, pilot funding, and equity, although CSL does not currently invest more than 9% to maintain control and ensure sustainable growth in the industry. CSL has allocated ₹15 crore for this program, supporting 16 promising companies so far. In addition, CSL led the development of India's first hydrogen fuel cell vessel, currently operating in Varanasi, in collaboration with BE and KPI. This initiative draws on automotive expertise, with BMW contributing knowledge from their top global innovations. The project demonstrates India's capability in advanced technologies, including indigenous fuel cell development from NCL labs in Pune, challenging the perception that such technology cannot be realized domestically. The program also focuses on building domestic capacity for maritime batteries, which are currently imported. CSL aims to establish a "Marine DNA" battery company in India, ensuring self-reliance and reducing dependency on foreign suppliers. The CMD emphasized that while these initiatives are not immediately profit-driven, they are crucial for national technological progress and showcasing India's engineering capabilities.

25. He stated that CSL's Strategic and Advanced Solutions (CSAS) will focus on four key areas, with the current work being primarily developmental rather than profit-generating. This year, CSL has allocated ₹100 crore for these initiatives, with an expectation that future projects could generate ₹500–600 crore, particularly in the domains of autonomy and sustainable automation. The approach leverages CSL's existing knowledge and expertise, building a strong foundation for advanced technological solutions in the maritime sector.

26. He explained that CSL is a technology-driven organization, with its operations supported by extensive IT-enabled systems that facilitate and streamline day-to-day working across all verticals.

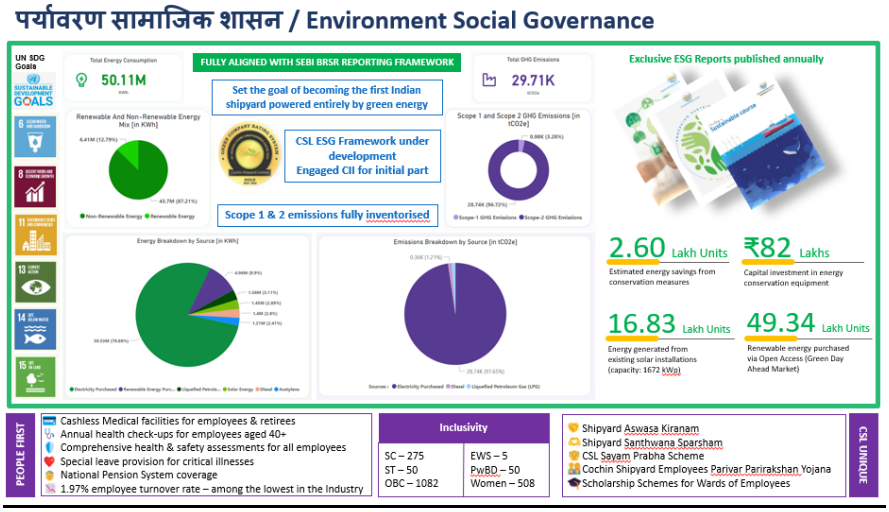


27. He stated that CSL follows a people-first policy, maintaining a permanent workforce of around 2,000, while managing a daily footfall of approximately 9,000 across its seven units. The organization has identified 44 core competencies among its employees, and all training programs are designed around these competencies, focusing on areas such as constraint breaking, execution experience, teamwork, and continuous learning. Out of 544 officers, 468 have undergone IAM and IAT programs, including all DGMs who participate in annual training initiatives. For the wider workforce, CSL runs structured national programs in batches—for example, 17 workers, 2 supervisors, and 1 officer per batch—designed to upscale skills, with the organization supporting the cost of training to ensure employees return equipped with advanced expertise.

28. He stated that under Marine Training and Skill Development, CSL runs DG-approved GME courses to train engineers for sea readiness. Additionally, the organization conducts customized training programs, including firefighting courses, fitter enhancement training, and other specialized skill-building initiatives. CSL also provides tailored training for specific clients, such as Mayors Vinod Shun, and collaborates on skilling programs with the Government of Kerala through ESAR.

29. He mentioned that on the ESG front, CSL meets all mandatory requirements and ensures reporting within the established framework. In line with its people-first policy, the organization also runs a range of welfare schemes for its employees.

30. He elaborated that CSL has implemented several CSR programs over the years and has consistently exceeded its allocated CSR budget, spending more than the mandatory requirement.



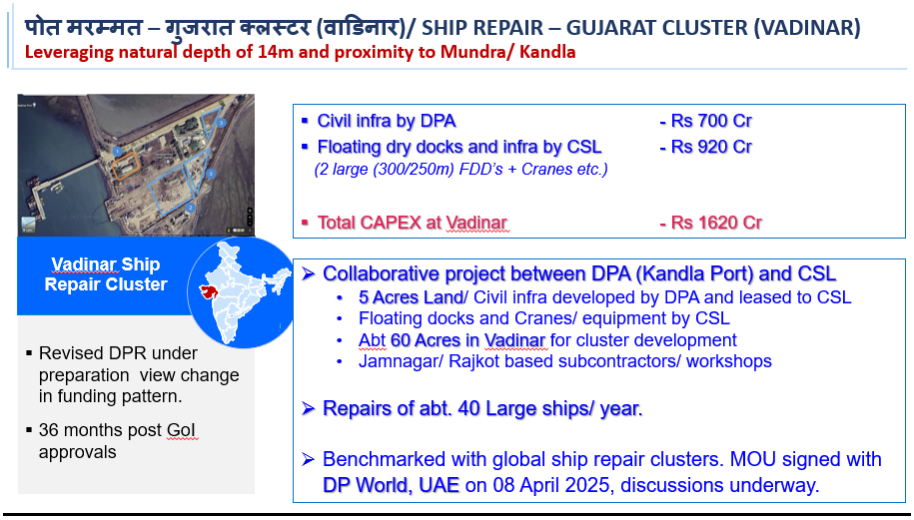
31. Along with the Possible Consulting Group, CSL ran a program called Cruise 2030, which aimed to identify revenue opportunities by the year 2030, estimated at around ₹15,000–18,000 crore. In 2024, after reviewing developments and new geographical trends, CSL launched the follow-up initiative Post 2030: The Race to 2.7, focusing on emerging opportunities and driving growth beyond previous projections.

32. He stated that for the coming weeks, CSL is setting up a Strategic Quality Management Office (QMO) to oversee an 18–24-month program aimed at achieving its defined strategic goals. In parallel, CSL is working on enhancing shipbuilding capabilities in India through two identified clusters: the Kochi cluster, centred around their ISRF facility with an MOU signed with DB World, and the Vadinar cluster, with further discussions underway.

33. He mentioned that CSL plans to set up a new team and infrastructure at the Kochi cluster, starting with at least 15 core members to build a sustainable ecosystem. The initiative includes developing residential facilities, schools, and a full support infrastructure for employees and their families. The site spans 60 acres and will include an EPA colony,

which will be redeveloped from scratch. Over the next 36 months, CSL aims to complete the primary shipbuilding works and bring in floating dock segments from the global market to accelerate operations. Additionally, they are constructing a 300-meter block, with plans to expand further once initial operations stabilize.

34, He further mentioned that CSL is working on developing the Vadinar cluster in collaboration with international partners to bring global shipbuilding practices to India. The cluster is strategically located near the Naira refinery, offering excellent connectivity and infrastructure potential. The initiative aims to create a comprehensive shipbuilding ecosystem, including civil infrastructure like jetties, which will be constructed by Kanthapur, while operations will be managed jointly by CSL and its partners. This effort aligns with broader plans to establish a modern, capable shipbuilding hub in Vadinar and Kochi.



35. In the end he stated that looking ahead, CSL is focusing on future-ready infrastructure and operations. Plans include the new dry dock and block fabrication facility, enhanced ship

design capabilities, and development of indigenous battery technology, as highlighted by the CMD. CSL aims to run 100% of its operations on green energy by 2027, leveraging rooftop solar and potentially offshore wind installations over the next 18–24 months. The organization has heavily invested in the government's Green Dug Transition Program and continues to drive the maritime startup program through CSAS and OSHUS. Strategic collaborations are being pursued for future orders, including jack-up rigs for ONGC, and pilot projects on autonomous services are being executed using CSL's internal resources.

दूरदर्शी एवं विकासोन्मुख परियोजनाएं
VISIONARY & GROWTH ORIENTED PROJECTS

Project	Description
Block Fabrication Facility	• Tie-up from reputed Shipyards from Korea/Japan. • Discussions for collaboration with HDKSOE progressing.
Ship design	• Possibility of enhancing ship design capabilities to global standards being explored.
Battery tech.	• Development of Battery Technology for GTTP in tie up with Battery makers in India.
100 % Green energy	• Working towards implementation of 100 % green energy in CSL.

C. <u>INTERACTIONS WITH THE MEMBERS OF NSB:</u>

36. **Shri Anil Devli CEO INSA** suggested creating a concise reference document about CSL's current repair capabilities that could be shared with the members or published online. He emphasized that very few players, aside from CSL and HSL, provide such detailed information, and having it as a ready reference would be valuable.

37. **The Chairperson Shri Sameer Kumar Khare** raised queries about handling merchant vessels, noting that timing constraints limit certain repairs. CMD CSL explained that some vessels are not yet home and merchant vessel clearance timelines are tight, so the focus is on maximizing revenue while managing operational constraints.

38. The conversation also covered potential investments in expanding repair capabilities. **The Chairperson Shri Sameer Kumar Khare** highlighted the need to carefully assess where to invest, while the CMD CSL noted that smaller vessels operate at a lower level of service compared to larger IC ships. As a result, building new facilities is challenging, but CSL is exploring options starting with floating docks to gradually expand capabilities.

D. SAFETY VIDEO PRIOR TO FIELD VISIT:

39. A **safety video** was presented by CSL, highlighting the company's commitment to maintaining a safe and respectful operational environment. CSL emphasized that their mission is to ensure that every visit to Cochin Shipyard is safe, and they have established comprehensive health, safety, and environmental guidelines. The company is certified under

internationally recognized management systems, including **ISO 9001:2015** for Quality Management, **ISO 14001:2015** for Environmental Management, and **ISO 45001:2018** for Occupational Health and Safety, with certifications governed by Pessel. These standards cover the design, development, construction, repair, and maintenance of ships and offshore structures. The video provided an overview of CSL's facilities, including docks, keys, and workshops for shipbuilding and repair. Clear instructions for visitors were shared: follow entry procedures, obey all safety signs, avoid smoking, alcohol, and drugs, refrain from unauthorized photography, and do not enter work zones or handle unsafe materials. CSL emphasized that **safety is a shared responsibility**, and adherence to these guidelines ensures a safe, productive, and hazard-free visit. The presentation concluded with a note wishing all visitors a safe and secure experience at the yard.

40. **Vote of thanks:** In the end, the Chairperson NSB thanked CMD CSL and his team members, present in the meeting for their presence and their active participation in the meeting. The members of NSB thereafter left the meeting for the field visit.

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ANNEXURE VII

MEETING OF THE MEMBERS OF NATIONAL SHIPPING BOARD WITH REPRESENTATIVES OF SHIPBUILDING ASSOCIATION OF INDIA ON 07/10/2025 AT 9.30 P.M. IN THE CONFERENCE HALL OF CSL KOCHI

A. WELCOME BY CHAIRPERSON NSB:

At the onset, Shri Sameer Kumar Khare IAS (Retired) welcomed **Shri Attreya Sawantt & other representatives** of the **Shipbuilding Association of India (SAI)** and conveyed gratitude of the Board to the entire team of SAI for sparing their valuable time for this important interaction.

B. PRESENTATION BY SAI:

2. The meeting with the Shipyard Association of India (SAI) began with a presentation by **the SAI representative** and it was mentioned that the discussion would focus on key points of concern affecting the shipyard industry. The copy of the presentation is enclosed at **Annexure VIIA** for better comprehension & understanding of the issues.

C. INTERACTION WITH THE MEMBERS OF THE NSB:

3. **Requirement for BIS (Bureau of Indian Standards) certification for imported materials:**

3.1. The SAI representative noted that shipbuilding and repair is a highly specialized sector, requiring a limited but specific range of materials and equipment. He explained that one major issue faced by the industry is the requirement for BIS (Bureau of Indian Standards) certification for imported materials, which is causing significant delays. He added that shipyards have approached the government requesting that ICS (International Classification Societies) certifications be accepted as an alternative to BIS, given that many essential items used in shipbuilding are internationally certified and not produced domestically. The SAI representative elaborated that the BIS mandate, though intended to ensure quality and prevent dumping of substandard materials—especially from China—has resulted in operational bottlenecks for shipyards. He cited that several critical components, such Ship plates, are primarily imported and not locally manufactured, making BIS compliance difficult. The SAI representative concluded that while the government's intention behind BIS certification—ensuring safety and standardization through domestic testing—was well-meaning, it has inadvertently led to challenges for the maritime sector. Drawing parallels with other industries like toys, he noted that mandatory Indian testing requirements had earlier shifted production patterns. However, for shipping, this policy transition has created practical difficulties that need urgent reconsideration.

3.2. Shri Anil Devli CEO INSA emphasized that this issue is particularly problematic for the shipping and repair sector. When Indian shipyards approach suppliers abroad, they often refuse to apply for BIS certification, as the Indian market share is too small to justify the effort and cost. This creates a situation where Indian shipyards are unable to import the

necessary spares or materials, halting progress. He observed that in industries such as manufacturing and printing, machinery and equipment are generally standardized, especially when imported. He noted that this standardization allows operators to maintain consistent production quality. He further emphasized that if manufacturers anticipate sufficient demand for instance, 100,000 units of a product in India they are more likely to invest in large-scale imports, such as steel from Korea, to meet that demand. He pointed out that international suppliers like the Koreans are often prepared for such markets and willing to take up ventures like VSR because of established demand, whereas in India, the market scale is comparatively smaller, limiting such opportunities. He noted that authorities were unwilling to follow equivalency, preferring to review products themselves, which complicates the process due to time, knowledge, and resource constraints. He suggested that class-approved items, which have international recognition, could serve as a practical solution.

3.3. **Shri Ajith Kumar Sukumaran Chief Surveyor** stated that his role involves overseeing the ship installation process and ensuring that appropriate international standards and classifications of tools are followed. He emphasized the importance of maintaining quality assurance throughout the process. He mentioned that the current discussions are still in the preliminary stages and are focused on the technical aspects, such as the screening and evaluation procedures required for implementation. He noted that realistic work processes are already being implemented and emphasized focusing on practical issues that impact domestic industries, rather than administrative codes such as HSN, which have minimal effect on industry performance over the next decade.

3.4. **Shri Madhur Nair CMD CSL** informed the committee that during a recent meeting at the PMO concerning the GC vessel tender, significant discussions took place regarding international participation and import restrictions. He highlighted that there had been objections to allowing international tenders, particularly due to the government's current restrictions on imports from countries sharing land borders with India, such as China. He explained that this restriction poses challenges since many essential marine components like container sockets, accommodation panel boards, and night boats are primarily manufactured in China. Procuring these items from alternative sources, such as Europe, results in costs up to four times higher. He emphasized the need for a balanced approach: while India aims to promote domestic shipbuilding and self-reliance, practical considerations must be made for global supply chains and product availability. He suggested a calibrated, phased approach potentially over a 10-year period to gradually reduce import dependence without disrupting ongoing projects. He also noted that aluminium supply remains a major constraint, with Hindalco being the only significant domestic producer, which does not meet all marine-grade requirements. He added that India cannot rely on tariffs to regulate imports; instead, quality requirements should be enforced. He highlighted that BIS standards can be used to ensure compliance, even if the relevant terminology or codes are not yet defined, and suggested creating specific standards or references where necessary. He emphasized the importance of using consistent industry practices and standards to maintain

quality and competitiveness. He clarified the policy stance regarding equipment and imports from China. He informed as per the current approach where Chinese products are generally restricted, multinational products manufactured in China under global standards may be allowed on a case-by-case basis. He emphasized that this policy should be clearly communicated and implemented by the Council of India. He noted that domestic manufacturers, who have invested heavily in producing high-grade components in India over decades, must be protected. While certain Chinese-manufactured equipment from multinational companies (e.g., pumps, sewage treatment plants) could be considered, the policy principle is to prioritize Indian production. This approach balances industry growth, compliance, and practical needs for specialized equipment where local alternatives are limited. He emphasized the need to word policies carefully to ensure they are implementable and do not create loopholes.

3.5. **Shri Arun Sharma** noted that several issues raised are already being addressed directly through discussions with the Shipowners Association, IRS, and the technical committee. He expressed confidence that these matters will ultimately be resolved and suggested that any remaining points requiring further attention can be handled through bilateral discussions following the current meeting.

3.6. **Shri Sitesh Ranjan** proposed obtaining equivalency from BIS for items approved by IIS, providing ready certification to streamline compliance.

4. Pricing concerns in the domestic market:

4.1. The SAI Representative highlighted a major pricing concern in the domestic market. He noted that products which cost around $1,000 internationally are being sold for nearly $3,000 in India, primarily because Public Sector Undertakings (PSUs) are mandated to purchase domestically manufactured items for their vessels. This significant price difference, he emphasized, makes it challenging for Indian manufacturers to remain competitive in international markets while relying solely on such high-cost domestic inputs

4.2. Shri Madhur Nair CMD CSL emphasized the importance of creating demand within Indian shipyards to help domestic suppliers scale up. He noted that some companies are willing to reduce costs if volumes increase, highlighting that higher procurement by shipyards can make domestic production economically viable. He gave examples, such as the Indian Navy, which currently sources certain products domestically because it is willing to pay for them, ensuring all shipyards operate on similar terms. He also noted historical progress, such as sourcing steel domestically for naval ships, which was previously imported from Russia for aircraft carriers. He concluded that while there are challenges on both sides, a gradual and calibrated approach is necessary to strengthen domestic production without disrupting current operations.

4.3. Shri Sitesh Ranjan MMDA noted that when the Ministry of Steel introduced its quality control policy, there was a lack of proactive engagement with other ministries, which led to

missed opportunities for input. He emphasized the need for closer coordination and timely responses in the future. Additionally, he highlighted the importance of volume consolidation: associations can identify demand patterns and approach suppliers collectively, enabling more effective negotiations. By consolidating demand over a longer period, such as three years, costs can be optimized compared to handling fragmented, short-term demands.

4.4. Shri Ajith Kumar Sukumaran CS stated that there are no major issues with current BIS policies, as the necessary approvals and assessments are in place. He emphasized that simple and standard items can be manufactured in India, and that certain production or aggregation processes could be implemented domestically within a three- to five-year timeframe. He suggested that while these items should be developed locally, more complex programs may require alternative approaches or continued external sourcing.

5. Class certification for certain equipment:

5.1. **The SAI Representative** highlighted challenges in class certification for certain equipment. He noted that private commercial vessels and PSU vessels have different requirements, making standardization difficult. While components like poly-caps and cables are fully manufactured in India for projects such as nuclear power plants, class certification cannot currently be completed domestically due to a lack of authorized agencies. He suggested that the government could play a supporting role by initially backing the certification of a few key equipment items, enabling smoother domestic implementation and compliance with standards.

5.2. Shri Ajith Kumar Sukumaran CS clarified that, regarding BIS, the verification of proposals can be conducted by any authentic agency once the standards are established. He emphasized that there is no restriction preventing competent agencies from performing these assessments, ensuring compliance with established norms. He highlighted that while certain manufacturing processes can be executed in India, limited-volume items cannot be immediately produced domestically due to scale constraints. He stressed the need to strengthen the vendor base to support the ancillary industry and achieve the broader objective of domestic production.

5.3. Shri Madhur Nair CMD CSL emphasized the importance of mentoring and supporting domestic operators over a multi-year period to help them achieve certification and meet industry standards. He suggested starting with select processes or products, gradually expanding over three years, and guiding companies through the certification process, even if it incurs some initial costs. He noted that private sector operators outside India need encouragement to comply if they wish to participate in the Indian market, and that ongoing dialogue and structured support are essential for effective execution.

5.4. Shri Rakesh Singh highlighted the challenges of scaling production for Indian vendors due to small volumes and limited vendor bases, particularly for specialized shipping

equipment like emergency power pumps. He noted that class approval processes are costly and time-consuming, creating a "chicken-and-egg" problem where manufacturers are hesitant to invest without assured volumes. He suggested leveraging standards from related industries, such as automotive or aviation, to broaden the vendor base and reduce the need for repeated class approvals. He emphasized direct engagement with manufacturers through associations rather than intermediaries, focusing on practical, low-hanging opportunities such as cables, chains, and other standardized components. He noted that this approach could gradually expand production capability and ensure compliance while maintaining cost efficiency.

5.5. The Chairperson Shri Sameer Kumar Khare suggested segmenting tasks into short-term and long-term priorities. He recommended focusing on items that can be immediately produced without volume constraints, while developing a roadmap for more complex or high-volume items. This approach, he noted, would clarify what is feasible in the near term and enable structured discussions with higher authorities.

6. Inverted GST structure & other GST related Issues:

6.1. **The SAI Representative** raised issues with GST, particularly the inverted duty structure, which increases vessel costs and affects affordability for buyers.

7. Vessel certification under IRS:

7.1. The SAI Representative emphasized that vessel certification under IRS is causing delays and additional costs, as equipment often requires re-certification even if approved internationally. He suggested exploring recognition of other classification societies, such as Korean class, to speed up production and improve equipment availability, while maintaining safety and quality standards. Implementing such measures would enhance efficiency, reduce costs, and expand access to certified equipment in India.

7.2. Shri Ajith Kumar Sukumaran clarified that load line assignment from IRS is solely for the purpose of the assignment itself and is not linked to equipment approvals or other processes. He emphasized that it is connected only with classification requirements, and suggested exploring alternative approaches to streamline the assignment process while maintaining compliance with IRS standards. He highlighted that participation in renewals and government services are separate matters from safety and construction compliance. He emphasized that while load line assignments relate to safety construction, other compliance aspects need to be reviewed independently. He suggested coordinating with IRS, India's national classification society, taking historical practices into account. He recommended preparing a comprehensive approach to address these issues systematically and ensure progress while maintaining a cooperative relationship with IRS.

7.3. Shri Arun Sharma explained that the load line assignment and five-yearly renewal are the sole responsibility of IRS, a decision finalized after consultation with shipowners,

shipyards, and class societies under the chairmanship of Mr. Amitabh Kumar, the then DG Shipping. He emphasized that this process ensures continuity in assessing vessel strength and stability. Mr. Sharma suggested that any generalized concerns regarding IRS performance, including timely service delivery, should be documented and discussed jointly between ISBA, SAI, DG Shipping, IRS, and INSA. He noted that technical issues, such as the scantling of smaller vessels, are being aligned with other class societies' standards and can be resolved through structured technical discussions. He stressed that nothing is inherently undeliverable if addressed systematically on a technical platform.

8. New Scheme for Ship Building Financial Assistance:

8.1. The SAI Representative discussed the upcoming Scheme for Ship Building Financial Assistance. He conveyed his concerns that vessels costing over ₹100 crore would receive 20% subsidy, while those under ₹100 crore would receive only 15%, making smaller shipyards financially constrained. It was noted that financing challenges, GST costs, and delayed fund availability discourage investment in domestic smaller ship building industries and smaller shipyards.

9. Maritime Development Fund:

9.1. The SAI Representative discussed the proposed maritime development fund, currently planned as equity rather than debt. He expressed a preference for debt financing due to uncertainties around equity valuation and cost. The government's approach, including potential equity participation from foreign investors and raising funds from the market, was noted as not fully clarified. He stated that broader consultation with users and stakeholders is necessary to ensure effective allocation of funds and that issues like equity participation, financing structure, and subsidy impact be carefully addressed to support shipyard competitiveness and industry growth.

10. Lack of participation in Govt tenders due to restrictive clauses:

10.1. The SAI Representative highlighted that domestic smaller ship building industries and smaller shipyards currently lack sufficient participation in Govt tenders due to restrictive clauses and he suggested that policy adjustments could help them compete more effectively with PSUs. He assured that detailed feedback on this matter will be provided to NSB in due course.

11. Challenge posed by second-hand vessels:

11.1. The SAI Representative emphasized the challenges posed by second-hand vessels, particularly for vessels above 100 meters, which are imported at much lower costs and available immediately. This creates a significant competitive disadvantage for domestic shipyards, many of which remain idle despite capacity. He noted that while government policies aim to promote Indian-flagged vessel operations, the current preference for cheaper second-hand vessels continues to hinder domestic ordering and production.

11.2. The Chairperson Shri Sameer Kumar Khare observed that private sector shipowners are hesitant to invest in new vessels because current returns do not justify the cost of new construction. He noted that while new ships could meet INSA standards, the financial viability remains a concern. He emphasized the need to identify strategies or policy measures that can incentivize private sector participation and ensure competitive returns for investment in new shipbuilding projects.

12. Lack of clarity on the timelines for domestic ship orders:

12.1. The SAI Representative highlighted that the lack of clarity on the timeline for domestic ship orders is discouraging investment by shipbuilders. He noted that repeated delays in policy announcements create uncertainty, making it difficult to plan production and investments. He emphasized the need for a fixed, transparent schedule so shipyards can plan appropriately, noting that initial vessels require longer lead times, but subsequent production becomes faster, as demonstrated in Korea and China's phased shipbuilding approach. Clear timelines would allow industry stakeholders to coordinate investments and production efficiently.

12.2. Shri Anil Devli outlined that the plan for the next five years includes approximately 122 ships, with 12 already ordered. He emphasized that production feasibility depends on demand visibility and financial viability, noting that both shipbuilders and investors operate to ensure returns for shareholders. He assured that India has the capability and quality to build the required vessels, though time and financing remain constraints. He stressed the importance of collaboration between shipowners, industry, and the ministry, cautioning against unnecessary barriers, and advocated for joint planning and sufficient lead time to achieve the 2030 shipbuilding objectives.

13. Scrap Steel Management:

13.1. **Shri Ajith Kumar Sukumaran** raised concerns regarding scrap steel management, noting several ongoing issues. He suggested that a structured plan should be implemented to address these challenges, including proper collection and handling processes. He emphasized the need for dedicated resources and coordination to ensure timely and efficient management of scrap steel in the near future.

14. Way Forward:

14.1. The Board assured SAI that the issues raised by them have been taken due cognisance. The same will be discussed by the Board in a smaller sub group of the Board dealing with challenges of Ship Building & Repairs where SAI will be also an invitee along-with other Stakeholders. Further these issues will also be apprised to the highest authority in the Ministry of Ports, Shipping & waterways for policy level interventions. Further the guidelines for SBFA & MDF are going to be issued shortly which will provide a platform for more informed discussions. In the meantime, DG Shipping & IRS must hold a meeting with INSA,

SAI & IBSA in next one month to solve the outstanding issues related to DG Shipping & IRS. The status of the meeting will be reviewed in the next NSB meeting.

Action: Secretary NSB / DG Shipping / CMD IRS

15. Vote of thanks: In the end, the Chairperson NSB thanked the representatives of the SAI for sparing their valuable time for the meeting and for their active participation in the meeting.

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Annexure 7 A

SAI Proposals Summary

- SBFAP
- GST/ Tax related
- Shipbuilding Design Issues
- IRS Specific Issues
- Customs & BIS Related
- DGS Issues Related to RSVs
- Financial & Insurance Related
- Miscellaneous Issues

Annexure 7 A

SBFAP Related 10 Proposals

https://1drv.ms/b/c/03ac710ca1be4736/EetKhRiMIeFFq5sylFiI6OoBRxswWA8-_zgAigBpu9KhSw?e=sW0hLo

Shipyards Association of India

Annexure 7 A

GST/ Tax Related Issues

Annexure 7 A

Infrastructure status for Shipbuilding

- The grant of infrastructure status is of no help to the Shipbuilding industry. The definition of "infrastructure facility" as per clause 3.1.1 u/s 80-IA of income tax act,1961 specifies deductions in respect of profits and gains from industrial undertakings or enterprises engaged in infrastructure development, etc. [Section 80-IA].
- There is no mention of "Shipyards" in the definition as per income tax Act. Notification issued by Ministry of Finance (Department of Economic Affairs) (INFRASTRUCTURE SECTION) dated 8.4.2016, includes "Shipyards" under transport category. Therefore there is no income tax advantage for Shipyards.
- Though, the Govt. has reduced corporate tax rate but then it is for same across all industries. Benefit which other "Infrastructure companies" like Telecom, highway developers etc enjoy under different section of income tax is not available for Shipbuilding. Even the shipping companies pay lower tax due to tonnage scheme.

Solution:

Include shipbuilding under definition of Infrastructure as per clause 3.I.I u/s 80-IA of IT Act, 1961

Annexure 7 A

Goods & Service Tax Issue

Accumulation of input tax credit in ship building.

- The input services constitute a major part (nearly 20% ~ 45%) of the construction / Shipbuilding cost and they come at 18%. Output of Shipbuilding is taxed at the rate of 5% GST whereas the input materials are taxed at 12%/18% & 28% and Input services are taxed at 18% GST. Although GST law prescribes a reduced rate of 5% for parts of vessels (tax on materials). There is lot of confusion on what constitutes parts and whether steel, paints, pipes, cables etc. constitutes parts.
- Customs and GST department has issued SCN's levy the HSN rates on parts procured at 5% GST which are under adjudications. There is provision for refund of ITC in cases of inverted duty structure but in terms of the formula provided in the act what is eligible is only Input Tax Credit of Input materials.
- Input Services which forms a substantial portion of the input ITC is not eligible for refunds.

Goods & Service Tax

Accumulation of input tax credit in ship building.

- Similarly, input on Capital goods is also not eligible for refunds. The accumulation forms nearly 4% ~6% of the price of the constructed ships. The accumulated Input Tax Credit considerably blocks working capital and adds significant cost to the projects making Shipbuilding cost non-competitive.

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Accumulation of input tax credit in ship building.

Solution:

- Suitable amendment / revision in the GST notification Sr 1/2017 Sr 252 and align it with customs notifications 50/2017 Sr 559. It will cover GST mismatch on inputs goods and resolve the existing anomalies.
- All inputs materials and Services used by the Ship yards for ship building are taxed at the GST rate of 5% uniformly.
- However a suitable procedure needs to be evolved and defined so that the lower rate can be facilitated through an “Essentiality Certificate” issued. The respective shipyard may provide a CA certificate to prove that all input materials and services will be used for the shipbuilding purpose only. (Similar procedure is currently followed in Oil and Natural Gas Industry where concessional GST are allowed on the basis of an “Essentiality Certificate” issued).

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Accumulation of input tax credit in ship building

Solution:

- The refunds are not restricted to Input materials alone but all input tax credit in respect of input materials, input services and input tax credit on capital goods are also refunded back to the Shipyards.
- The blocked credit which is around 4%~6% of the price of the Ship is refunded back as part of the Ship Building Financial Assistance (SBFA) by increasing the SBFA by another 4% ~ 6%

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Goods & Service Tax Issues

Accumulation of input tax credit in MRO (Shipping)/Ship Repair

- Input services which fall under the definition of Maintenance, Repair or Overhaul services are taxed at 5% GST and non-MRO services are taxed at 18%. Output of MRO of Ships building is taxed at the rate of 5% GST whereas the input materials are taxed at 12%/18% & 28%.
- Input Materials in Maintenance, Repair & Overhaul services form nearly 25%~40% of the repair contract are not eligible for procurement at 5%.
- The services connected with the installation and commissioning of the materials, equipment's etc. by the OEM's are to be paid GST of 18% not GST rate of 5%.

This results in accumulation of Input Tax Credit in MRO Shipping as well.

Annexure 7 A

Solution

All inputs materials and Services used by the Ship yards for ship repair across board should be taxed at the GST rate of 5% only. In Dubai, which is a major centre for MRO Shipping, all input materials, Input services and output services are taxed uniformly at 5%. This helps avoiding any kind of accumulation of credit and the consequent cost to the MRO activity.

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Annexure 7 A

Input tax credit on construction of Civil Structure like Dry Docks and Slipways

- Dry Docks and slipways are plant and Machinery for the shipyards, which are essential part of the shipbuilding activity, where the ships and vessels are built and repaired and used to launch the Vessels into the water after construction.
- However input tax credit is denied on Dry Docks, Slipways etc. which are being treated as civil structures because land, building or other civil structures are excluded from the meaning of plant and machinery.
- Building of Dry Docks and Slipways warrants huge investments and the payback period of such investment is also very large. These are presently taxed at 18% with restriction of claiming input tax credit on GST paid.
- This adds to the cost of the capital project considerably. The high GST of 18% coupled with the non-availability of input tax credit requires additional funds which are only available at high cost.
- It also increases the payback period of the new investments. All this discourages investment in new facilities for enhancement of their infrastructure and capacities expansion by the shipyards.

Solution

- The investment in Dry docks and slipways should be completely exempted from GST.
- Alternatively, the Dry Docks and Slipways be treated as Plant & Machinery in the case of Shipyards and taxed at the rate of 5% and 5% GST should be allowed as input tax credit.

Annexure 7 A

Custom Duty Exemption

- The exemption of Custom Duty for imports of raw materials and parts for use in the ***Manufacture*** of Vessels falling under heading/tariff item 8901, 8902, 8904 00 00, 8905 (except tariff item 8905 20 00) or 8906 vide Sr. No. 559 of the notification no. 50/2017 dt. 30th June 2017 valid till 31.03.2025 is already extended for next 10 years by Govt. of India. (i.e. till 2035).
- As far as extension of custom duty exemption for ***Repairs*** is concerned, it also has been extended (under Sr 549-capital goods and spares thereof, raw materials, parts, material handling equipment and consumables, for repairs of ocean-going vessels by a ship repair unit and Sr no. 550-"Spare parts and consumables for repairs of ocean going vessels registered in India") until March 31, 2029. ***It is recommended that this exemption be made applicable for "all vessels registered in India" and extended till 2035.***

Annexure 7 A

BIS CERTIFICATION ISSUES

- The Government of India has made BIS certification mandatory for certain products to ensure quality and consumer safety.
- The mandatory BIS certification for various items used in shipbuilding/ship repairs has become a great concern for shipbuilders as well as ship owners.
- Many such items are not available at all in Indian market, which meet quality and conform to international standards.
- The Indian BIS approved vendors over charge significantly due increased cost of production, view limited demands. Because of high price of Indian material, shipyards become noncompetitive to quote in the International market.
- Sometimes ship owners insist procurement of some specific brands, as part of the approved design of the vessel, and hence shipbuilders have no choice but to import such items.

Overall, it is affecting the Shipyards/shipbuilders very adversely.

Annexure 7 A

Challenges Faced due to BIS Certification

- Cumbersome and costly Certification process
- Limited availability of certified materials
- Increased Cost
- Incompatibility with International Standards (e.g. Aluminum)
- Import Dependency and Supply Chain Disruptions

Solution

- Items which are already type approved by international classification societies (LR, BV, ABS, DNB, IRS etc.), such type approved items/ certificate be accepted in place of BIS certification to clear the material. Customs should not insists on BIS certification or separate departmental permissions for such type approved items.
- Import for shipyard for all material should be waived off from BIS Certification for the time being, till sufficient quantity with reasonable prices conforming to all the required standards is ensured/available in the Indian market.

Annexure 7 A

Shipyards Association of India

Shipbuilding Design Issues

Annexure 7 A

Indigenous Ship Design Capabilities

With the existing demand of all types of vessels in terms of Types and No of ships/ vessels including Inland Cargo transportation/waterways, Tourism, Cruise, Fishing, Oil and Gas (Coastal and intercostal), Sea going vessels for Indian Cargo, and taking into account the fact that all Chinese and Korean yards are overbooked, eyes are set on the Indian shipbuilders as well as on the Indian design houses to fulfill these demands domestically.

Annexure 7 A

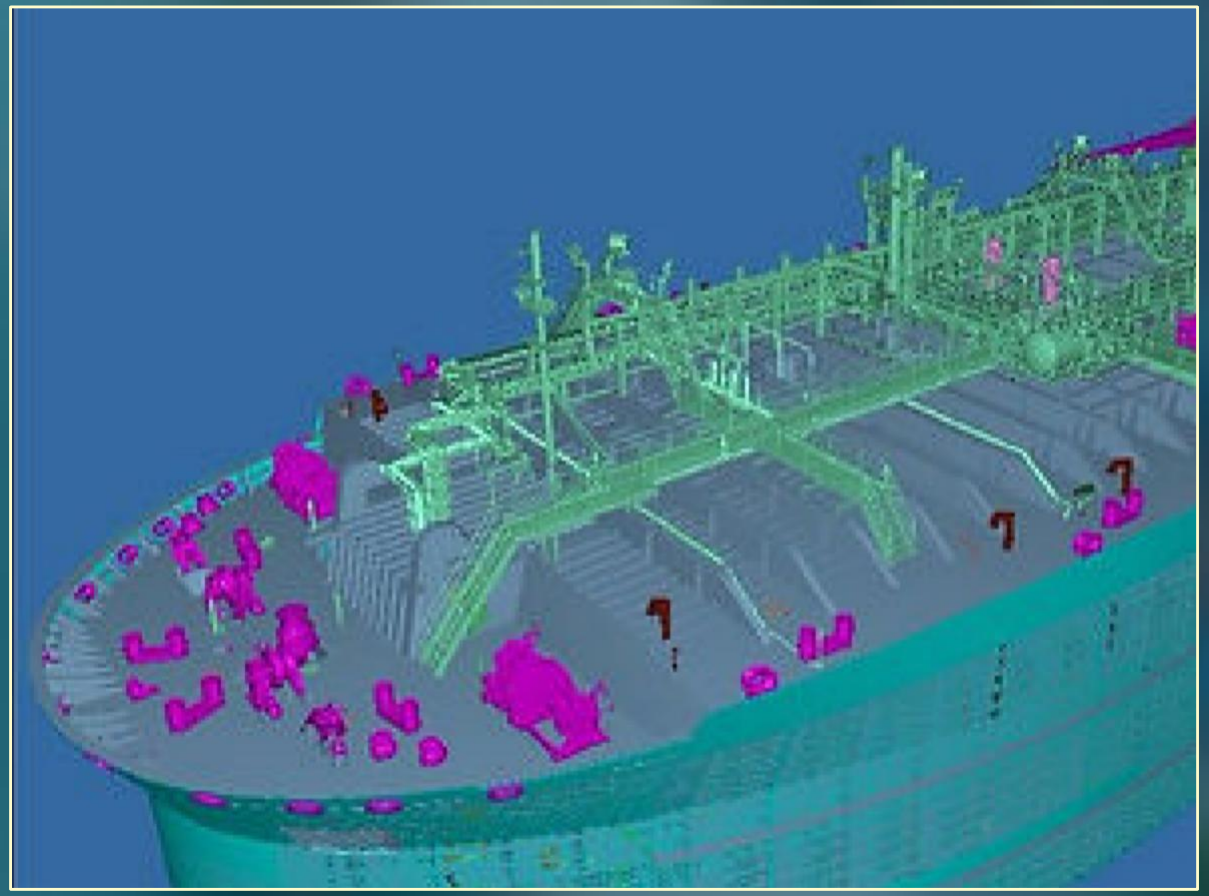
Indigenous Ship Design Capabilities

- This is a right time to highlight Indian designers' engineering capabilities, as there are very few Indian designers of repute and there is lack of support to build indigenous design engineering capabilities in the country.
- The existing design houses are capable to provide basic and detailed design for vessels like MBCs, barges, ferries, tugs, small jackups, small dredgers, ancillary naval vessels (like Fast patrol vessels, Attack crafts, etc) and small cargo ships (less than 10,000 Dwt) for Indian customers.
- The design houses also have capabilities to provide production drawings for bigger ships for Indian and overseas customers. However, for the more complex vessels and large vessels, India is still importing the designs from overseas.

Annexure 7 A

Indigenous Ship Design Capabilities

As on date there are very few Indian Designers, who are designing ships for European owners built by Indian and overseas yards.



Annexure 7 A

Indigenous Ship Design Capabilities

Design is very much a critical part for making India a shipbuilding hub. We cannot continue depending on European designers. If we look at European market there are many incentives and R&D funds available to make new designs. That is why European design houses lead the innovation cycle, plus they have decades of experience on their side. If we don't formulate incentive policies and act now to build this capacity and capabilities within the country, we will never be able to develop that edge even after next 10 or 15 years. Today most of the overseas customers want European designers for their vessels. For Indian designers to break into that market it might take time but we need to work aggressively towards it to enter this market.

Annexure 7 A

Indigenous Ship Design Capabilities

- There is an immediate need for developing tank model testing facilities to validate performance and efficiency of the ship design for larger vessels where compliance with indices like EEDI (Energy Efficiency Design Index) are compulsory.
- Due to the lack of accessible model testing facilities in India, designers face a major bottleneck in developing compliant, optimized designs, or need to spend significant foreign exchange to get these testing done in European facilities.
- This highlights the urgent need for more government-supported model testing infrastructure.

Shipyards Association of India

Solutions

- Development of shipbuilding design capabilities can only happen with government support of Software Bank and research setup created as a common pool by the Government, for use by Indian designers at a nominal fee.
- Government supported tank model testing facilities need to be setup and provided, to validate performance and efficiency of the ship design to the designers on as and when required basis at a nominal cost.
- Government may provide additional incentives of 3-5% to the Indian shipyards for using Indian design engineering companies for basic as well as detail design. This will help to develop Indian design engineering companies. To start with this could have some sunset clause e.g. for first 10/15 years.
- Government may offer 50% subsidy on the design software purchased by the design houses.
- Government may consider offering service export incentive scheme something similar to SEIS (Service Exports from India Scheme) which existed around 2 years back.

Annexure 7 A

Solutions

Last but not the least, the shipbuilding industry requires skilled professionals with specialized knowledge in ship design. Introducing shipbuilding-specific design courses in ITI and diploma colleges can help develop a talented pool of apprentices and diploma holders who can support the industry's growth. This initiative can ensure a steady supply of skilled workforce, enabling the industry to mature and thrive. Implementing such courses can be a strategic move to address the industry's workforce needs and promote its development.

Annexure 7 A

IRS POINTS

IRCLASS

Indian Register of Shipping

Annexure 7 A

Establishment of Plan Approval Centers in Major Shipbuilding Locations

- Many leading classification societies have established plan approval centers ***in regions*** where significant shipbuilding activity takes place. This ensures better coordination between plan approval teams and survey stations, thereby keeping construction on schedule.
- Such centre offer multiple advantages—faster response times, ease of communication with builders, and access to all necessary services in one place. Currently, IRS operates only from its Mumbai plan approval office, handling approvals for all locations worldwide.

Establishing regional centers would significantly strengthen and support the shipbuilding ecosystem.

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Competitive Delivery Timelines through Support for Stocked Equipment

When Indian owners place orders in Chinese shipyards, the offers they receive typically mention a delivery timeline of X months if the vessel is classed with CCS, whereas with other classification societies, the delivery extends to X + 5 months. The primary reason is that CCS actively supports and facilitates the use of stocked equipment, thereby reducing procurement delays and ensuring faster deliveries.

IRS should also explore adopting similar practices to support owners and shipyards in achieving competitive delivery timelines.

Annexure 7 A

Inclusive Kick-off Meetings for Better Coordination

At present, kick-off meetings are conducted primarily with the survey station's participation. However, for effective coordination, these meetings should also include the shipyard, the vessel's designer, head office (HO) plan approval engineers, and the survey station.

Involving all stakeholders from the outset will ensure alignment, reduce miscommunication, and streamline the approval and construction process.

Annexure 7 A

Development of a Transparent and Interactive Platform

- IRS has been introducing several changes in its rules, which is a welcome step towards improvement. However, there is a need for a transparent, easy-to-use platform that connects shipyards, plan approval teams, and the rule development department. Such a system would allow quick feedback, faster resolution of issues, and better alignment between stakeholders.
- In the recent past, shipyards faced significant challenges in correcting higher scantlings arising from rule changes, which could have been avoided with a more interactive and responsive mechanism.

Annexure 7 A

Flexibility in Use of Standardized and Yard-Fabricated Fittings

IRS currently places a mandatory requirement on the use of standardized fittings for mooring, towing, and anchoring purposes. However, other leading classification societies such as RINA, ABS, and BV accept non-standardized (yard-fabricated) fittings, provided they are supported by designers' first-principle calculations. For example, in certain cases, bollards are required to be maintained at specific heights, whereas the standard designs often show bollards at much lower heights. In such situations, it is practical for the yard to fabricate fittings as per the vessel's requirements, with designers submitting supporting calculations for approval.

IRS should consider adopting a similar flexible approach.

Shipyards Association of India

Timely Identification of Deficiencies in Submitted Plans

Any deficiencies or missing information in submitted plans should be highlighted within three working days. At present, such deficiencies are often communicated only after two to three weeks, leading to delays and loss of valuable time.

Early identification and communication will help shipyards and designers address issues promptly and keep project timelines on track.

Annexure 7 A

Indication of Expected Plan Approval Dates in E-Plan

Portals while IRS specifies that plan approvals are typically completed within three weeks, in practice this timeline is often extended due to various reasons. For better production planning, it is requested that IRS indicate the expected plan approval date for each submitted plan within the E-Plan portal. This will allow shipyards to prioritize and align their schedules accordingly. For example, a draft mark plan may not be required within three weeks, whereas a deckhouse plan might be critical within that period.

Providing indicative approval timelines will greatly support efficient planning and execution

Shipyards Association of India

IRS Points Continue..

Non availability of IRS approved equipment: IRS approved equipment are not available easily in market. Hence to make ship building more efficient in India, IRS should allow equipment certified by other RO for IRS build ships.

IRS Fee: IRS fee are very high as compared to other classification societies for the same equipment. This makes the vessel expensive. Fee has been increased by 30 % in last one year, which needs to be re-looked.

Swastik Compulsion: Swastik for machinery should be owner's choice and not a compulsion by IRS.

IRS Points Continue..

Rationalisation of Rules: Rule for structure are not at par with other IACS. It has been observed that thickness are much more. E.g. super structure. Though the rules have been revised however it has resulted in increased thickness which is not in favour of shipbuilders. Revision of rules / R&D techniques needs to be evolved to ensure how vessels become lighter and more efficient, without increasing the thickness.

Efficient and Faster Functioning for Issue of Final Certificates: It has been observed in many cases that local survey station take too much time to issue final certificates. Too many authorizations from head office delay the process.

IRS Points Continue..

Board of Director: SAI is a prominent industry body representing all private leading shipyards. It has been a precedence for President SAI as one of the members of board of IRS. It needs to be considered so that all issues pertaining to private shipyards are effectively put up discussed and considered by IRS in the common interest of shipbuilding industry in India.

Expansion of Technical Committee: More representation should be given on technical committee of IRS.

Shipyards Association of India

IRS Points Continue..

Enlarging Vendor Base: IRS should develop vendors from MSME with giving them discount and encourage vendors to register.

Certification of Materials: To make more money, IRS forces to give yard number for any material ordered and don't certify material for stock. Whenever this issue is taken up, shipyards are told that it is resolved. However the same issue comes up again and again.

Delay in Project Number Issuance: Time taken to issue a project number and open the same in IRS Eplan Arena is long, which invariably causes project delays.

IRS Points Continue..

Simplification of Equipment Certification: Equipment certification should be simplified in the Annexure. Depending on the vessel registration (IV, RSV, Coastal, or Oceangoing), separate rules should be applied.

Acceptance of IACS Certificates for Specialized Products: Certain products for specialized ships are not manufactured under IRS. In such cases, IRS should accept other IACS member certificates without requiring excessive local re-certification.

Currently, builders face large documentation burdens and delays despite informing IRS in advance.

IRS Points Continue..

Uniform Rules and Alignment with International Standards: The same set of rules should apply for vessel types, aligned with international standards. Shipyards often have to request owners for foreign class vessel drawings to convince IRS to accept proposals.

Classification of High-Speed Passenger Vessels: IRS should work with DG to establish a clear classification framework for high-speed passenger vessels, categorizing them purely as passenger or cargo vessels. Without this clarity, resources are wasted.

IRS Points Continue..

Single Point of Contact for Shipyards: IRS should allocate one dedicated department or point of contact for shipyards. Presently, dealing with multiple departments creates confusion and inefficiency.

Certification of Skin Valves Below 100 NB: Skin valves below 100 NB need not require unit/product certification by class. Aligning with IACS rules, ductile material valves conforming to national/international standards or TA with manufacturer's certificate should be acceptable.

Certification of Class I & II Pipe Tubing ≤ 50 NB: Class I & II pipe tubing of size ≤ 50 NB should only require the manufacturer's certificate, in line with IACS rules. Their physical and chemical properties should conform to Indian or international standards.

IRS Points Continue..

Limited Number of Vessels in Each Class: Small number of ships in each class limits the development of standardized equipment for each ship. Further, even if industry takes up the development, by the time development fructifies the user requirement are changed to a more modern technology available globally. Thus the advantages of economies of scale are not achieved in totality.

Lack of Maturity in Ancillary Industry: Despite regular orders in warship building, the shipbuilding schedules are affected due to delays in availability of simple shipborne equipment like doors and hatches, valves, motors, etc., which have bearing on shipbuilding timelines.

IRS Points Continue..

Type Approval Process: The suppliers which have been supplying equipment for the warships for longer period of time still do not have type test approvals in place resulting in protracted negotiations for waivers and adversely impact on shipbuilding timelines.

Nomination of Single Vendor Equipment: About 60-65% cost of the warship is attributed to single vendor equipment. These OEMs have large order backlogs and their deliveries are often dictated by overall shipbuilding schedule of Indian Navy, which might not be aligned with delivery schedule for a specific shipyard resulting in delays.

IRS Points Continue..

Issues to be Deliberated for Promoting Growth in Commercial Shipbuilding:
Following points are to be deliberated for growth in commercial shipbuilding

Horses for Courses Approach for Shipbuilding: Benchmarking of Specific Shipyards for specific type of ships to avoid competition between shipyards and ensure quality.

Similar approach is adopted globally to ensure specialization and development of niche capability and dedicated supply lines for specific type of ships.

IRS Points Continue..

Import of Critical Shipborne Equipment: Commercial shipbuilding has stringent timelines and global supply chains will have to be tapped for providing quality ships on time. Therefore, specific categories of equipment for which indigenous make and model is not available, imported models will have to be explored. Institutional measures to support this will have to be put in place by the GoI.

Role of Stakeholders: Meeting the stringent delivery timelines is the responsibility of Shipbuilder. However, all stakeholders involved in shipbuilding process including Classification societies will have to evolve models to ensure that expeditious approval are accorded to ensure timely delivery of the platforms.

IRS Points Continue..

Need for Structured Approach: There is a need to take sure footed, goal oriented steps to carve out a way ahead so that all stake holders, that is Govt. Bodies, Customers-Ship Owners, Suppliers of Equipment, Ship Builders, Class Authorities, are able to fulfill their part of the role and ensure that all direct and indirect businesses are making reasonable profits. Creation of a Think Tank, which will chart out a pragmatic way forward is recommended.

Annexure 7 A

Shipyards Association of India

DGS ISSUES RELATED TO RSVs

Annexure 7 A

Recommendations

- Mandate EEDI compliance only for RSV4 vessels.
- Provide extended timelines for RSV2 vessels, along with government support for shipyard infrastructure upgrades and draft development at minor ports.
- Expand national model testing facilities to support compliance.

Cargo Hold Requirements

- Current RSV rules require vessels above 80 m length to have at least two cargo holds, prohibiting single-hold designs (Rule says : in case of vessel greater than 80 m , single cargo hold are to be avoided and 2 cargo holds to be provided)
- However, in Europe, 110–120 m sea-going vessels with single cargo holds operate successfully under full sea-going notation.
- ***Recommendation:*** Remove the restriction on single-hold vessels above 80 m. Permit single-hold designs in line with international practice, provided safety and structural standards are met.

Structural Fire Protection for Tankers <500 GT

- The RSV rules do not clearly specify structural fire protection requirements for tankers below 500 GT.
- ***Recommendation:*** Incorporate explicit provisions for structural fire protection for tankers <500 GT to ensure clarity and uniform compliance.

Annexure 7 A

Periodic Review and Updates

- Many RSV provisions become outdated over time, leading to frequent exemption requests.
- ***Recommendation:*** Institute a system of regular reviews and amendments to RSV notifications. This will ensure alignment with international conventions and minimize administrative exemptions.

Annexure 7 A

Insulate IMO regulation to RSV vessel

The whole idea of RSV vessel was with the consideration that all IMO regulations will not be applicable to vessel operating along the Indian coastal waters from Gujarat to West Bengal, including the Andaman & Nicobar Islands & Lakshadweep Islands. Recently DG shipping has notified that EEDI will be applicable for all RSV vessels. It is highlighted that Indian self-propelled barges and coastal vessel are designed to carry max cargo at low speed. Our existing designs cannot meet the EEDI requirements to meet the EEDI requirements, the new vessel will be more. Moreover, in case we try costly and in some of the areas, they may not be able to operate due to low drafts of Indian minor ports.

Recommendation: DGS should not apply international Maritime convention on the vessels operating in Indian waters under RSV notation. They should reconsider and relook at the RSV vessel rules so that more and more vessels are built and can operate at economically viable cost.

Effect: More vessels will be built & it will save huge foreign exchange. The pollution will also reduce due to lower fuel consumption for movement of same cargo through Road & railways network.

Allow all IACS member to do load line surveys for Indian flag vessel

At present only IRS is allowed to carry out initial load line survey for Indian flag built vessels. This gives a monopoly to IRS to be the only class for all Indian built vessels. Shipbuilder are at the mercy of IRS for plan approval, their time frame and the charges. Many a times, Shipyards are not able to use better products as the products are not IRS approved.

Recommendation: All IACS member be allowed to do surveys of new built Indian flag vessels.

Effect: Shipyards will have the choice to select the faster and efficient class society which will help to build vessels earlier and be able to use technologically advanced equipment.

Annexure 7 A

Allow RSV Vessels to move from East coast to West coast around Sri Lanka

The RSV vessel should be allowed to move from East coast to West coast and vice versa. This will help to increase of trade through coastal vessels. At present this movement is not allowed, though there were few vessel built for it.

Recommendation: Protocol with Sri Lanka be signed by government of India on the similar lines singed with Bangladesh

Effect: It will result into more vessels to be built, reduce pollution as well as save transportation cost.

Shipyards Association of India

Vessels Scrapping Policy

There is an urgent need to formulate and promulgate a policy to scrap vessels after 25-30 years of age. It will not only boost domestic shipbuilding in India but also ensure planned replacement of all such aged vessels. Taking viewpoints of all stakeholders Ministry/DGS may promulgate the policy at the earliest.

Solution

To start with the policy may be implemented for vessels up to 6000 GT immediately. Subsequently it can be reviewed after every two years in a phased manner for bigger vessels.

Shipyards Association of India

Annexure 7 A

Financial & Insurance Related

Annexure 7 A

Constraints in getting Bank Guarantee limits

- Ship owners (including Navy, Coast Guard, Govt. PSUs) require submission of the Bank Guarantees against each milestone payment. Very Few banks are ready to support the shipyards even with 300% collateral cover.
- Banks are reluctant to approve shipyards requests for an increase in Credit limit and Bank Guarantee (BG) limits, despite maintaining a consistent track record and confirmed future orders.
- The lesser support by nationalized banks places shipyards at a disadvantage in competitive bidding scenarios, particularly in bidding for new tenders where payment terms are not released upfront and yards have to invest fully in the project along with a Bank Guarantee.

Due to these financial constraints many efficient and capable shipyards though technically qualified are not able to participate in many high value Defence tenders.

Annexure 7 A

Tenders' qualification criteria based on liquidity

Defence/ Govt. PSU Tenders require to demonstrate Line of credit, Liquid assets of about 10-25% of estimated tender cost. Banks offer working capital Finance at very high rate of interest which affects the Pricing.

Indian yards are not able to participate in Global tenders competitively.

Permission to get ECB in form of Working capital

Since domestic banks are not keen on providing working capital finance, ship builders have to depend on Advance stage payments given by Owners against submission of BG, which as shared earlier is restricted. Also, RBI has restricted that FDI can be taken only for long term capital requirements.

Thus working capital finance is costly for domestic shipyards.

Annexure 7 A

No Cheaper finance inspite of Infrastructure status

- Though Ministry of Finance has granted “infrastructure status” to ship building companies, there are no directives to the Banking sector in this regard.
- In the absence of directives, none of the banks are ready to offer long term finance without adequate collateral or without support of Bigger Group companies.
- Issue of tax-free infrastructure bonds has been allowed for rail, roads and irrigation programmes only but there is no support to the Ship building sector.

Incentives to Other Infrastructure companies

RBI has given directives to Banks to incentivize other sectors like automobiles, MSMEs for exemption from maintenance of CRR against loans given to such industries. Unfortunately, Shipbuilding is not included in this notification.

Annexure 7 A

Guarantee-Banking Collaterals

- The Working Capital limits are sanctioned by banks against primary charge on current assets and moveable fixed assets along with secondary collateral on immovable properties.
- The smaller shipyards are adversely affected as they are unable to offer secondary collaterals.
- The leased premises of shipyards are not valued by banks.
- Over and above, non-inclusion of shipbuilding in Harmonized list of infrastructure impends the availability of loans with longer tenure and availability of financing for shipyards.

Guarantee tenure and other issues

The bank guarantee for longer tenure is a big challenge in shipbuilding industry. The shipbuilders' funds get blocked for longer durations which adds up to the cost. Moreover, international arbitration clauses in contract are not acceptable to the BG issuing banks.

Annexure 7 A

Shipyards Association of India

Financial assistance to Yacht/Boat building Industry

- Inland waterways ferries and boats are generally less than 24 Meters, like Pilot, Patrol and passenger ferries in general, which also have good export market.
- However, there is a very high GST for pleasure crafts i.e. 30-33% combined which is so high that there are negligible new Yacht owners/ private boat building enquiries in the country.
- There is hardly any support for Yachting industry which is essential for Sea/River Tourism, for which there is a huge scope in our country.

As the European countries thrive on the pleasure boating industry, it is high time that India should explore to develop this industry segment by giving importance to Yachts and Boat building at Indian shipyards.

Builders Risk insurance

Ship Building companies require to take Builder's risk insurance- construction / Marine Hull Insurance. However, every year GIC puts a limit on capacity of Indian insurance PSU companies. This limit increases the cost of the Insurance premium as these PSUs then have to approach GIC or open market for re-insurance. This limit is on all industries but lower for Marine Hull.

Annexure 7 A

Insurance risk of advance paid in Forex

- Ship builders yet have to depend on foreign market for import of machinery/ equipment to be installed on board the ship. No foreign vendor agrees to import or deliver the items without 80-100% advance. These vendors refuse to give bank guarantees against such advance or even if offered, the place of arbitration is their home country, thus making it difficult for small or medium shipyards to ever recover the advances in case of any default.
- This risk is especially higher in case of Purchase Orders/ Advances paid to war risk countries, where the FMC in the PO covers delays due to war. This clause safeguards the vendors but delays causes losses to the Shipyard.

In countries, like China insurance against advance payments for import procurements is provided. However, such a product is not offered by ECGC in India

Builders Risk Insurance (BRI)

Risk insurance is required during the period of construction of vessels. The premium is payable on full contract value from keel laying stage itself. The policy has a high deductible of 0.5%. It increases/adds up to the shipbuilder's cost. Premium to be charged on stage wise value of the vessels and deductible needs to be reduced to about 0.1% or lower.

Acceptance of Insurance Bonds in lieu of BG

In case of World Bank global tenders the Bid Security is accepted in any of the following forms at the Bidder's option:

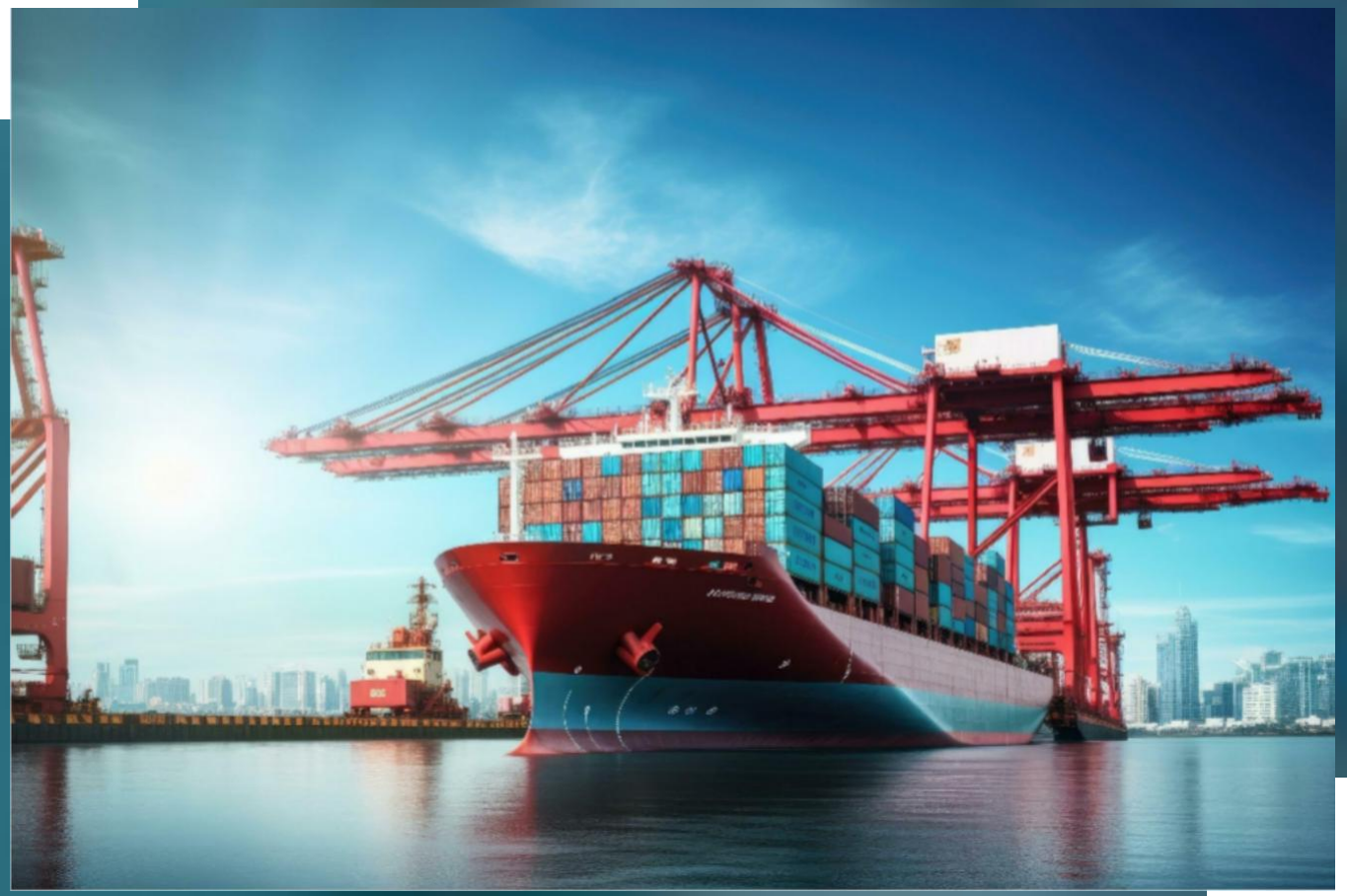
- An unconditional guarantee issued by a bank or non-bank financial institution (such as an insurance, bonding or surety company);
- An irrevocable letter of credit;
- A cashier's or certified check; or
- Another security from a reputable source from an eligible country.

However, IRDA restricts issue of insurance bond in place of BG so Bidders have to opt for other options.

Pre-shipment coverage

In countries like China, Korea and Norway pre-shipment coverage insurance scheme are available for buyers' inability to accept the goods due to political and commercial reasons.

However no exclusive/ standalone product is offered by ECGC in India.

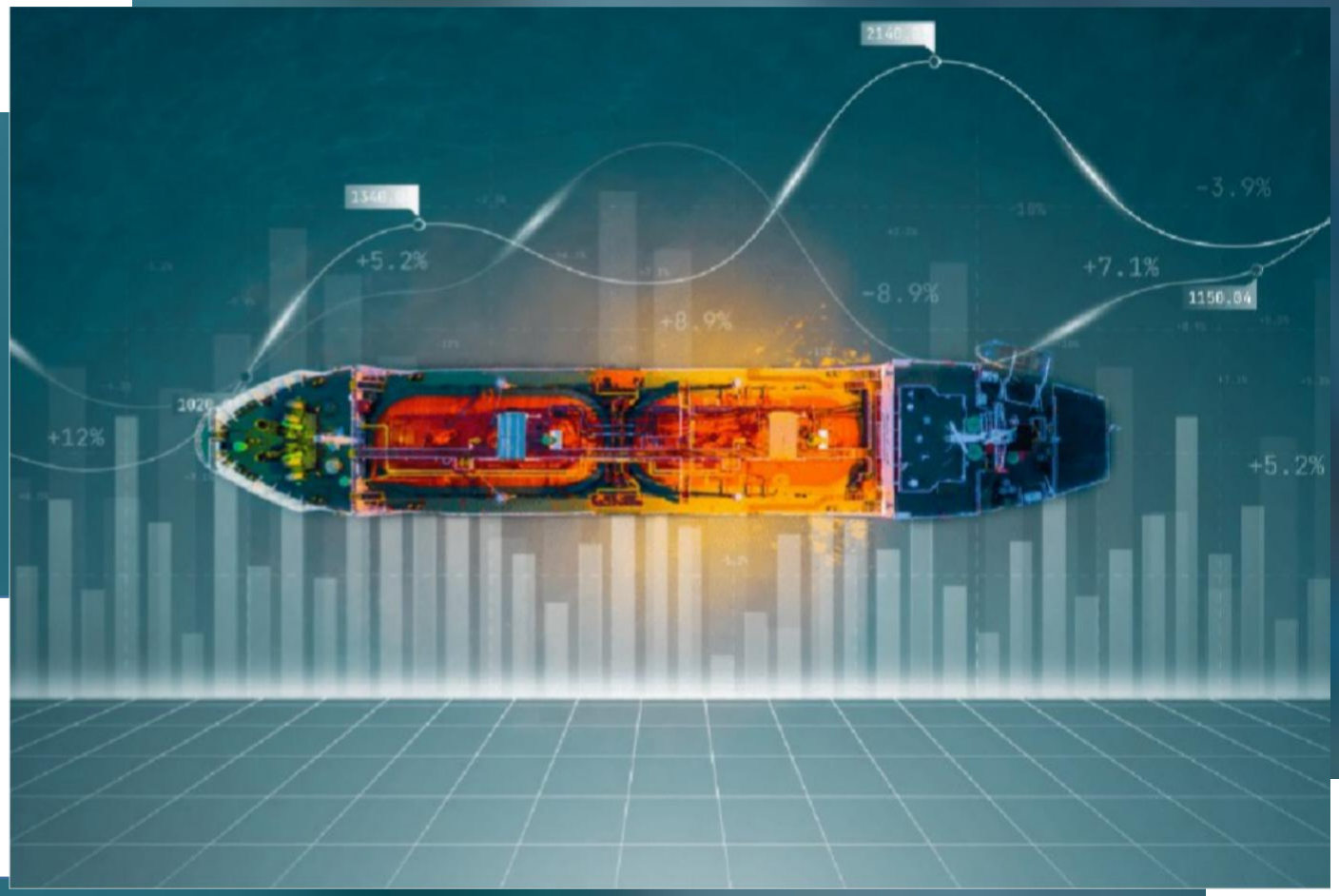


Annexure 7 A

Post-shipment coverage

In countries like China, Korea and Norway coverage for post-delivery credit period is offered to buyers. Though post-shipment coverage is offered by ECGC, however their limitation is ticket size.

New insurance product suggested to MoPSW



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Annexure 7 A

Foreign currency risk insurance

In countries like Korea and China insurance cover for currency fluctuation risk occurring in the course of obtaining or paying foreign currency through export or import is available. Currently such a product is not offered by ECGC.

Other Financial Issues: Forex –EEFC issues

Currently all receipt in EEFC accounts have to converted in INR at the month end after receipt of funds. In order to protects shipyards against forex risks, RBI allows shipbuilding companies to hold forex in EEFC account for a period of more than one year, provided they have Export order. However, no interest is earned on the amount lying in EEFC account. EEFC accounts to be made interest bearing and time deposits to be allowed to be made. Industry specific notification required for holding funds in EEFC account beyond two months without any special approval be considered to meet working capital requirements.

Annexure 7 A

Staggered Customs Duty – second hand or old vessels

- Old vessels pose significant marine and ecological threat to marine environment.
- As 70% of net addition of vessels in India are imported second hand vessels out of which more than 60% are of 20 years old, India needs to consider imposing higher rate of custom duty on second hand vessels from an acceptable future date so that a balance is maintained in ships trade business and shipbuilding industry.
- Higher rate of custom duty be considered initially for vessels which can be built in India and subsequently totally prohibited when the industry mature.

Shipyards Association of India

Withholding tax on payment to foreign entity for technical services

As presently Indian shipbuilding ecosystem is not fully developed; shipyards depend on foreign service providers for many of its construction needs. The service to an Indian entity for technical services is liable to withholding tax – 10%/40% to be paid by the yards. It is an additional cost to the Indian yards. In line with the exemptions granted u/s 10(6)(c) of IT Act from withholding tax for government entity, this exemption may be extended to other entities and made applicable for shipyards also

Annexure 7 A

SOLUTIONS

- Reduction in rate of interests charged by banks can help shipyards significantly as their CC & BG utilization is almost 100% used in ongoing projects.
- Creation and use of Maritime Development Fund/suitable scheme to support shipyards to raise their banking limits for BGs, Working Capital, Term Loans is also one of the most viable solutions to address financial constraints of shipyards.
- Financing of EXIM bank /other agencies be made available to Indian shipbuilding industry.

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SOLUTIONS

- GST should not be inverted duty type. Outputs of yard is taxed at 5% while inputs are taxed at 5%-12%-18% leading to an accumulation of credits. Refund claims do not solve the problem. 100% refund should be given or all inputs – goods and services be taxed at 5% for both shipbuilding and ship repair.
- Liberalisation of BG issuance for Indian shipbuilding industry need to be done so that international arbitration clauses are dovetailed in the contract and accepted by banks issuing BG.

Shipyards Association of India

SOLUTIONS

- The current rate of SBFA is considered not enough for newer yards who are just starting to venture into shipbuilding. Increase/Keep SBFA at constant 20% rate and extend the scheme further.
- Even at 14% rate, none of the Indian shipyards will be competitive any longer. With China at 17% is the break-even level and 20% allows to build capacity, which is clearly enumerated by MOS and agreed.
- Applicability of SBFA for Yachts/Boats/Inland ferries, lesser than 24 meters, also may be considered, by incorporating necessary amendments in SBFAP/ New Policy.

Annexure 7 A

Miscellaneous Issues

- Categorising Bio-diesel as Green fuel

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- Low height bridges over state rivers

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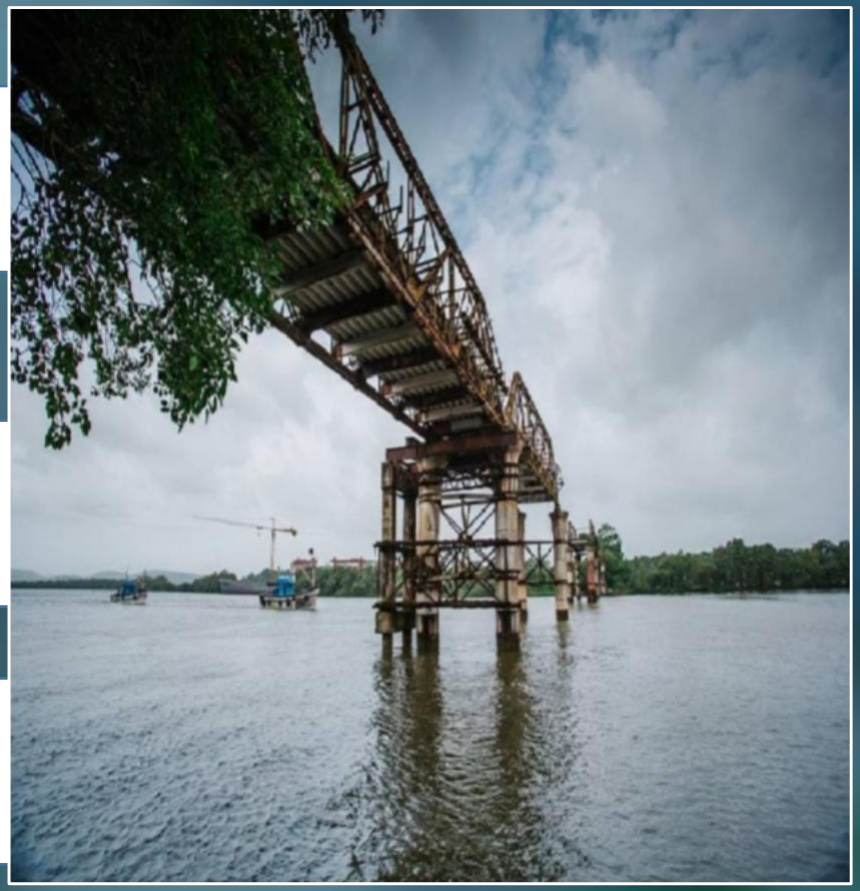

Annexure 7 A

Miscellaneous Issues

- Request for NSB Member

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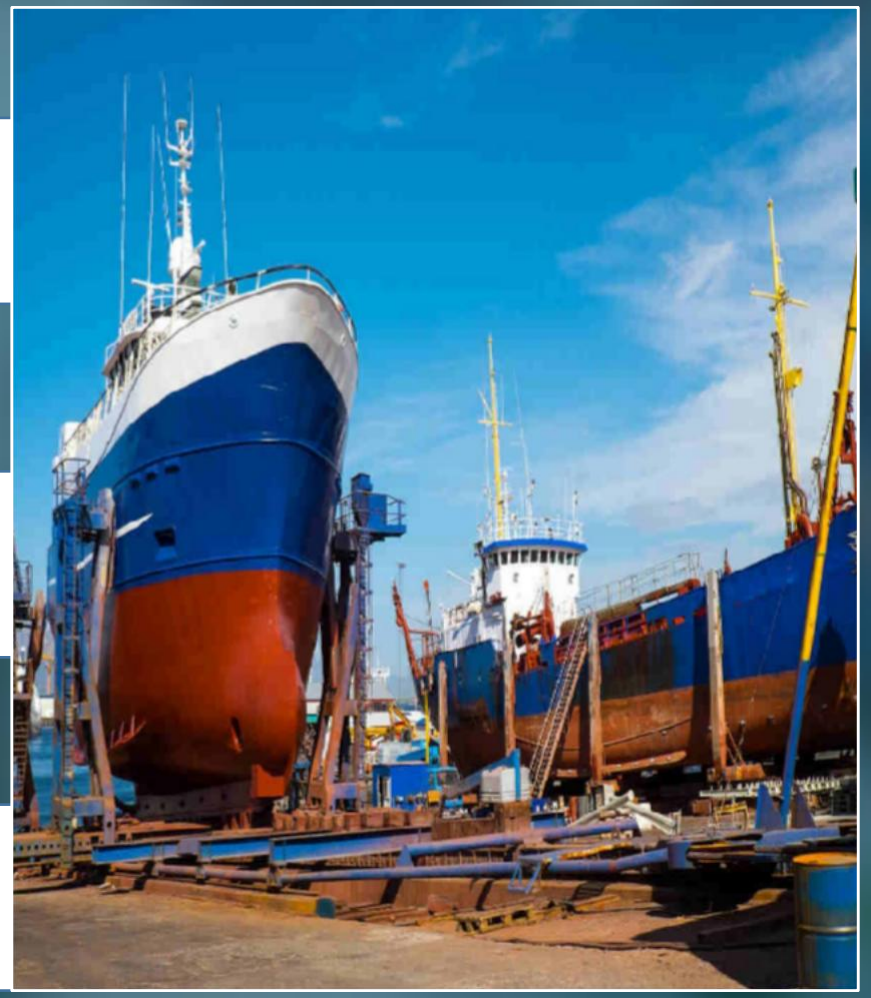
- Revision of Eligibility Criteria for Infrastructure Status

https://drive.google.com/file/d/1oLFFcDOXXFmk_lpohIYLafCiAxK4QkGG/view?usp=sharing

- ONGC Global Tender

https://drive.google.com/file/d/1AVw0tfofGWqMSzHYlAPDbhsjuuD3l580/view?usp=sharing



Shipyards Association of India

THANK YOU

TOGETHER, LET'S SAIL TOWARDS A VIKSIT BHARAT

ANNEXURE VIII

MEETING OF THE MEMBERS OF NATIONAL SHIPPING BOARD WITH OFFICIALS OF KERALA MARITIME BOARD ON 07/10/2025 AT 10.30 A.M. IN THE CONFERENCE HALL OF CSL KOCHI

A. WELCOME BY CHAIRPERSON NSB:

At the onset, Shri Sameer Kumar Khare IAS (Retired) welcomed Shri N S Pillai Chairman Kerala Maritime Board Thiruvananthapuram and his team and conveyed gratitude of the Board to the entire team of KMB for sharing their valuable time to attend this interaction.

B. PRESENTATION BY CHAIRMAN KERALA MARITIME BOARD THIRUVANANTHAPURAM:

2. At the outset, Chairman Kerala Maritime Board (KMB) expressed his gratitude to the National Shipping Board (NSB), the Government of India and the Government of Kerala for the opportunity to participate in the meeting. He appreciated the platform provided by the NSB for facilitating meaningful engagement between the central and state maritime bodies and emphasized the importance of such interactions in shaping pragmatic, collaborative policies for the maritime sector.

3. He informed that the Kerala Maritime Board (KMB) was established under the Kerala Maritime Board Act, 2017, based on the recommendations of the National Maritime Development Council (NMDC). Prior to the formation of the Board, port-related activities in Kerala were handled by the Department of Ports. The Board presently consists of 12 members, including a Chairperson, Vice-Chairperson, Secretaries, and nominated members from the government and industry. Notably, he highlighted that Kerala is the only state where the Chairperson of the Maritime Board is a bureaucrat, which he described as a matter of pride and distinction.

4. He mentioned that while KMB is relatively new compared to other state maritime boards—some of which were established as early as 1980s—it is steadily working toward strengthening its institutional and operational framework. He added that he is currently serving his second term as Chairman and that the Board has been actively working on initiatives aligned with both state and national maritime priorities. He reiterated KMB's readiness to collaborate with NSB and engage constructively on policy and operational issues to support the development of coastal and port infrastructure in Kerala.

5. He informed that KMB's presentation **(enclosed as Annexure VIIIA)** to the Board would be structured in three parts:

- An overview of the Kerala Maritime Board and its mandate,
- A presentation on the OTM Port, a joint initiative between the Government of Kerala and private industries, and

- A brief on the International Seaport Project, to be delivered on behalf of the CEO, who could not attend due to prior commitments.

6. He elaborated on the functions and key initiatives of the Kerala Maritime Board (KMB). He stated that the Board operates from a campus spread over 14–15 acres and is also involved in training and education through associated institutes. KMB is currently working to enhance communication facilities and upgrade port infrastructure, with the Directorate General of Shipping (DG Shipping) having visited the facilities to review progress. He elaborated on the functions and key initiatives of the Kerala Maritime Board (KMB). He stated that the Board operates from a campus spread over 14–15 acres and is also involved in training and education through associated institutes. KMB is currently working to enhance communication facilities and upgrade port infrastructure, with the Directorate General of Shipping (DG Shipping) having visited the facilities to review progress. He highlighted that KMB is actively exploring the Public-Private Partnership (PPP) model for port development and modernization, noting that the Government of Kerala is fully supportive of attracting private investment in port operations. The focus, he said, is on improving operational efficiency and industry participation. Additionally, he informed that KMB serves as the designated authority for the registration and survey of all mechanically propelled inland vessels within the state. This responsibility follows the enactment of the new Inland Vessels Act, under which states are empowered to regulate and license inland crafts. KMB issues craft licenses and ensures that all vessels operating within port limits are properly registered and surveyed in accordance with the Act.

7. He further informed that KMB currently operates several warehouses and cargo-handling facilities, and efforts are underway to upgrade and expand these assets. He noted that the Board is focusing on enhancing coastal and inland cargo operations, and although earlier attempts to attract regular shipping services faced certain challenges, KMB continues to work toward reviving maritime trade activity in the state. He added that the Board is also promoting boating, shipping, and marina development, along with related post-processing and ancillary maritime activities. These initiatives aim to strengthen Kerala's overall maritime ecosystem by supporting industry participation, infrastructure development, and logistics capacity building. The representative highlighted that KMB's development calendar includes a range of projects aligned with both state and national maritime priorities, focusing on the integrated growth of the shipping and port sectors.

8. He then provided an overview of the existing board infrastructure. Out of the 17 notified ports under the Board, four are currently functional and operational, with some level of infrastructure already in place. He elaborated that the Port of Alappuzha has two wharfs measuring approximately 78 meters in length, capable of handling medium-sized vessels. The port is equipped with essential machinery and operational facilities. Another significant location is the Vizhinjam Port, where dredging and channel clearing activities are ongoing, and specific technical works are being planned under public–private partnership (PPP)

arrangements.The representative also highlighted the Ponnani Port, identified as a national project port, featuring a 9-meter draft and basic operational infrastructure. While cargo operations were once active at this port, they have since declined, and the Board aims to revive port operations through infrastructure improvement and policy support. Further, he mentioned that Vypin and Beypore Ports currently facilitate limited passenger and cargo movement. In the past, several passenger vessels operated regularly between these ports; however, operations have been reduced over time. The Board has requested the Government of India to formulate a bilateral protocol for passenger vessel operations, particularly along the Vypin–Beypore route, as there remains strong public demand for such services. He added that the revival of passenger connectivity in this corridor could significantly boost regional mobility and tourism, especially in the coastal belt, and would contribute to the overall vision of enhancing coastal shipping and multimodal connectivity within the state.

9. He further emphasized several key challenges and requests for national-level intervention and policy support to strengthen port operations and coastal shipping in Kerala. He highlighted the urgent need for central financial and policy support to strengthen Kerala's maritime and port infrastructure. He explained that while the state holds significant potential, challenges such as operational viability, limited funding, and cumbersome regulatory processes continue to restrict progress.

- He began by stating that Kerala, being a consumer-oriented coastal state, faces structural limitations in generating sufficient cargo traffic for its ports. Despite having 17 minor ports, most remain underutilized due to low cargo volumes and limited private participation.
- He highlighted that public–private partnerships (PPP) are essential for the sustainable development and operation of ports, but attracting investors remains difficult without supportive incentives from the Government of India. He pointed out that several shipping companies have shown interest in operating from Kerala's ports, particularly after recent interactions during a maritime event in Mumbai. However, operational challenges such as low cargo demand, draft limitations, and lack of financial viability have discouraged them from committing. He suggested that fiscal incentives or viability gap funding (VGF) from the Central Government could make such operations feasible. The representative also mentioned that some state-level incentives had been introduced in previous years, but were later discontinued as they were deemed financially unviable. He requested that the Government of India reconsider support mechanisms, especially to sustain smaller ports and promote coastal shipping.
- Operationally, he described several administrative hurdles, including delays in obtaining customs and regulatory clearances—often taking over six months for even basic approvals. He called for better coordination between the Ministry of Ports, Shipping and Waterways (MoPSW) and the Customs Department to streamline procedures and reduce bureaucratic delays.
- He also raised concerns about port security management, explaining that although security protocols are mandated under national port guidelines, funding for non-plan

expenditures, such as security personnel and maintenance, remains inadequate. KMB currently manages these from its limited internal resources, which he noted is unsustainable in the long run.

- He further suggested that the Central Government should consider creating an "untied fund" specifically for the coastal sector, which states could utilize without restrictive conditions, provided it is used solely for maritime and port infrastructure development within a defined time frame.
- He emphasized that government assistance for the construction and procurement of cruise and cargo vessels is essential, as private operators are hesitant to invest due to low profitability.
- Strengthening coastal cargo movement between northern and southern Kerala was also identified as a key opportunity, which could offer a cost-effective alternative to road transport if supported by subsidies or financial incentives.
- The representative further noted the importance of 100% central assistance for shipbuilding projects to attract private participation and develop local industries. He also stressed the need for continued support for port security and maintenance, which currently place a heavy financial burden on the state. Additionally, he pointed out the delays caused by coordination gaps between ministries and customs authorities, urging for streamlined processes. Concluding his remarks, he requested the National Shipping Board to recommend these measures to the Government of India to enable Kerala to fully realize its maritime potential and align with the national port-led development vision.
- He further highlighted challenges in the state's inland waterway sector, emphasizing that although the Inland Waterways Authority of India (IWAI) exists, implementation remains weak due to poor compliance, lack of resources, and maintenance issues. He explained that Kerala faces significant difficulties in maintaining navigable channels, as many waterways suffer from siltation and require constant manual dredging. Despite limited financial support, the state continues these efforts using available resources, generating modest revenue through manual dredging and port-related services.
- Finally, he mentioned that under the Sagarmala Programme, Kerala continues to seek assistance for developing its minor ports and improving multimodal connectivity. He urged the National Shipping Board to advocate for greater Central support, both in terms of funding and policy facilitation, to enable Kerala to become a more active participant in India's coastal and maritime economy. He further highlighted the limited assistance received under the Sagarmala Programme, noting that the state has faced several challenges in securing consistent Central support despite being an important maritime region. He explained that in 2015, Kerala received 90% financial assistance from the Government of India for the construction of a small wharf, which was later inaugurated by the Minister. The remaining 10% contribution was borne by the state. While the project was successfully completed and operational, KMB has since struggled to obtain further project approvals or funding. He stated that although the Detailed Project Reports (DPRs) for new proposals have been prepared and Environmental Assessments (EIA) initiated as directed, the current funding structure under Sagarmala—which requires a 50:50 cost-sharing model between the Centre and the State—has become a major deterrent. Kerala, being a resource-constrained consumer state, finds it difficult to

allocate its share, leading to delays and missed opportunities for port and coastal infrastructure development. The representative compared this situation to other regions that reportedly received up to 100% Central assistance for similar projects, expressing concern that Kerala has not received equitable treatment. He requested that the National Shipping Board recommend to the Government of India that Kerala be considered for 100% Central assistance under Sagarmala, at least for critical coastal infrastructure projects. He emphasized that such support would allow Kerala to develop smaller ports, expand existing facilities, and stimulate coastal trade without the financial burden of matching grants. He concluded by noting that while several project proposals have already been submitted by the Kerala Maritime Board, funding approvals remain pending, and urged the Board to advocate for flexible, need-based funding support to ensure balanced maritime growth across all Indian coastal states.

10. He also shared that Kerala has successfully adopted a Public-Private Partnership (PPP) model in certain projects, which has been recognized as a best practice. The model has helped attract private participation and improve port operations, although broader implementation remains challenging. Additionally, KMB is planning to establish a maritime education hub aimed at offering DG Shipping-approved and international-level courses, including law, management, and mechanical programs, to promote skill development and create employment opportunities in the maritime sector.

11. He explained that while multiple port projects are in the pipeline, including plans to operationalize more inland container depots (ICDs), the Kottayam Port continues to be a strategic hub due to its central location in Kerala. He highlighted that although the infrastructure exists, challenges such as limited draft (around 0.8 meters), incomplete waterway connectivity, and lengthy clearance procedures hinder full operational capacity. He spoke about the **Kottayam Port and Inland Container Terminal (ICT),** highlighting it as India's first inland water transport model. The project began in 2008, received customs clearance in 2012, and has since been functioning as a fully operational customs-notified terminal. Despite its relatively small scale, the port plays an important role in facilitating regional cargo movement and is connected to the national logistics network. He explained that the terminal currently handles around 300–400 TEUs per month, mainly consisting of laterite products and other local commodities. However, he noted several challenges faced by the port, such as the high operational costs linked to customs staffing requirements, limited draft capacity, and inadequate infrastructure to manage increasing cargo volumes. He also mentioned that while the port's strategic location in central Kerala makes it ideal for multimodal transport, the lack of efficient waterway connectivity and modern facilities limits its full potential. He urged for policy support and financial assistance from the central government, particularly in the form of subsidies or incentives to attract private operators and encourage investment in port development. He further emphasized the shortage of trained manpower and the high cost of training programs, which make it difficult for smaller ports to maintain skilled staff. He appealed for central assistance for dredging, modernization, and fleet expansion, noting that the port currently handles about 300–350 tonnes of cargo and has the potential to grow significantly with proper infrastructure and policy support.

12. He elaborated on the state's flagship PPP success story — the Vizhinjam Port Project. He explained that this project stands as a landmark Public-Private Partnership (PPP) initiative and one of Kerala's largest economic infrastructure developments. The Vizhinjam Port is designed to be India's deepest and most advanced transshipment terminal, strategically located to reduce India's dependence on foreign ports for cargo handling. He highlighted that the total project investment amounts to ₹18,000 crore, planned in two phases. The first phase of construction has been completed and operations commenced in 2024, while the second phase is expected to be completed by 2028. The port is envisioned to serve as a major economic driver for the state, facilitating trade efficiency, improving connectivity, and attracting significant global shipping traffic. He emphasized the strategic and economic importance of the Vizhinjam Port, highlighting its rapid growth and national significance. Within just one year of commencing operations under Phase I, the port has already handled 1.07 million TEUs annually, positioning itself as one of India's most efficient container handling facilities. With future-ready infrastructure and ongoing expansion, the port aims to achieve a capacity of 4.5 million TEUs per year by December 2030. He noted that the need for a transshipment hub in India was long overdue, and Vizhinjam fills this critical gap. The port offers direct access to global east–west shipping routes, lying just 10 nautical miles away from the main maritime corridor. Its world-class deep draft of over 20 meters allows it to accommodate the world's largest container vessels, providing 25–30% cost savings and cutting logistics time by up to two weeks compared to routing cargo through foreign hubs such as Colombo, Singapore, or Jebel Ali. The port's strategic location enables it to serve as a gateway between Asia, Europe, Africa, and the US, strengthening India's trade resilience and reducing dependence on foreign transshipment. In just a few months, Vizhinjam has received over 500 vessels, including 22 ultra-large container ships, and surpassed the cargo volumes of 14 southeastern Indian ports by February 2025. It has also established direct connectivity with Europe, Africa, and the Far East. Notably, Vizhinjam has become the first Indian port to employ women crane operators, primarily from the local fishing community, reflecting a strong commitment to inclusive and sustainable development. One of the major achievements includes the arrival of MSC Arena, the largest vessel to berth in South Asia, and setting a national record of handling 10,576 TEUs from a single vessel (MSC Paloma). Regarding funding, the representative detailed that the project's first-phase investment totals ₹8,826 crore, with ₹5,554 crore contributed by the Government of Kerala, ₹2,454 crore by the concessionaire (Adani Group), and ₹818 crore by the Government of India. He also highlighted the need for continued financial support and policy interventions, urging the National Shipping Board to facilitate measures that could strengthen the project's long-term financial sustainability and integration into national maritime networks. He presented the port's rail and road connectivity project, highlighting its strategic importance as a major gateway of India. The port will have a 20-meter draft, be close to the national shipping line, and support international trade. Key developments include 10.7 km rail alignment with tunnels, road infrastructure for container yards and customs, and funding coordination under the Sagarmala initiative. The project, costing ₹1,400 crore, has approvals from Southern Railway and ongoing environmental clearance. Last May, railway shipments carrying cargo from foreign ports to medium-scale Indian producers were being routed via Colombo and Singapore. This highlights the need for enhanced domestic connectivity. The Government of India has already funded Vallarpadam ICTT, committing ₹1,800 crore, demonstrating its readiness to support strategic infrastructure projects. Given this precedent, government support is crucial to develop efficient rail connectivity for domestic

cargo. Sameer Khare emphasized assisting stakeholders with operations through ICCSA and INSA and exploring the type of support required. He noted that government policies have become more proactive over the past few years, presenting a favorable opportunity to leverage this support for operational and logistical improvements.

13. In conclusion, he mentioned that Kerala currently has 17 ports, of which several are nearing completion of mapping and development stages. The state aims to integrate these ports into a cohesive network that supports both economic growth and sustainable maritime activity.

C. INTERACTION WITH MEMBERS OF NSB:

14. During the general discussion with the Kerala Maritime Board (KMB), members engaged in a detailed exchange about the progress and challenges of port operations and inland water transport in Kerala.

14.1. **Shri Rakesh Singh President ICCSA** raised questions about previous services like the Ro-Ro service, seeking clarity on current traffic volumes and the feasibility of using waterway transport as an alternative to road freight. He emphasized the potential of Kerala's waterways for short-haul cargo movement and suggested collaboration with local chambers of commerce and research institutions to assess trade flow and transport efficiency. The KMB team responded that while cargo movement studies were conducted, operational constraints, particularly the availability of vessels and regulatory permissions, remain barriers to scaling up services.

14.2. **Shri Rahul Modi President CCTA** shared his experience running inland vessel services, noting that labour issues, restrictive operating hours, and competition from road transporters made the service unsustainable despite initial government incentives. He emphasized the need for supportive logistics policies and flexibility in cargo handling schedules to ensure commercial viability.

14.3. **Shri Anil Devli CEO INSA** added that when new shipping or barge services are launched, they often face resistance from road transport operators who perceive waterborne logistics as competition. He suggested proactive engagement to integrate road transporters as partners rather than competitors, as successfully done in earlier initiatives.

14.4. **The KMB officials** acknowledged these issues, agreeing that coordination between central and state governments, as well as the customs and port authorities, is essential for smoother multimodal operations. They shared that the state government has approved a master plan for Pallam Port and that similar plans are being prepared for all ports under the Sagarmala framework. They also mentioned upcoming public-private partnership (PPP) opportunities for new port operations, which will soon be finalized through state cabinet approval. The Special Purpose Vehicle (SPV) for new port projects, chaired by the Chief Minister, will oversee implementation until completion, after which operational control will transfer to the Kerala Maritime Board. In conclusion, KMB assured that it is open to collaboration with private operators, including INSAs and other stakeholders, to strengthen coastal and inland shipping in Kerala. They emphasized that with government support,

improved infrastructure, and better coordination, Kerala's ports can become significant nodes in India's coastal and multimodal transport network.

15. **Vote of thanks:** In the end, the Chairperson NSB thanked Chairman KMB and his team members, present in the meeting for their presence and their active participation in the meeting.

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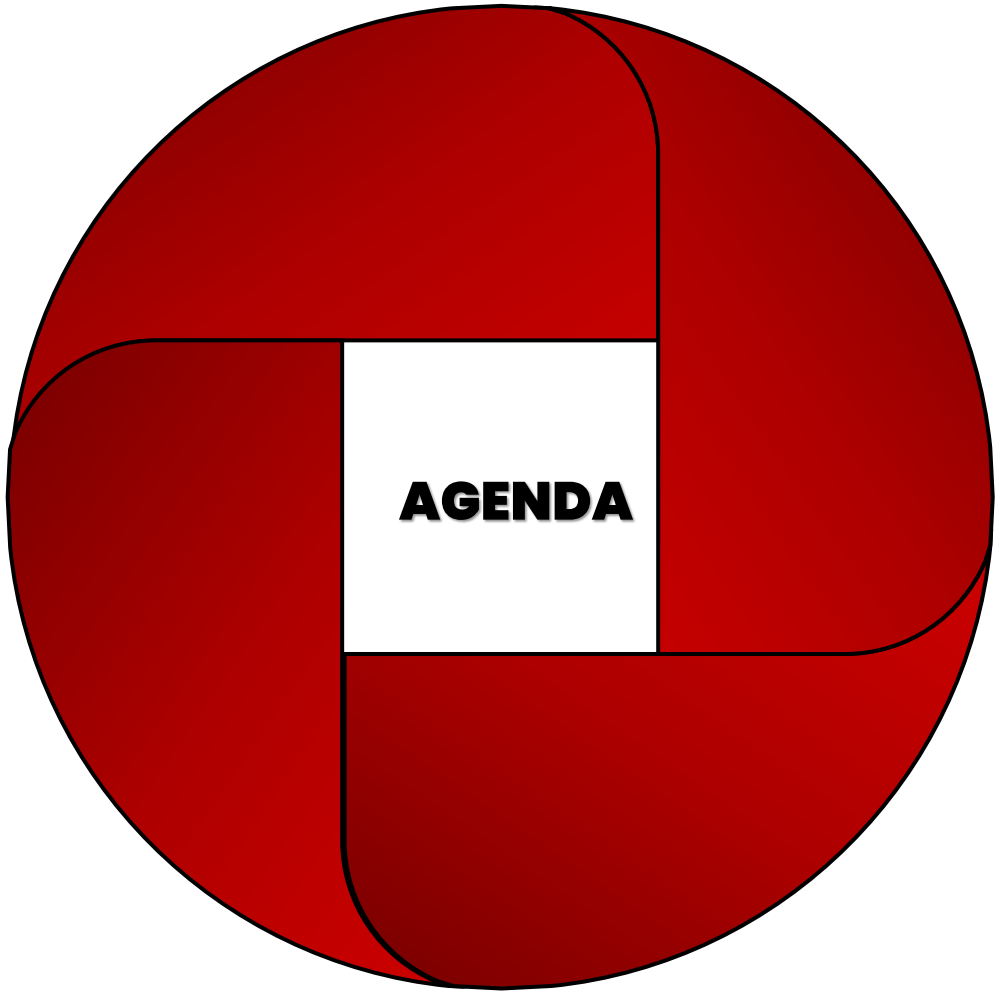
Kerala Maritime Board

Meeting with National Shipping Board

Annexure 8 A

AGENDA

AGENDA



01

INTRODUCTION

02

KERALA MARITIME BOARD

03

KOTTAYM PORT & INLAND CONTAINER TERMINAL

04

Vizhinjam Port

WELCOME

SHRI. SAMEER KUMAR KHARE

IAS (Retd), Chairman, National Shipping Board, Ministry of Ports & Shipping, Government of India

KERALA MARITIME BOARD

A Statutory Board of Govt of Kerala

Presented By,

N. S Pillai, IA & AS (Retd.),

Chairperson, Kerala Maritime Board

KMB's Vision : To develop Kerala into a smart, sustainable, & prosperous **blue economy**

Port Department → **KMB Act 2017** → **Kerala Maritime Board**

19 Non major Ports

4 Non major Ports – fully operational under KMB

Compliance
- **ISPS**
- **ICP** (*Azhikkal in progress*)

1 Major Port

1 PPP Port

1 Riverine Port & Inland Container Depot


Beypore Port


Azhikkal Port


Kollam Port
KOLLAM PORT
120


DOLPHIN 41
Vizhinjam Port

FUNCTIONS OF KMB

01 Development of **Port Infrastructure**

02 Promoting **Port Led Industries, Coastal Cargo Shipping, Cruise Operations & Maritime Tourism**

03 Promoting **Maritime Education**

04 **Registration & Survey** of IVs, Watercrafts etc.

05 Issuing license to **Harbor Crafts**

OVERVIEW OF ASSETS UNDER KMB

Ports

Land Parcels

Waterfront Assets

Buildings & Warehouses

Maritime Institutes

Lighthouses

Water based Assets

Movable Port Assets

Development of Potential Assets

Development of Potential Assets

- Coastal & EXIM Cargo Operations
- Maritime Education
- Cruise Shipping & Marina
- Bunkering
- Port-Led Industries
- Logistics & Warehousing
- Tourism & Related Activities
- Adventure & Water Sports

Existing Port Infrastructure of Functional Non-Major Ports

Kollam Port

Wharf: 178m, 101m
Depth: 7.2m

Existing Infrastructure

- 3 Cranes
- Forklift
- Weighing machine Tugboats
- Vessel traffic monitoring system.

Azhikkal Port

Wharf: 226m
Depth: 4m

Existing Infrastructure:

- 14 channel marking buoys
- Cranes - 2
- CCTV surveillance
- Tugboats
- High mast lights
- 160 KVA power generator

Vizhinjam Port

Wharf: 82m, 87m
Depth: 4-5m

Existing Infrastructure

- Tugboats.

Beypore Port

Wharf: 160m, 150m
Depth: 3.5-4m

Existing Infrastructure

- 6 Cranes
- 1 Reach Stacker
- Forklift
- Vessel traffic monitor
- Weighbridge (100 tons)
- Fenders
- Channel marking buoys
- CCTV surveillance
- Pilot (on request)
- Freshwater supply
- Tugboats

Constraints in Shipping Operations

Infrastructure constraints

- Lack of investment in non-major ports → reduced competitiveness.
- Limitation on the length of wharfs.
- Limiting size of vessel → avg. draft of ports is 5m and below.

Financial & Investment constraints

- Huge investment requirement for dredging.
- Requirement of large incentives/VGF for viability until sustainability is achieved.
- Cost of complying with ISPS & NSPC and maintaining ICP status.

Constraints in Shipping Operations

Regulatory & Administrative constraints

- Mandatory EIA study, which is time consuming.
- Cumbersome formalities for various customs related approvals.
- Huge cost for maintaining security protocol prescribed by ministry

Market & Trade constraints

- Non-availability of sufficient cargo for the shipping companies to make the operation viable
- Lack of return cargo reduces competitiveness, limiting ability to attract and retain business.

SAGARMALA

Sagarmala Programme was launched in March 2015 under Ministry of Ports, Shipping and Waterways, Govt. of India.

Wharf & Berth Construction

Pier Restoration

Dredging

Marina & Dry Dock Construction

PROJECTS SUBMITTED TO SAGARMALA

01 Additional Wharf with Infrastructure at Beypore Port – 90Cr

02 Dredging at Beypore Port – 60Cr

03 Dredging at Kollam Port – 220.33Cr

04 Floating Dry dock – 90Cr

05 Construction of Wharf at Ponnani – 20.23Cr

06 Development of Alappuzha port as Marina – 18.5Cr

07 Multi purpose Berth at Kollam port – 74Cr

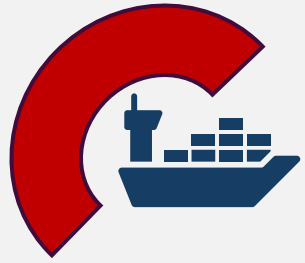
08 Renovation of Thalassery & Valiyathura piers – 20Cr

SUPPORT REQUIRED FROM MINISTRY

Funding for construction/ procurement of cruise & cargo ships

Provision of VGF/ Incentive to enable coastal shipping operations

Investment subsidy for ship building industry



100% assistance under Sagarmala on priority projects.

Specific provision under Sagarmala to State Maritime Boards

SUPPORT REQUIRED FROM MINISTRY

Restarting the passenger vessel operations to Lakshadeep

Issues in Port Security categorisation

Inland Vessels related issues

Best Practices & Success Stories

Sand Purification Unit at Ponnani & Azhikkal (in pipeline)

PPP Model – Vizhinjam Port

Establishing a Maritime Education Hub in PPP Model

Progressing Digital Asset Mapping & Monetization

THANK YOU

KOTTAYM PORT & INLAND CONTAINER TERMINAL

Extending the Jalvahak Scheme to NW-3 & NW-9

- The Government of India has revised the Central Sector Scheme for Inland Water Transport, the "Jalvahak Scheme," in the North-Eastern Region States, marking a significant step in enhancing the inland waterway infrastructure in that region.
- The scheme aims to provide a reimbursement of up to 35% of the total operating expenditure for cargo owners who use these specific waterways, with the goal of encouraging business and building trust in this mode of transport.
- At present, the Jalvahak Scheme is only applicable to a limited set of National Waterways (NWs),namely NW-1 (Ganga River), NW-2 (Brahmaputra River), and NW-16 (Barak River) via the Indo-Bangladesh Protocol Route (IBPR).
- ***Request the Jalvahak Scheme to be extended to NW-3 and NW-9 also.***

Financial Assistance and Incentives scheme to the vessel owners instead of Yards

- The Ministry of Ports, Shipping and Waterways (MoPSW) in India has recently approved a comprehensive package of financial assistance and incentives to revitalize the shipbuilding and maritime sector.
- The revamped Shipbuilding Financial Assistance Scheme (SBFAS) is a key component of this initiative, designed to boost domestic shipbuilding.
- Considering the nature and geographical conditions in Kerala and to overcome the hindrances enroute to the national waterways of Kerala, it is necessary to construct tailor-made vessels for smooth navigation.
- ***Given the high construction costs, it is requested to initiate a subsidy scheme for vessel owners rather than providing it to the yards.***

THANK YOU

Vizhinjam International Seaport Thiruvananthapuram

Vizhinjam Port: A Strategic Maritime Gateway Empowering India's Global Trade and Logistics Hub

04-10-2025

Vizhinjam Port: Kerala's Gateway to Global Trade and Blue Economy

- **Flagship Economic Infrastructure:**

  Government of Kerala’s flagship project; Largest private sector investment in Kerala; PPP with Adani Ports & SEZ

- **India’s Deepest & Most Advanced Transshipment Terminal:**

  20+ meter natural depth; berths world’s largest (24,000+ TEU) vessels; India’s first fully automated terminal

- **Economic Impact:**

  Reduces reliance on foreign ports; drives down logistics costs for Indian trade

- **Total Investment:**

  Rs 18,000 Cr across phases

- **Operations:**

  Phase-1 operational since July 2024, driving India’s port modernization

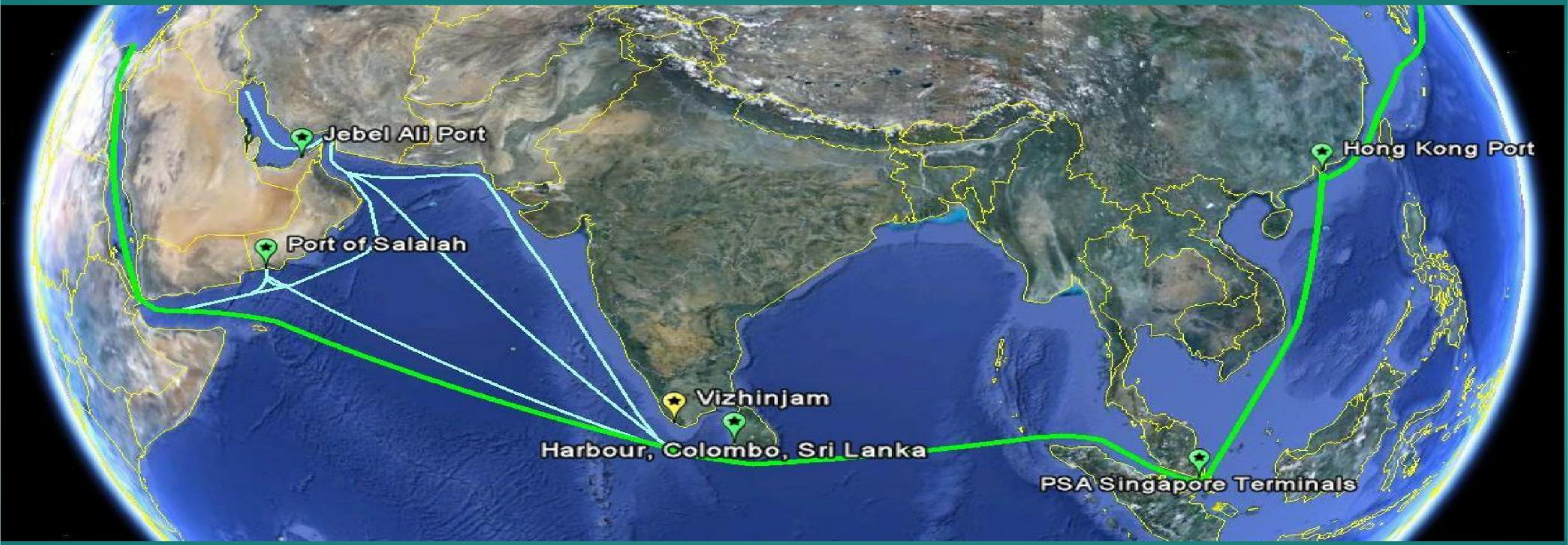
- **Handling Capacity:**

  1 million TEUs/year installed; already handled 1.07 million TEUs

- **Future-Ready Expansion:**

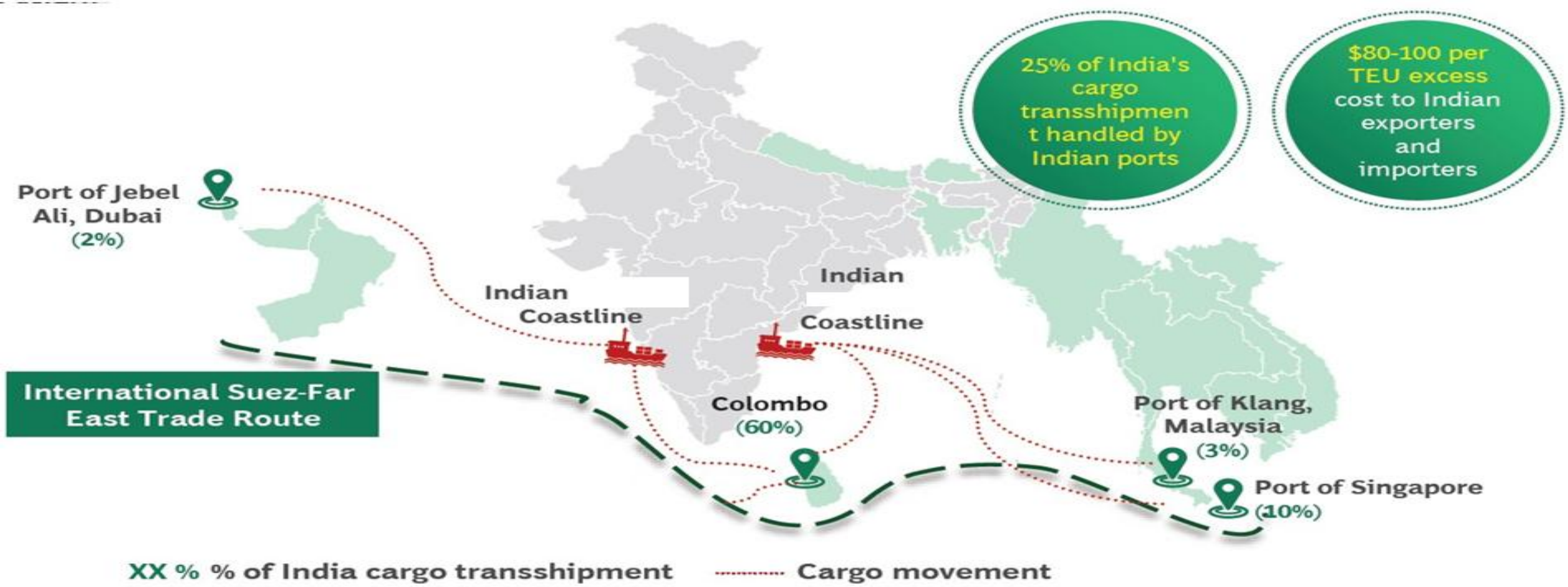
  Capacity enhancement underway, targeting **4.5 million TEUs/year by Dec 2028**

The need for a transshipment port for India
GoK takes up the challenge



Why Vizhinjam is the ideal choice?

TRANSSHIPMENT OF INDIAN CARGO –CURRENT SCENARIO



Strategic Importance of Vizhinjam Port

- **Direct Access to Global Shipping:**

  Just **10 nautical miles** from main East-West routes (Suez, Far East, Middle East), enabling quick, efficient vessel movement.

- **World-Class Deep-Draft Capacity:**

  Natural deep-waters with **20+ meters draft**, capable of accommodating Ultra Large Container Ships (**24000+ TEUs**)

- **Major Cost & Time Savings:**

  Cuts logistics time by up to **2 weeks** and reduces costs by 25–30% versus foreign transshipment. Saves India up to **$220 million** yearly and **USD 80-100/TEU**, retaining foreign exchange.

- **Reduces Transshipment Dependency:**

  Lowers reliance on Colombo, Singapore, Jebel Ali (handling 75% of India's transhipped cargo), strengthening India's **economic resilience**.

- **Strategic Trade Gateway:**

  Geographical advantage positions Vizhinjam as a potential transshipment hub for **Asia–US, Asia–Europe, and Africa-bound trade.** Positioned as a strategic gateway to **South Asia**

Major Achievements Since Commencement of Operations

- Handled **1.026 million TEUs** of cargo within first year of operations
- Received **500+ vessels**, including **23 Ultra Large Container Vessels (ULCVs)**
- Surpassed cargo volumes of 14 other **south-eastern Indian ports** in Feb 2025 with 78,833 TEUs handled from 40 vessels
- Established **direct connectivity** to Europe, Africa, and Far East
- First Indian port to employ **women crane operators** — empowering women from fishing communities with sustainable livelihoods
- Exceeded **1 million TEUs throughput milestone** ahead of projections
- Berthed **MSC Irina (24,346 TEUs)** — first time for such a large vessel in **South Asia** (June 2025)
- Serviced **MSC Virginia — deepest draft vessel at 16.95m** at any Indian port (September 2025)
- Set a **national record** by handling **10,576 TEUs** from a single vessel (MSC Paloma), the highest container exchange recorded at an Indian port

Phase 1 - Funding Pattern

GoK	Concessionaire	GoI
Rs 5,554 Cr.	**Rs 2,454 Cr.**	**Rs 818 Cr.**

Project Layout

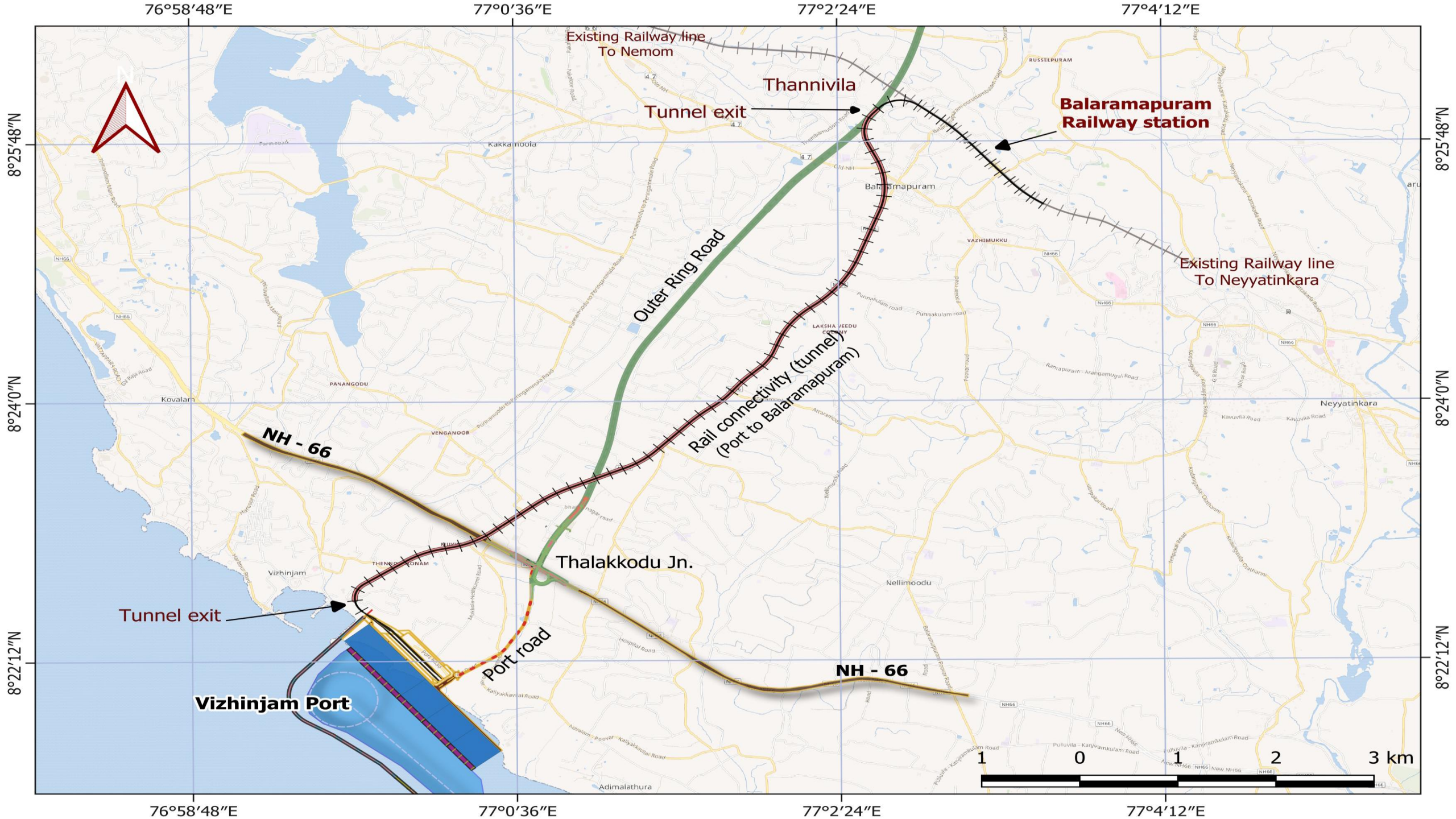
Rail & Road Connectivity

Hinterland connectivity & Gateway traffic

- Within 18-24 hours road/rail transit from Vizhinjam:
  - 120 million consumers
  - $ 180 Bn of GSDP
  - Bangalore, Chennai, Coimbatore, Tuticorin and Tirunelveli
- Within 36-48 hours road/rail distance from Vizhinjam:
  - 220 Million consumers
  - $ 300 Bn of GSDP
  - Hyderabad, Vizag and Goa

Imperativeness of providing rail & road connectivity

- **Port capacity expansion:** Accelerated to be completed by Dec 2028.
- **Target capacity:** Capacity Augmentation to be completed for handling 4.5 million TEUs by Dec 2028
- **EXIM projections by 2035:** 2.3 million TEUs; split as 1.6 million TEUs by road, 0.7 million TEUs by rail.
- **Logistics potential:** Efficient last-mile infrastructure can shift 40–50% of South Indian port transshipment cargo to Vizhinjam, optimizing logistics costs.
- **Seamless integration:** Upcoming ORR and OAGC corridors, with direct linkage of Port Road and NH 66, will leverage Vizhinjam's connectivity advantage.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77°0′36″E
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77°4′12″E
8°25′48″N
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8°22′12″N
N
Existing Railway line
To Nemom
Thannivila
Tunnel exit
Balaramapuram
Railway station
Existing Railway line
To Neyyatinkara
Outer Ring Road
Rail connectivity (tunnel)
(Port to Balaramapuram)
NH - 66
Thalakkodu Jn.
Tunnel exit
Port road
Vizhinjam Port
NH - 66
Kakkamoola
Balaramapuram
VAZHIMUKKU
PANANGODU
Kovalam
VENGANOOR
Vizhinjam
Nellimoodu
Neyyatinkara
Adimalathura
1 0 1 2 3 km

Rail Connectivity

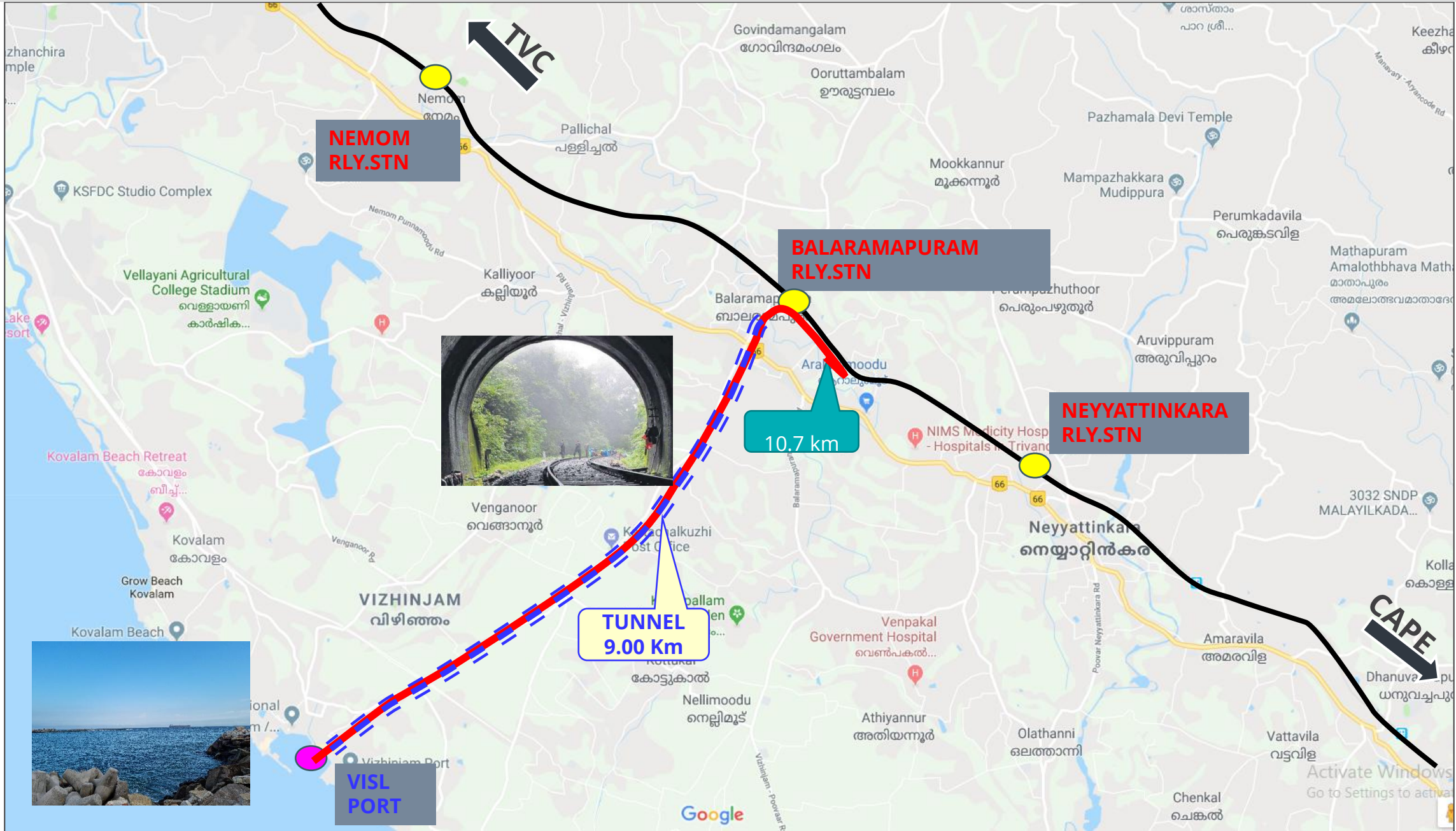
National Importance of the port project and its connectivity

- **Top national priority:** Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047 designate Vizhinjam as a strategic transshipment hub.
- **Integrated in major plans:** Connectivity projects are included in the Comprehensive Port Connectivity Plan (CPCP) for seamless road and rail access.
- **Accelerated under PM Gati Shakti:** Vizhinjam rail link mapped as a critical project in the PM Gati Shakti National Master Plan (NMP), fast-tracked for early execution.
- **Exclusive logistics hub:** Balaramapuram station chosen as Kerala's sole Gati Shakti Cargo Terminal (GCT) site, included under the Rail Sagar Corridor by the Ministry of Railways.

Rail Connectivity

- **10.707 Km line** from **Vizhinjam Port** to **Balaramapuram Rly Station**, a major segment through a 9.02 km tunnel
- Project cost : **Rs.1400 Crores**
- Land Requirement – 6.431 Ha
- Tunneling method: NATM (New Austrian Tunneling Method).
- 64% alignment is running below existing road (Tunnel – 84%) & 16% along existing Rly Line
- General overburden >20 m
- **DPR approved** by Southern Railway November 2021
- **Environmental Clearance** obtained

KEY PLAN OF ALIGNMENT



Why GoI Support Is Critical for Vizhinjam Port's Rail Link

- Kerala has already committed **₹5,500 Cr.**, with limited fiscal space for further investment, while the port's benefits extend to the hinterlands of **Tamil Nadu, Karnataka, Andhra Pradesh, and Telangana** through cost- and time-efficient cargo movement.
- Private investment exceeds **₹12,000 Cr.**; such national-scale PPP risk-taking warrants government support for critical external infrastructure, ensuring smoother logistics and guaranteed gateway cargo.
- Last-mile rail will shift cargo from foreign ports to Vizhinjam, reducing India's reliance on Colombo/Singapore, aligning with Maritime India Vision 2030 and Amrit Kaal Vision 2047.
- Precedents exist: Government funded Vallarpadam ICTT and is committing to Vadhavan (Rs 1800 Cr.), highlighting the need for similar support at Vizhinjam to make India globally competitive in transshipment.

Breakwater, Container Berth and Container Backup Yard

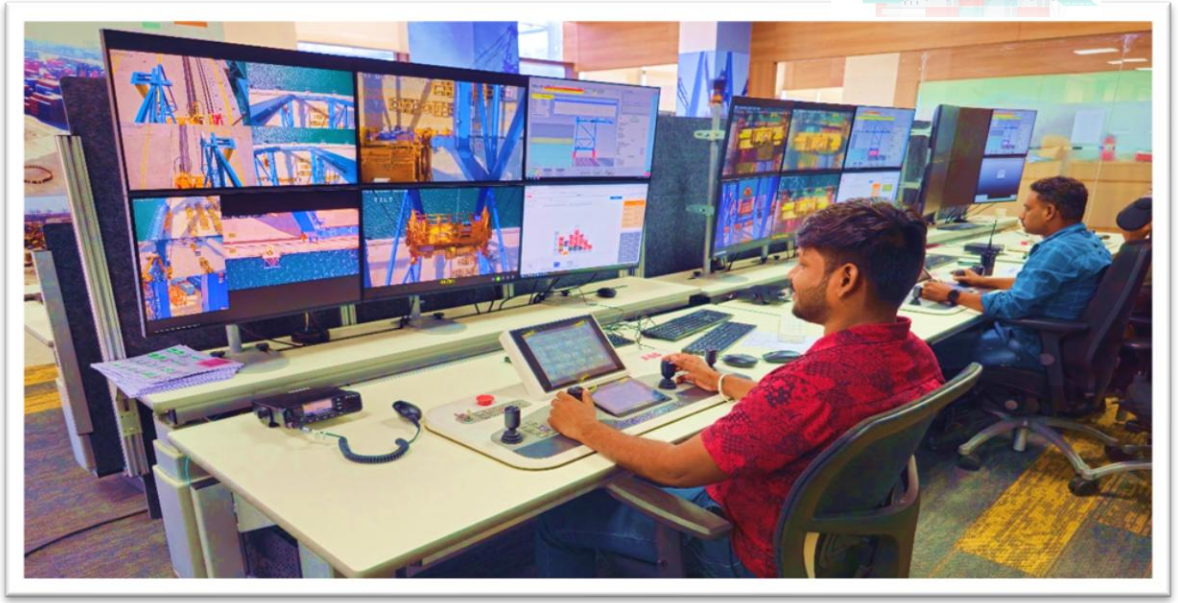
Breakwater, Container Berth and Container Backup Yard

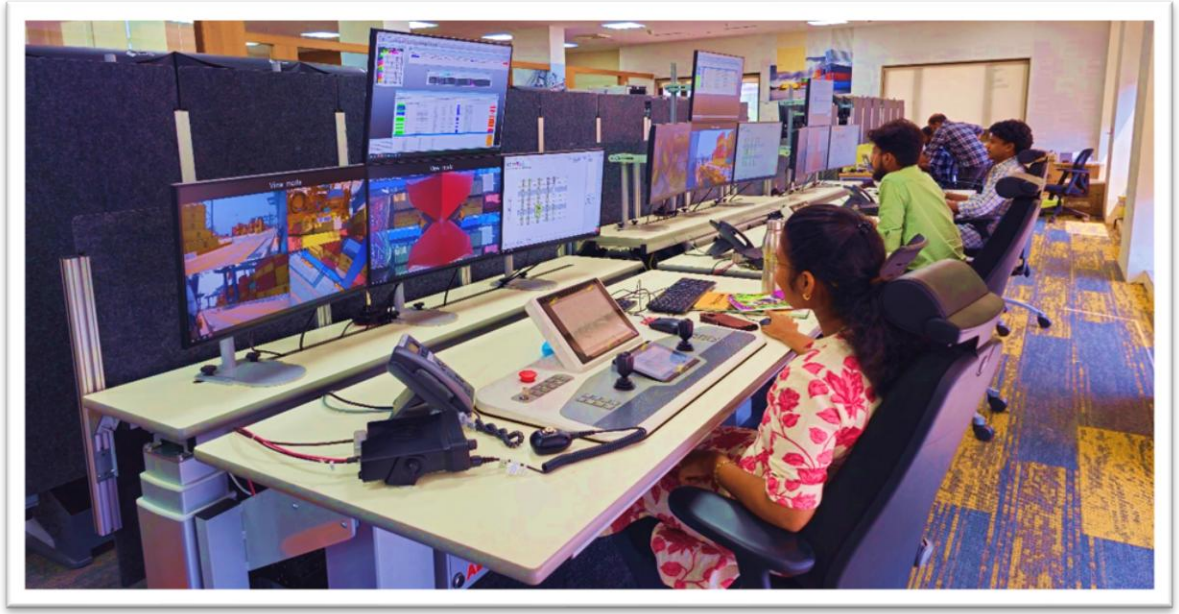
World's Largest Vessel MSC IRINA Berthing at Vizhinjam Port

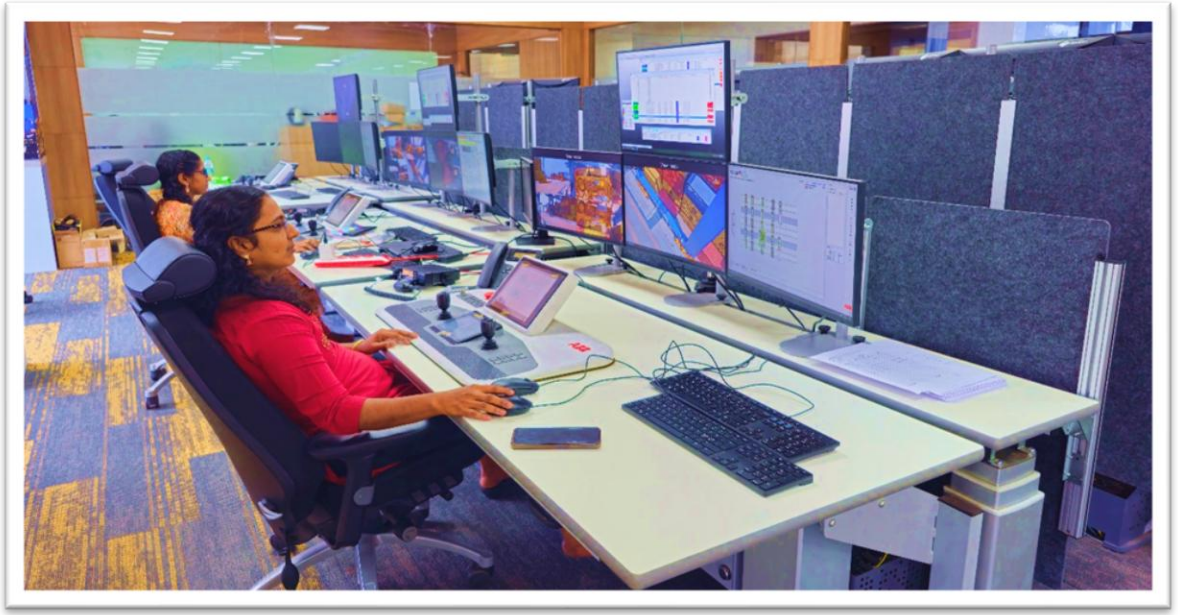
Mother Vessel MSC TURKIYE Berthing at Vizhinjam Port

Multiple Vessels Simultaneously Berthed at Vizhinjam Port

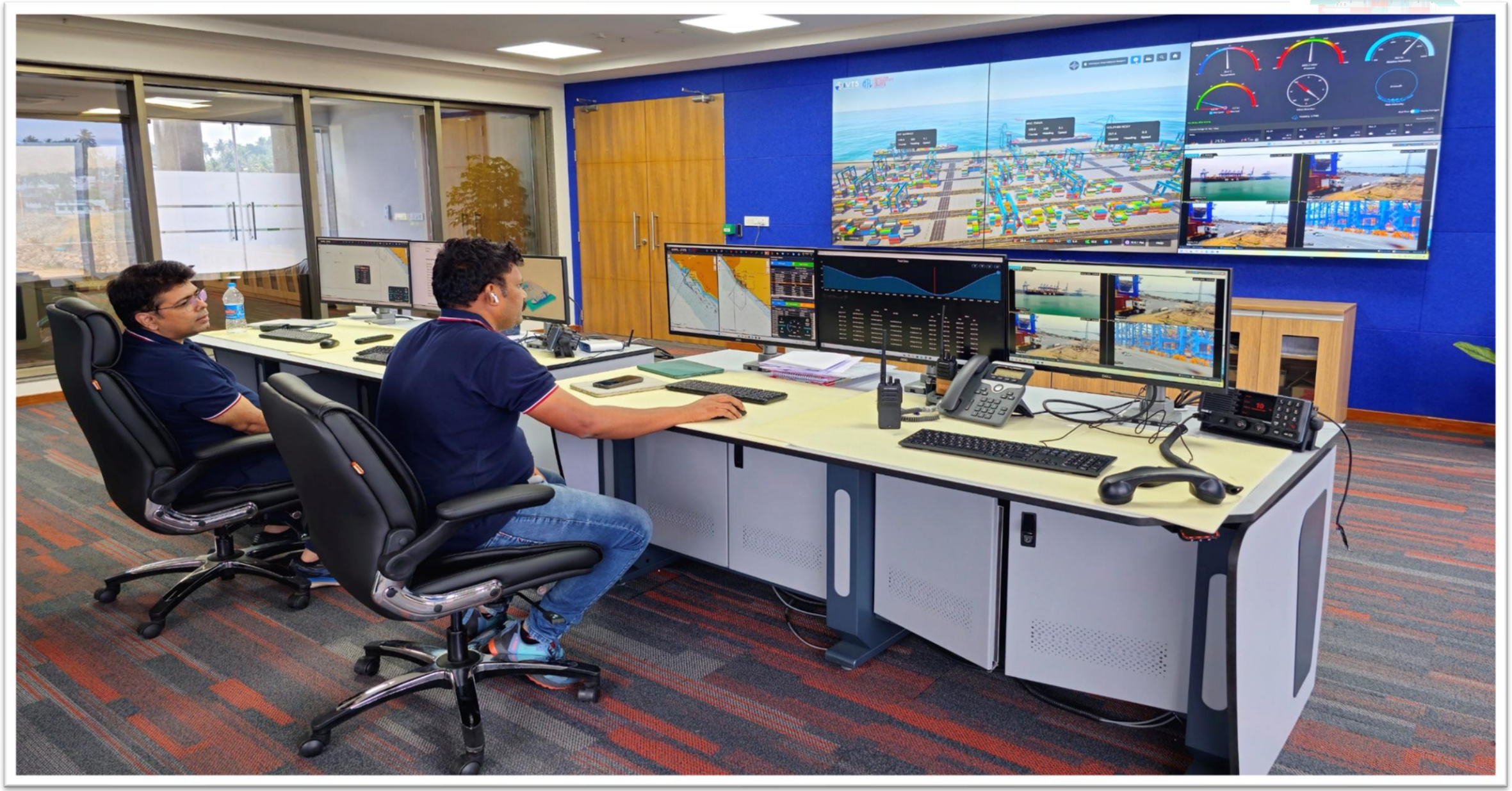
Operations Room – Remote Controlled Operators Desk







Vessel Traffic Management System (VTMS)



Vizhinjam International Seaport Ltd
(Govt. of Kerala Undertaking)

Thank You

ANNEXURE IX

MEETING OF THE MEMBERS OF NATIONAL SHIPPING BOARD WITH REPRESENTATIVES OF STAKEHOLDERS' ASSOCIATION ON 07/10/2025 AT 11.30 A.M. IN THE CONFERENCE HALL OF CSL KOCHI

A. WELCOME BY CHAIRPERSON NSB:

At the onset, Shri Sameer Kumar Khare IAS (Retired) welcomed the representatives of various **Stake holders Associations** and conveyed gratitude of the Board to all of them for sparing their valuable time for this important interaction.

B. PRESENTATION BY SAI:

2. The meeting with the **Stake holders Associations** focussed on the operational challenges faced at Cochin Port emphasizing the dependence of trade and industry on both port operations and connectivity infrastructure. Stakeholders highlighted major issues — high vessel handling charges caused by recurring dredging costs, restrictive land-use policies, and poor international and domestic connectivity, including the pending ICP (Integrated Check Post) status.

C. INTERACTION WITH THE MEMBERS OF THE NSB:

3. Higher vessel handling charges:

3.1. The Representatives from the port associations explained that Cochin Port spends nearly ₹160 crore annually on dredging, which significantly increases operating costs. These costs are compensated through higher vessel handling charges, discouraging ship operators from calling at Cochin. They suggested that Government of India support in the form of financial assistance for dredging could help reduce charges, thereby improving cargo inflow and competitiveness.

4. Low Vessel Frequency:

4.1. The Representatives from the port associations also pointed out that while the port has the required berthing capacity, vessel frequency has not increased, forcing cargo bound for Cochin to be diverted to other ports like Tuticorin or Chennai, leading to higher logistics costs.

5. Stringent Land-use policy:

5.1. The Representatives from the port associations discussed the stringent land-use policy at Cochin Port, which prevents agencies and shipping lines from directly bidding for or subleasing land. This has compelled many logistics and shipping companies to shift operations out of Cochin, further impacting trade. The Representatives added that the draft port land policy has been under government consideration for over three years and expediting it would help attract more operators back to the port.

6. Lack of adequate Rail & Road connectivity:

6.1. The Representatives from the port associations raised the issue of lack of adequate connectivity, both road and rail. They mentioned that long-distance rail connectivity to Cochin Port has not been operational for nearly two years, resulting in idle investment and underutilized government infrastructure. They emphasized the need for smoother one-way import and export linkages to enhance the port's viability.

7. Inconsistent Custom Procedures:

7.1. The Representatives from the port associations raised issues regarding customs procedures for transshipment cargo, stating that different ports follow inconsistent systems for processing transit containers through ports like Mundra and Kandla. This lack of standardization creates operational bottlenecks and discourages shipping lines from using Indian ports for transshipment. The Representatives urged for the creation of a common national policy and SOP for customs processes across ports.

7.2. **Shri Anil Devli CEO INSA** supported this suggestion and explained that inconsistent customs procedures are affecting duty drawbacks and leading to confusion among agents. He cited Chennai and Aurangabad as examples where EGM (Export General Manifest) filing requirements differ, complicating the movement of cargo and causing certain shipping lines to halt services. He recommended that the associations should work with the Ministry to publish a unified public notice standardizing customs processes nationwide. He highlighted the procedural challenges related to the Customs Departure Manifest (CDI) system, clarifying that the notice issued was a CDI circular and not a formal public notification. He emphasized that the procedure should be systemized and made available online for better accessibility. It was mentioned that while the system has been implemented at a few ports, including three major ones, the departure manifest module is still in its testing stage at Cochin Port. Once testing is complete, it will be extended to other ports for full-scale implementation. He pointed out that the Port and Trade Facilitation Committee (PTFC) could be a highly effective mechanism to resolve such procedural issues, based on his experience in Mumbai. He cited recent examples where PTFC successfully addressed issues related to vessel scrapping and bunker supply notifications within days. He suggested that Cochin Port could adopt a similar proactive approach under PTFC to handle challenges related to the SDMI system, drawback refunds, and export processing delays, which are currently affecting exporters. He also briefed the members on the introduction of National Assessment Centres (NACs) and Assessment Groups (ACCs) under Customs, which have divided HSN codes across regional offices to streamline import-export clearances. For example, Mumbai handles all vehicle-related commodities, including those from manufacturers like Maruti and Hyundai, irrespective of their factory locations. He noted that this system has proven to be "extremely effective," ensuring that most issues are resolved within three meetings without procedural delays. He offered to share relevant contacts and details with participants, encouraging them to leverage these systems for faster grievance redressal.

8. Competition with neighbouring countries:

8.1. **The Representatives from the port associations** raised the issue of competition with neighbouring countries, particularly Sri Lanka, which shares similar export product profiles and competes with Indian industries on nearly 30% of commodities. Due to their efficient port and logistics systems, Sri Lankan exporters currently enjoy an advantage in international markets. He added that around 60% of Cochin Port's export value is at risk unless India improves its connectivity and policy environment.

9. **Import of jute from Bangladesh:**

9.1. **The Representatives from the port association** also discussed the challenges around import of jute from Bangladesh, which is essential for Indian manufacturing units. The import permits have become restrictive, making procurement costlier. They mentioned that India and Bangladesh have recently closed several land ports, limited trade movement and prompted retaliatory actions from both sides. As a result, some cargo now has to be rerouted via JNPT, further increasing transit costs and delays.

9.2. **The Chairperson Shri Sameer Kumar Khare** acknowledged these challenges and noted that such product-specific restrictions and trade retaliations create operational bottlenecks. He emphasized that while such non-tariff restrictions on trade are not encouraged, efforts must focus on improving bilateral trade facilitation and supply chain continuity. He assured the stakeholders that these issues would be taken up with the higher authorities and suggested that product categories such as jute and related goods, which hold significant export potential, should be given special consideration under customs and port handling policies.

10. High volatility in freight rates

10.1. **The Representatives from the exporters' association** raised concerns about the high volatility in freight rates and the challenges faced in competing with international markets. He mentioned that exporters were forced to pay charges significantly higher than production costs, impacting their competitiveness. The representative informed that they had already approached the Ministry to consider forming a regulatory mechanism similar to the Port Regulatory Authority (PRA) to oversee shipping-related pricing issues. He further emphasized that freight rate fluctuations were severe, sometimes rising from $1,000 to $21,000 within a day — and urged for a structured mechanism involving NSB Board officials to review such irregularities. Another representative from the exporters' group added that increasing competition was the only sustainable way to reduce freight rates. He suggested that the government should focus on expanding port capacities, bringing in more ships, and encouraging private participation in port operations. He cited the Middle East as an example, where higher throughput had resulted in lower per-container costs. He further mentioned that policies around ship registration and capacity enhancement needed simplification to make India a more competitive hub for maritime trade.

10.2. **Shri Ajith Sukumaran CS** highlighted the challenges related to the lack of competitiveness and operational efficiency in the Indian shipping sector. He emphasized that many of these issues were linked to power imbalances and limited domestic shipping capacity, which caused India to depend heavily on foreign routes and services. He urged that the matter be raised at a national level, involving key industry associations such as MANSA, INSA, and ICCSA, to collectively develop solutions and safeguard India's maritime trade interests.

10.3. **Shri Anil Devli CEO INSA** suggested looking at the U.S. Federal Maritime Commission (FMC) model, which operates on a transparent and public hearing-based system for freight pricing. He explained that under the FMC mechanism, any shipper suspecting overcharging could make a representation, and the body would review the complaint and issue a fair ruling. However, he noted that in India, shippers were often reluctant to name specific shipping lines due to fear of business repercussions, which made it difficult to establish a transparent regulatory mechanism. He emphasized that unless data and specific cases were presented, the government would find it challenging to intervene meaningfully. HE concurred with Shri Sukumaran's observations and added that India's shipping network had significantly weakened compared to earlier decades when direct services to Europe existed. Currently, shipments are routed through Singapore or Colombo, adding substantial costs to Indian exporters. He shared an example from his company's experience, where the cost of shipping a 20-foot container from India to Europe was around $900, whereas from Singapore to Europe it was $3,000 — illustrating the lack of pricing power for Indian shippers. He noted that while mechanisms existed for declaring local freight charges, enforcement was weak, as customs rarely initiated action against violators. Further, another representative pointed out that rather than expecting public sector entities like the Shipping Corporation of India (SCI) to operate at a loss, the focus should be on ensuring all operations remain economically sustainable. He emphasized that even government companies should not be expected to run unprofitable routes merely to maintain service continuity. He stated that SCI has performed commendably and that financial prudence must remain a guiding principle.

10.4. **Ms. Sanjam Gupta Director Sitara Shipping** reiterated that regulation should be limited to sectors of public necessity, and not extended to freight rates, which fluctuate naturally with global trade conditions.

10.5. **The Chairperson Shri Sameer Kumar Khare** acknowledged the exporters' concerns and noted that the situation had indeed evolved over the past few years. However, he stressed that economic freedom must also be preserved, like how freight forwarders and customers have the right to price their services, shipping lines too have the right to price their operations. He recalled that earlier, trade stakeholders themselves had opposed tighter regulation in favour of market freedom, but the current situation now seemed to demand

re-evaluation of that stance. He added that while the Directorate General of Shipping (DGS) previously lacked powers to regulate freight rates, under the new Merchant Shipping Act, 2025, the DGS had been given authority to examine such issues. However, he clarified that this examination could only be effective if stakeholders provided detailed data and named specific cases of overcharging. He cautioned that without transparency and cooperation from shippers; enforcement would remain weak. He stressed that freight rates were primarily determined by market forces — supply and demand dynamics — and that regulating them could have unintended consequences. He cautioned that excessive government intervention across multiple sectors could lead to over-regulation and inefficiency. He emphasized that only when a service is deemed a *public good*—such as electricity or telecommunications—should it be regulated.

11. Operational and security-related issues

11.1. **The Representatives from the exporters' association** raised concerns about lingering operational and security-related issues, including those involving FRRO clearances and permissions for transshipment activities. He noted that while progress had been made, certain bottlenecks persisted.

11.2. **Shri Rakesh Singh President ICCSA** mentioned that while some of these challenges stemmed from COVID-era restrictions, proposals were already being discussed with the Ministry to streamline port operations and revive transshipment capabilities.

11.3. **Shri Ajith Kumar Sukumaran CS** added that new Integrated Check Posts (ICPs) were being planned, which would help resolve several logistical delays once established.

12. payment of handling Charges in Foreign Currency

12.1. **The Representatives from the exporters' association** raised the issue of port charges and currency of billing. He highlighted inconsistencies where some ports charged in dollars while others charged in Indian Rupees.

12.2. **Shri Rakesh Singh President ICCSA** explained that this depend on the port's operational model—whether public or private—and that the existing system was business-model-driven. He added that while major ports under public ownership followed dollar-based invoicing, private terminals had more flexibility. Participants agreed that such disparities caused confusion and added costs for exporters and importers.

13. **Vote of Thanks:** In closing, the Chairperson Shri Sameer Kumar Khare thanked all participants for their inputs and noted that the discussion has provided valuable insights into trade, freight pricing, and port operations. He emphasized that the Board would consider the feedback while balancing the need for competitiveness, transparency, and sustainability in India's maritime sector.

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Suggestions from KERALA STEAMER AGENTS ASSOCIATION on coastal shipping, multimodal logistics, port facilitation, export competitiveness, and allied matters in Kerala.

Brief Note on Key Issues Affecting Cochin Port and Trade:

1. **Streamlining Handling Charges**

The VESSEL handling charges at Cochin Port Authority are significantly 3-4 TIMES higher compared to neighbouring ports, INCLUDING INDIAN AND FOREIGN PORTS.

This escalated costing WILL NOT BE HELPFUL TO ATTRACT MORE SHIPS TO COCHIN PORT/IGTPL .Also the high container handling costs has led to the loss of several trade commodities such as coffee and cashew, which are now transported by road to nearby ports for export.

Although trade has attempted to bring business back to Cochin, exporters report that their overall costs, including logistics and export charges, remain much lower at other ports.
A key factor behind this challenge is the recurring dredging requirement at Cochin, which adds to logistical expenses.

We request both the State and Central Governments to bear a part of this dredging cost as a support measure to help Cochin regain lost trade volumes.

2. **Introduction of New Charges**

Sudden imposition of new charges by the Government, such as the MUC charges, without adequate consultation with trade and industry,and also without any

Reason or benefit for the trade and industries are increasing the total expenditure of logistics in India. Need to revoke such charges. (including MTYS)

3. **Currency Denomination**

Many Indian ports still follow USD as the standard currency for port-related transactions. To strengthen the Indian Rupee, it is important that all transactions are carried out in INR. THE DOWNWARD TREND OF INDIAN RUPEES FURTHER INCREASES OUR COST OF OPERATIONS

ONCE THE VALUE IS CALCULATED IN INR, THAT WILL encourage wider use of our currency and reinforce its importance in the shipping and logistics sector.

THIS IS ALSO CAN BE CONSIDERED AS PRIORITY OF GOVT OF INDIA.

4. **Relaxation of Cabotage and Commodity Restrictions**

The relaxation policies on cabotage and selective commodity restrictions announced earlier by the Government of India require review. Certain commodities with strong market demand, such as palm oil, should be reinstated for handling at Cochin Port. This will open up new opportunities for the shipping sector and allow trade to respond to real market requirements.

5. **Financial Support for Reducing Charges**

NEED FINANCIAL AID FROM GOVERNMENT OF INDIA FOR DREDGING AT THE TUNE OF ATLEAST 50%

FROM 180 CRORES TO ATLEAST 90 CRORES AS THE CHANNEL IS USED FOR EVERYONE.

While the Government invests heavily in new port-related projects worth nearly ₹20,000 crores, an allocation of just ₹1,000 crores over a 10-year period (₹100 crores annually) can help reduce high charges at Cochin. Such support will be a critical step in reviving trade and making Cochin Port competitive once again.

6. **Land Leasing Policy of Cochin Port**

The current land leasing policy of Cochin Port requires amendments to make it more trade- and industry-friendly. Favourable terms will encourage greater investments, reduce costs, and improve the overall competitiveness of the port. Presently SUB LEASE IS NOT PERMITED AND ALL SHIPPING AND LOGISTICS OFFICES HAD TO

MOVE OUT ISLAND AND INCREASED COST.

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7. **Unavailability of Infrastructure at Old Cochin Port Terminals**

Bulk vessels calling at the Old Cochin Port are facing serious operational challenges due to the lack of essential infrastructure such as cranes. At present, only vessels equipped with built-in cranes are able to carry out cargo operations, while the old port crane remains idle and has not been repaired to date. This situation discourages vessel operators and adversely affects trade volumes.
We request urgent intervention to either repair the existing crane or commission a new one to ensure smooth and efficient cargo handling operations at the Old Cochin Port.

8. Request to make an SOP for the Transhipment Procedure through the Indian Ports

We request you to make an SOP for the Customs transhipment Procedures through the Indian Ports so that it will make the procedures flawless and efficient.

ANNEXURE X

MEETING OF THE MEMBERS OF NATIONAL SHIPPING BOARD WITH REPRESENTATIVES OF THE INTERNATIONAL MARITIME FEDERATION (IMF) ON 07/10/2025 AT 1.30 P.M. IN THE CONFERENCE HALL OF CSL KOCHI

A. WELCOME BY CHAIRPERSON NSB:

At the onset, Shri Sameer Kumar Khare IAS (Retired) welcomed **Ms. Aishwarya Pilankar Vice Chairman IM**F and **Shri Atul Jadhav as other representative of IMF** and conveyed gratitude of the Board to them for attending this interaction at a short notice.

B. PRESENTATION BY CMD CSL KOCHI:

2. **Ms. Aishwarya Pilankar Vice Chairman IMF & Shri Atul Jadhav** began the discussion by thanking the Board for giving IMF this opportunity to present their issues before the **National Shipping Board (NSB)** for early resolution. She highlighted the IMF issues through a presentation which is enclosed at Annexure IXA.

3. Blanket portal suspensions / disproportionate penalties / lack of Appeal Mechanism in the RPSL portal of DG shipping:

3.1. The IMF representatives stated that smaller recruitment companies face significant challenges with the current system of blanket portal suspensions on the RPSL web portal of DG Shipping. The IMF noted that many of the RPSL problems stem from third-party actions that lead to RPSL (Registry/Registration) blocks, which disproportionately affect smaller recruitment firms. The IMF shared results from a survey (completed end-2024) covering about 100 companies, which found the RPSL Portal system developed by the office of DG Shipping as “disconnected” rather than “collaborative” and highlighted persistent process bottlenecks. The IMF stressed the need for pilot projects and working groups to validate solutions before scaling. They are of the opinion that the pilots should show measurable outcomes (e.g., reduced time to clear RPSL cases, fewer wrongful blocks, increased placements) and that any new measures must align with broader strategic visions (Vision 2030 / 2047) and protect seafarers’ rights while supporting industry growth. They recommended introducing clear penalties and an appeals mechanism so accountability does not come at the cost of ease of doing business. They are of the opinion that minor technical or documentation errors should not result in disproportionate sanctions that suspend business operations. Delays and RPSL blockages were flagged as having material consequences: they can block candidates, suspend smaller recruiters’ business, and undermine market confidence.

3.2. **Shri Nitin Mukesh Secretary NSB & DNO in the o/o DG Shipping Mumbai** reported that only a few blocked cases have not approached authorities, while **the IMF** pointed out a wider **“trust deficit”** and **“hesitation to escalate issues formally”**.

3.3. **The Chairperson Shri Sameer Kumar Khare** urged affected parties to collate documentation and present detailed cases so authorities (including DGS) can investigate and resolve disputes transparently. He stated that building a shared, evidence-based case file is essential for any regulatory review or reform.

3.4. **The IMF representatives** requested for review of RPSL penalty framework, portal-blocking principles, and current lack of no appeal mechanism. The key "Ask" presented was for NSB to recommend a **30–60-day moratorium** on portal blocking while a new, graded penalty and appeal mechanism is reviewed and finalized, the review of penalty framework which should distinguish between ***technical* and *substantive* violations**, setting up of an ***independent appeals cell*** and upgradation of the RPSL portal with defined ***service-level agreements (SLAs)*** for transparency.

4. Alternatives to the Bank Guarantee:

4.1. The IMF representatives explained that smaller recruitment companies face significant challenges with the current system of blanket portal suspensions and high-value bank guarantees, which tie up their working capital. They proposed an insurance-backed model regulated by the IRDA, which would cover risks such as seafarer repatriation, death compensation, and unpaid wages under MLC 2016, while reducing financial strain. According to the them, similar models operate globally at approximately $3.5 per seafarer, but Indian recruitment companies find such coverage economically unviable unless domestic insurers offer the product. He emphasized the need for Indian insurance companies (like GIC or New India Assurance) to design an affordable "marine comprehensive plan" for recruitment firms. They reiterated that forcing recruitment companies to maintain large bank guarantees (₹50 lakh per vessel and above) is unsustainable, especially for MSMEs. They proposed piloting the insurance-backed system to demonstrate its efficiency and compliance value. However, FOSMA and MASA have not yet agreed to the concept, and their endorsement was seen as essential for a collective industry position.

4.2. Shri Anil Devli CEO INSA noted that while the idea is promising, bank guarantees provide immediate liquidity, allowing DG Shipping to act swiftly in case of default, whereas insurance mechanisms are conditional and depend on the insurer's assessment of compliance. He cautioned that any insurance solution must be "technically irreversible" to ensure accountability. He also recommended consulting FOSMA and MASA, as they operate under similar conditions and could provide comparative insights before framing a unified proposal.

4.3. Shri Rakesh Singh President ICCSA explained the liability differentiation between shipowners and recruitment companies. It was emphasized that owners already carry comprehensive liability coverage through P&I insurance, whereas recruitment firms bear different risks and should not be made liable for salary or compensation responsibilities that

rightfully belong to shipowners. He advised extending discussions to foreign principals and ensuring any new policy mechanism aligns with both domestic and international regulations.

4.4. Shri Ajith Kumar Sukumaran CS concluded that the government is open to innovative instruments if industry associations present a tested, validated insurance model that provides equal or better safeguards than bank guarantees. He advised the associations to collaborate with insurers, prepare the policy design, and then bring it to DG Shipping for review.

4.5. The Chairperson Shri Sameer Kumar Khare stated that the proposal in principle appears to be encouraging but he clarified that the DG Shipping cannot directly endorse a specific insurer or an instrument, and associations must present a viable, well-structured product for consideration. He stressed that DG Shipping remains open to reviewing insurance alternatives if recruitment associations can negotiate and prove cost-effectiveness with insurance providers.

5. Policy on age norms for vessels:

5.1. The IMF representatives addressed the issue of age norms in the shipping sector, explaining that over the past two years, several representations were made to the Ministry and ICCSA. They suggested that the National Shipping Board (NSB) should take up this matter, as current norms are not economically viable. They pointed out that if certain restrictive orders—such as those affecting vessels' market values—were withdrawn, the value of vessels would rise, promoting reinvestment in newer vessels and stimulating growth in the sector. He added that while industry participants have differing viewpoints, any policy should consider the commercial implications of vessel age restrictions. They noted that if the 25-year age limit were strictly applied, it would negatively impact business operations and asset valuations. They raised concerns about inconsistent practices, citing examples where older vessels continue to operate internationally (e.g., in Greece), questioning why similar flexibility is not afforded domestically. They argued that such policies hinder investment and innovation in the Indian shipping ecosystem.

5.2. **Shri Rakesh Singh President ICCSA** emphasized the importance of clarity and consultation before implementing such measures. He pointed out that government decisions should be based on clear modelling, data-driven analysis, and factual understanding, which has already been carried out by the Directorate General of Shipping (DG Shipping). He added that any deviation from the existing policy must be supported by facts and technical evidence, encouraging stakeholders to present credible data if they wish to seek reconsideration.

5.3. **Shri Ajith Kumar Sukumaran CS** reiterated that the DG Shipping's internal studies were thorough, involving mathematical modelling and scenario-based analysis. However, he noted

that if stakeholders believe the data used was incomplete or inaccurate, they are welcome to present alternative evidence for review. He clarified that DG Shipping remains open to further discussion but emphasized that policy changes must be grounded in data, not opinion. He remarked that decisions of a technical, commercial, or environmental nature must be handled by experts in their respective domains. He gave examples of similar cases where orders came from higher authorities, stressing the need for better clarity in the chain of decision-making. He emphasized that government decisions are guided by economic, industrial, and environmental considerations, with an aim to promote shipbuilding, ship repair, and design industries holistically—not merely ship operation or recycling. He stressed the need to assess the economic and sectoral impact of any proposed change before it is adopted.

5.4. **The IMF Representatives** expressed that while they understand the rationale, they continue to face operational and financial hurdles. They called for economic incentives, improved credit mechanisms, and funding reforms—suggesting that reducing interest rates and easing funding norms could encourage fleet modernization.

5.5. **The Chairperson Shri Sameer Kumar Khare** acknowledged these concerns and mentioned the need for long-term and short-term interventions, including collaboration with financial institutions and NBFCs to provide low-cost funding options for the shipping sector.

6. **GST Rationalization in the Shipping Sector:**

6.1. **The IMF representatives** suggested that there is a need for GST rationalization in the shipping sector. He they highlighted the need for very low GST on multi modal transportation services where one mode is essentially a shipping mode to ensure modal shift to shipping.

6.2**. The Chairperson Shri Sameer Kumar Khare** noted that the issue has been escalated to the highest decision-making authorities and the work is in progress.

7. **Vote of Thanks:** In conclusion, the Chairman thanked all the representatives of the IMF for their valuable contributions and assured that the issues raised would be taken up with the concerned authorities. The meeting concluded with an agreement to revisit the matter after further analysis and consultation.

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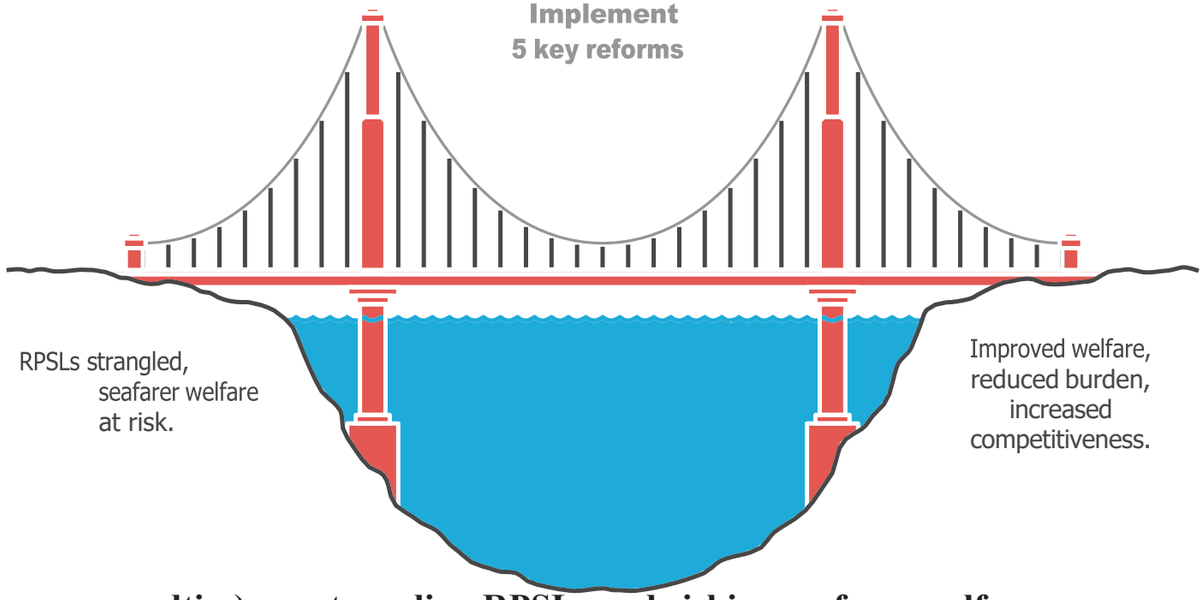
International Maritime Federation

IMF Combined Policy Briefing: 5 Key Reforms for a Stronger Indian Maritime Ecosystem

Integrated presentation:

1. **RPSL Penalties & Portal**
2. **Bank Guarantees**
3. **CIP/Insurance**
4. **GST on Marine Fuel**
5. **Vessel Age Norms**



Date: 07 Sept 2025 | Presenter: IMF Team (Mrs. Aishwarya Pilankar)

Executive Summary

Problem: Regulatory fragmentation and heavy financial burdens (BGs, insurance, penalties) are strangling RPSLs and risking seafarer welfare.
IMF proposal: Targeted reforms across 5 areas to protect seafarers, reduce MSME burden, and improve India's maritime competitiveness.

Immediate asks: Graded Penalty Review, Insurance-backed BG pilot, CIP insurance Steering Committee, NSB endorsement GST Exemption Pilot, Condition-based Age Audits.

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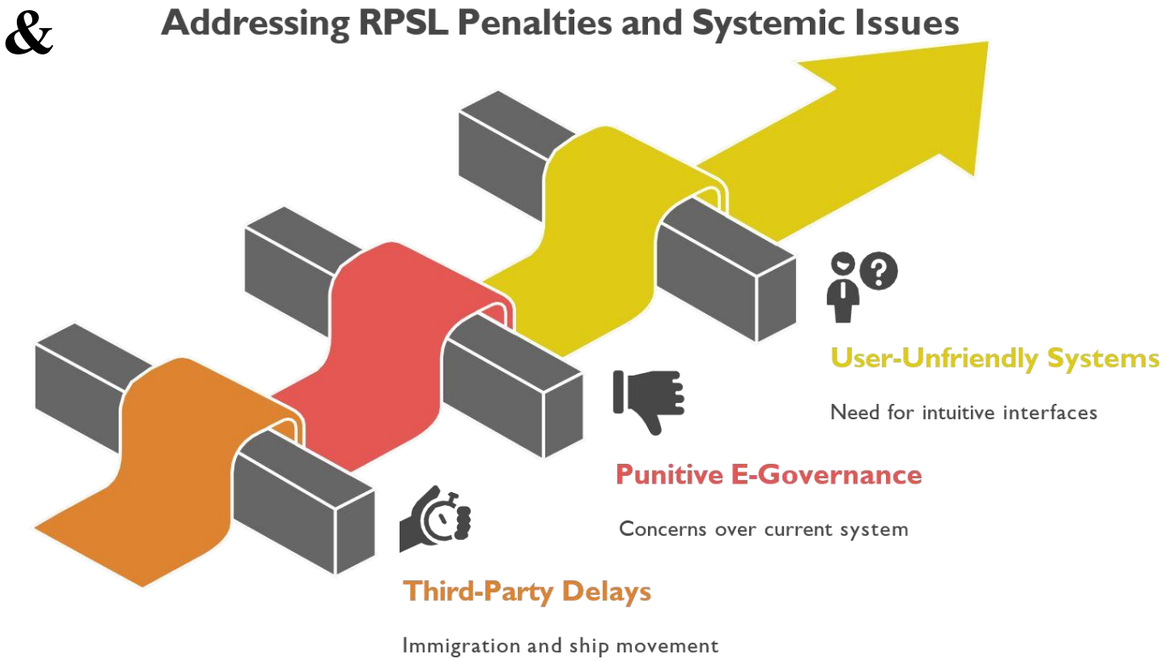
RPSL Penalties & Portal Block - Situation & Impact

- Situation & impact: RPSL portal blocks and penalties often arise from third-party delays (immigration, ship movement) and disproportionately affect MSMEs.

- Survey findings: IMF survey of ~100 RPSLs shows concerns over punitive e-governance and the need for user-friendly systems.



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9819692569 www.imfederation.org admin@imfederation.in
@imfederation international maritime federation IMF federation
CIN: U93000MH2015NPL261187, AN ISO 9001:2015 Certified.

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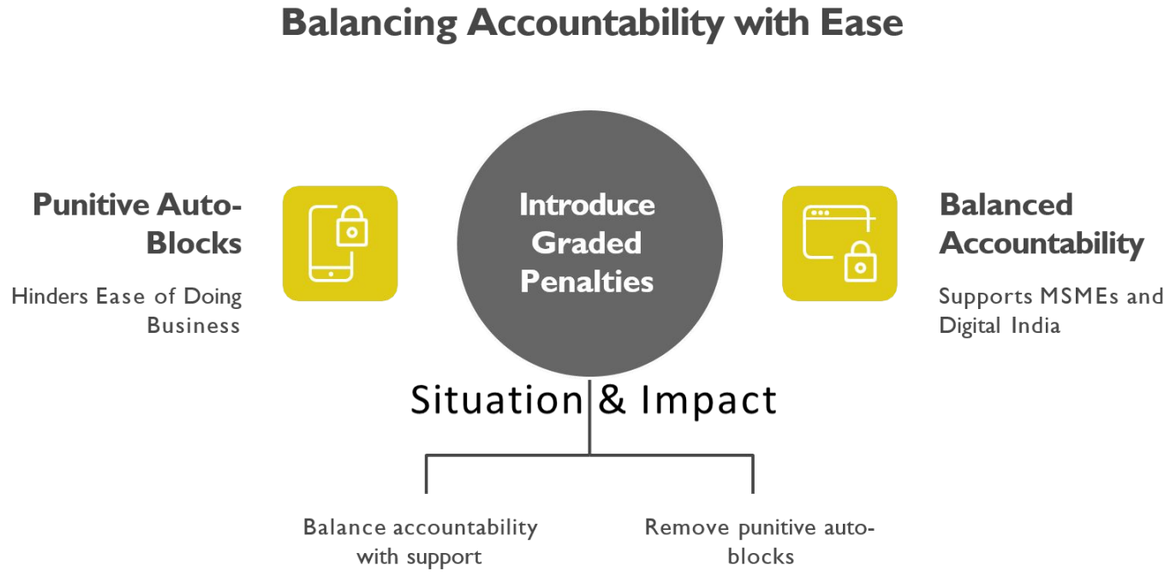
RPSL Penalty & Portal — Strategic Case

- Strategic case: Introduce graded penalties and an appeals mechanism to balance accountability with Ease of Doing Business and MSME support.

- Digital India alignment: Improve portal UX and remove punitive auto-blocks for technical/third-party issues.



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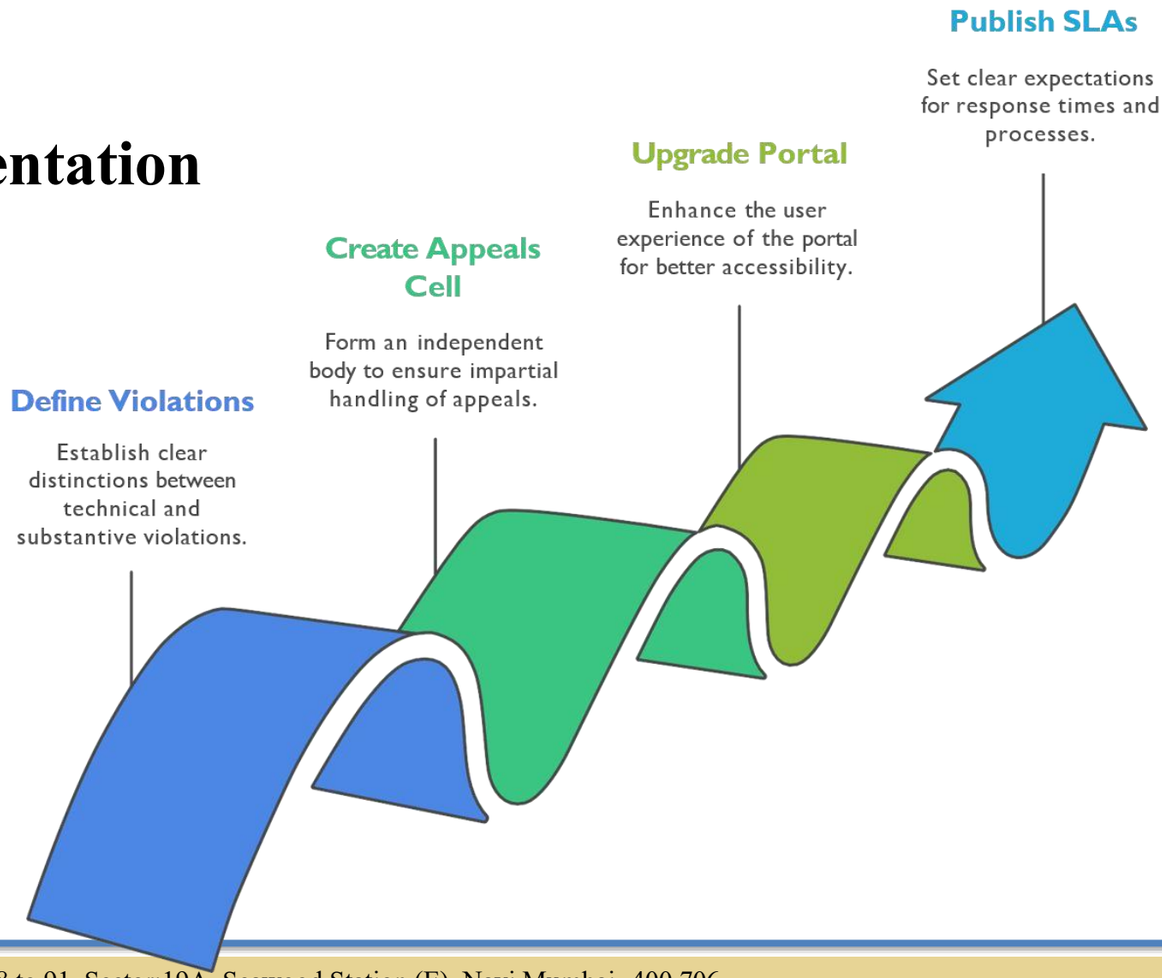
Implementing a Structured Penalty Framework

RPSL Penalty & Portal — Ask & Implementation

- Ask: NSB to recommend a moratorium on portal-blocking pending review (30-60 days) and endorse a graded penalty + appeals framework.

- Implementation: Define technical vs substantive violations; create independent appeals cell; upgrade portal UX; publish SLAs.



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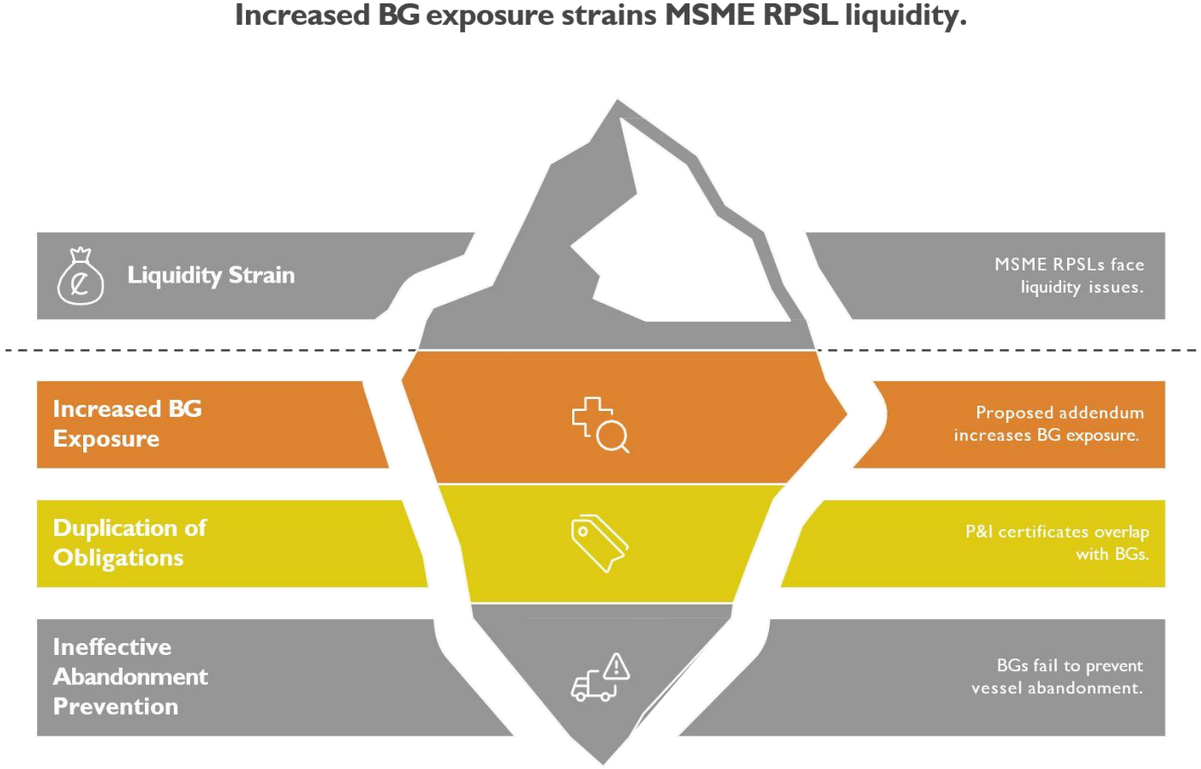
Bank Guarantees — Situation & Impact

- Situation & impact: Proposed addendum to MS Notice 09/2014 increases BG exposure, straining liquidity for MSME INDIAN DOC HOLDERS and proposed increase in RPSLs; BGs do not prevent abandonment.

- Overlap: P&I certificates and BGs create duplication of financial security obligations.



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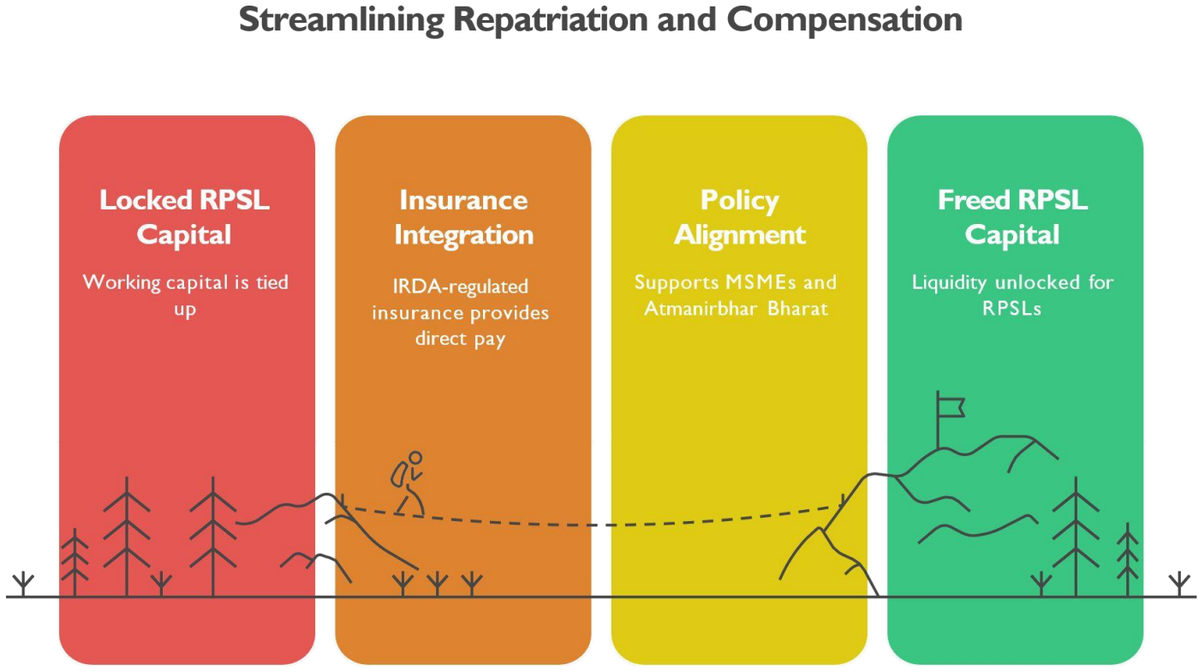
Bank Guarantees — Strategic Case

- Strategic case: Insurance-backed undertakings (IRDA-regulated) can provide direct-pay mechanisms for repatriation/compensation while freeing RPSL working capital.

- Policy alignment: Supports MSMEs, Atmanirbhar Bharat, and MLC obligations without locking liquidity.



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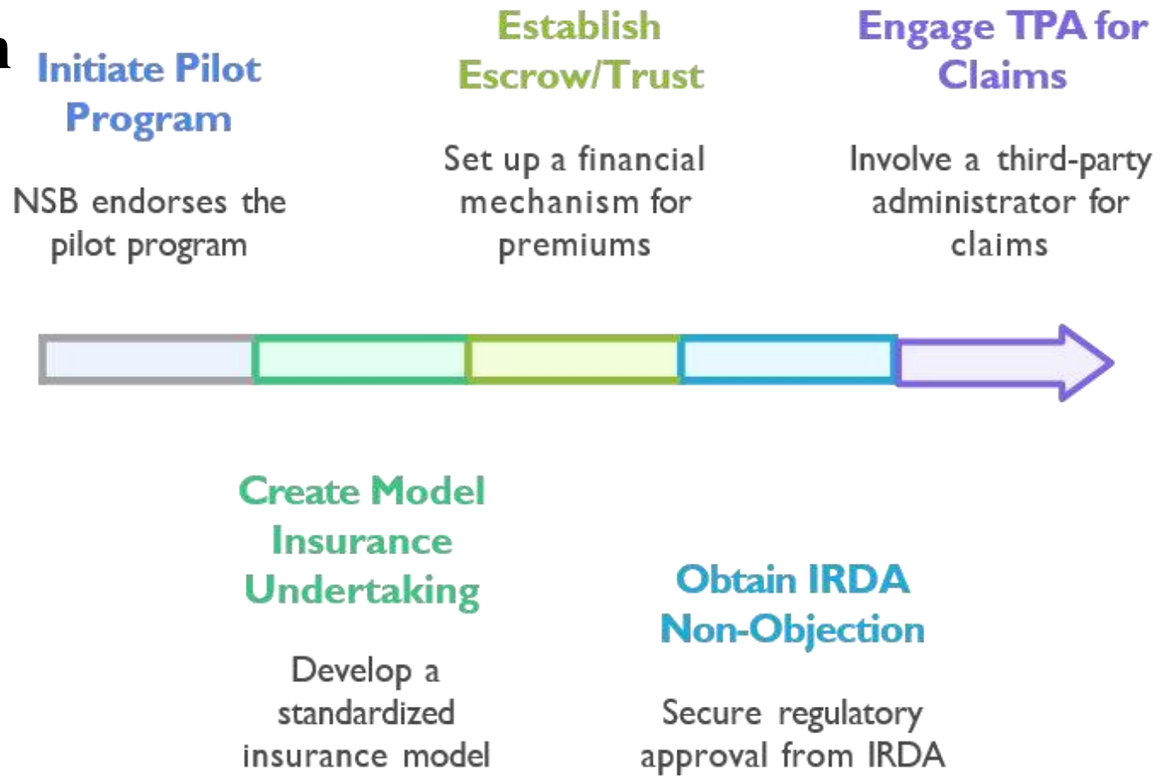
Pilot Program for BG Substitution

Bank Guarantees — Ask & Implementation

- Ask: NSB to endorse a pilot allowing substitution of a defined % of BGs with approved insurance undertakings for RPSLs.

- Implementation: Create model insurance undertaking (DG direct-pay clause), escrow/trust for premiums, IRDA non-objection, and TPA for claims.



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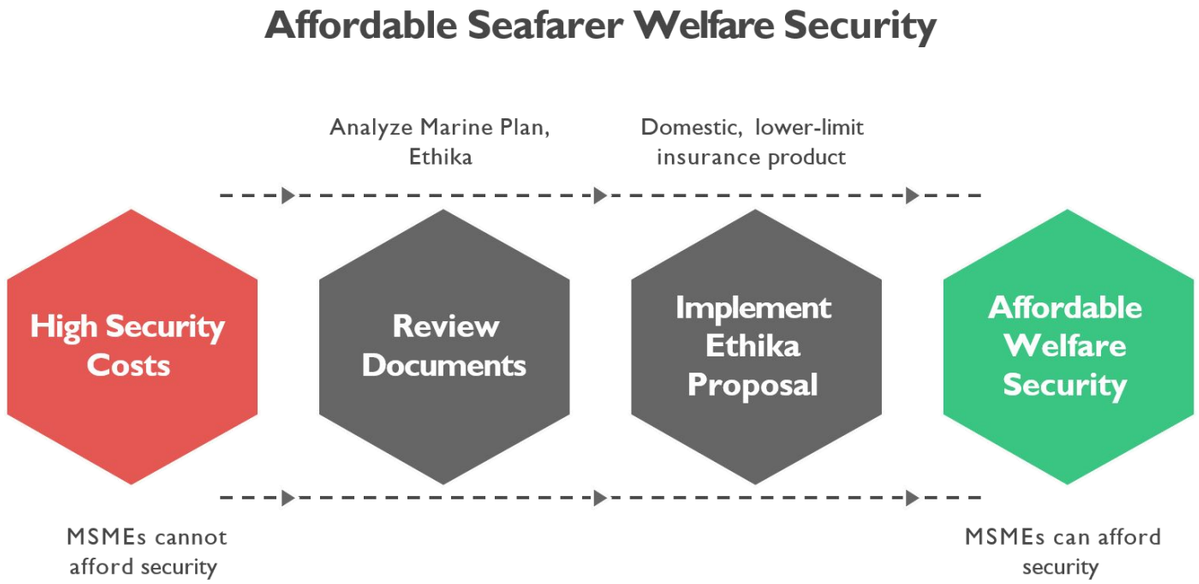
CIP/ Insurance — Situation & Impact

- Situation & impact: Regulators demand financial security for seafarer welfare (MLC 2.5 & 4.2) while MSMEs cannot absorb high BG/insurance costs.

- Evidence: Documents reviewed include Marine Plan (robust cover) Proposed (domestic, lower-limit product), Structured by Mayfair, Approved by Lloyds of London.



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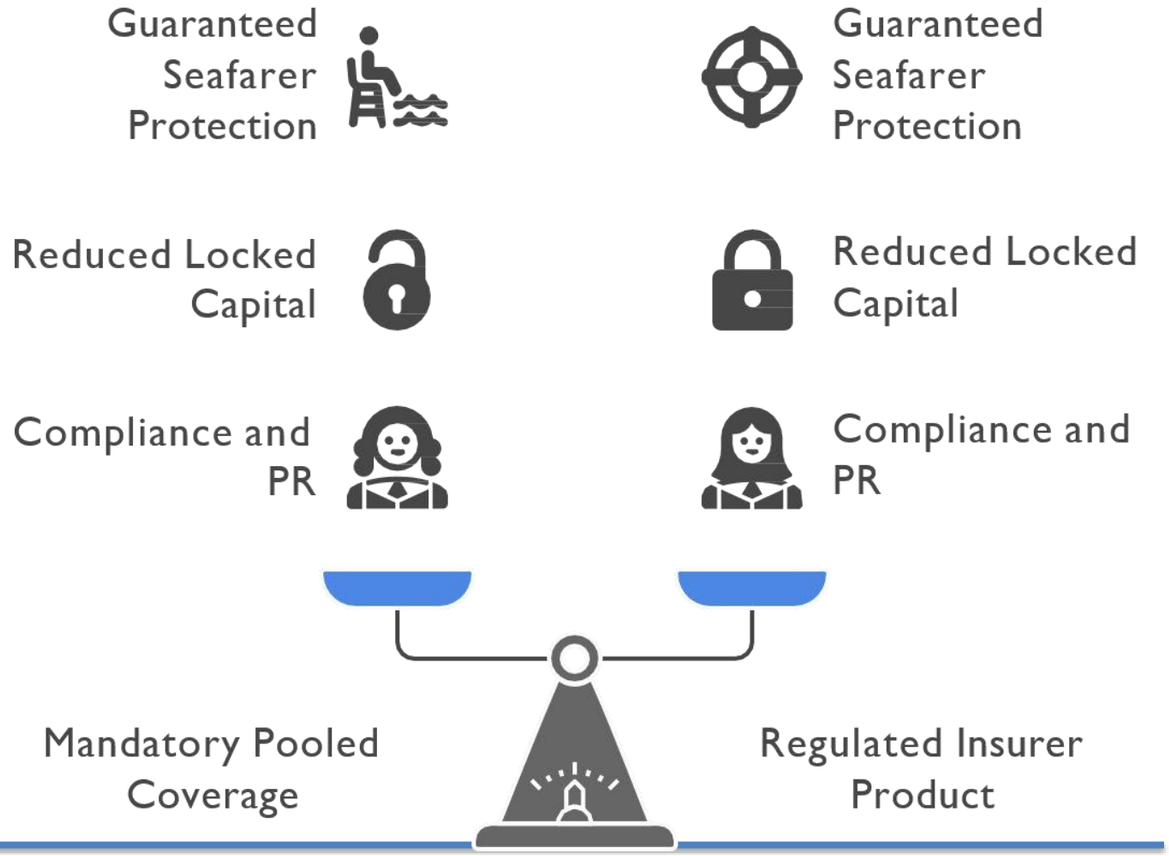
CIP | Insurance — Recommended Model

- Recommended model: Hybrid national approach — mandatory pooled coverage or regulated insurer product + acceptance of insurance undertakings as BG substitute.

Benefits: guaranteed seafarer protection, reduced locked capital for Indian DOC holders as well as RPSLs, compliance with MLC and DGS checklist, and strong PR for government.



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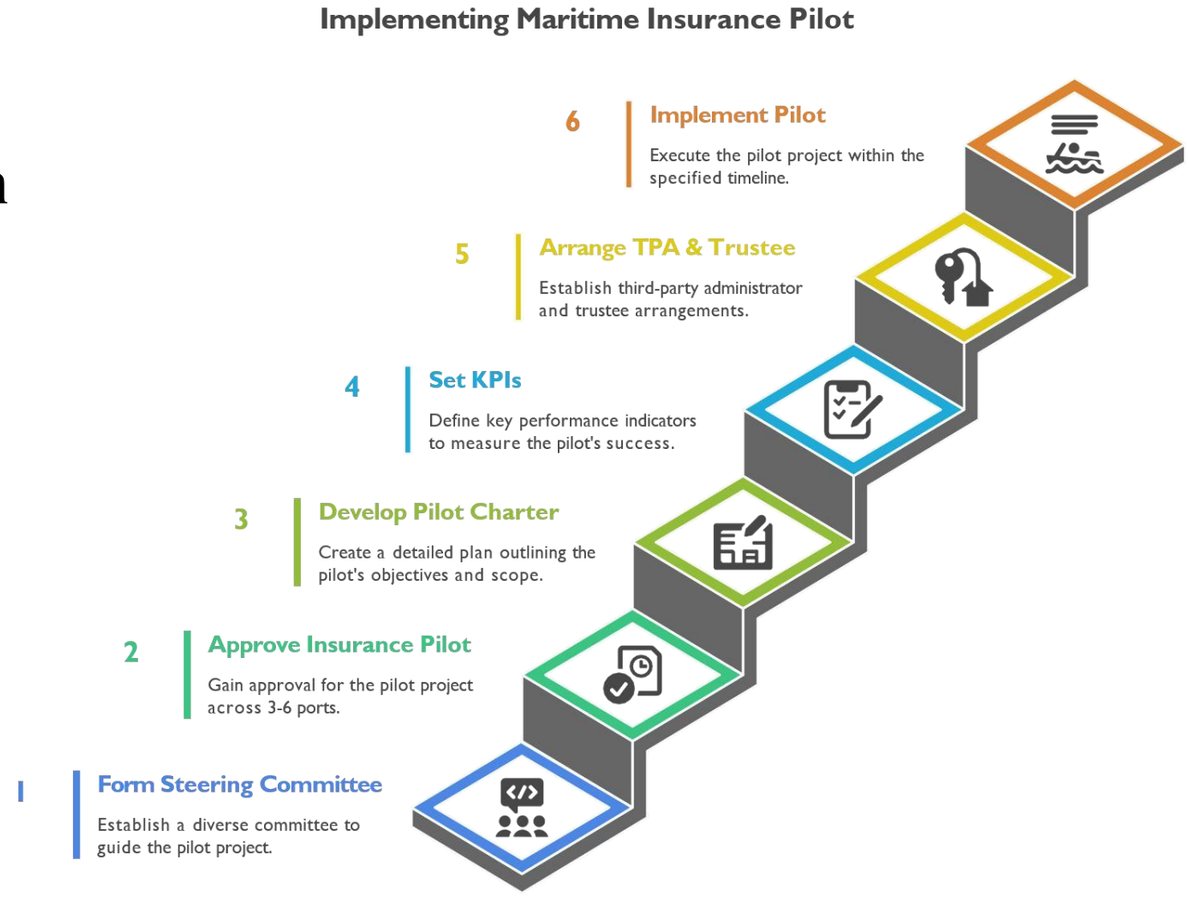
CIP | Insurance — Ask & Implementation

- Ask: NSB to form a Steering Committee (NSB chair, DG rep, IRDA observer, IMFother stake order, insurers, seafarer unions) and approve an insurance pilot.

- Implementation: pilot charter, KPIs (coverage rate, claim settlement <30 days, BG reduction), TPA & trustee arrangements, 6-12 month timeline.



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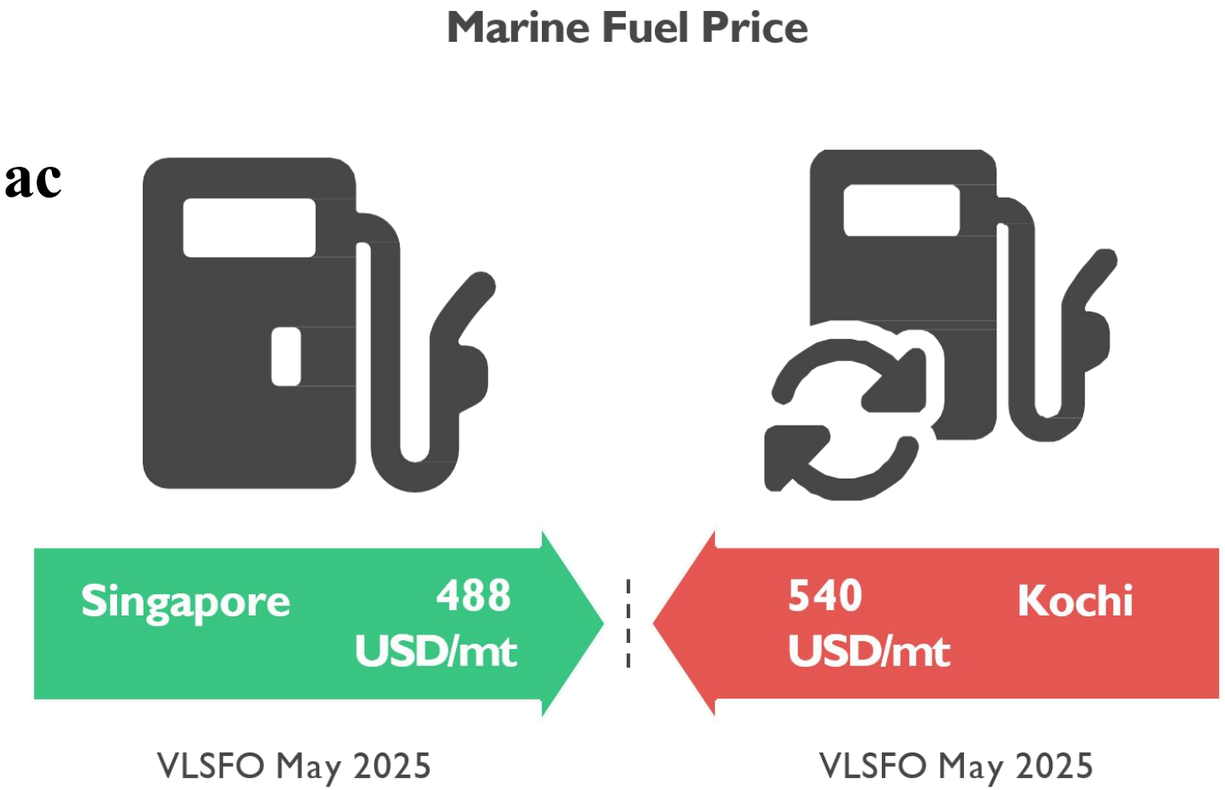
GST on Marine Fuel — Situation & Impac

- Situation & impact: Marine fuel = 40-70% voyage cost; India ~10-12% pricier vs regional hubs (example: Kochi VLSFO May 2025 ~USD 540/mt vs Singapore ~USD 488/mt).
- Coastal shipping using MGO where the basic cost is INR 55 central excise duty RS 10 dealers commission around 5 , transport 5 and state govt vat is 20 to 25% . GST may be charged MGO there by getting input credit for GST..



International Maritime Federation

GST on Marine Fuel — Strategic Case

- Strategic alignment: Exemption supported Maritime India Vision 2030,2047, Ease of Doing Business and coastal shipping growth. Increase in coastal trade.
- Economic benefits: logistic cost Per ton will be reduced thereby incentivizing modal shift cargo from rail/road to ships. lower logistics costs for exporters/importers; more ship calls; higher port receipts and job creation.
- Bunkers increases cost and incentivizes ships to bunker abroad, reducing port calls, bunker revenue and FX earnings

GST on Marine Fuel — Ask & Implementation

- Ask: NSB to recommend in-principle to Ministry of shipping to take up the matter of MGO with the Ministry of finance for marine fuel and approve.
- MGO consumption by shipping industry is miniscule as compared to the consumption in rail and road sector, hence loss envisaged by state govt is miniscule.
- EBDN will control the diversion of MGO to other industry or grey market.
- Fuel cost Per ton of cargo carried will come down by approx. 40 %.

International Maritime Federation

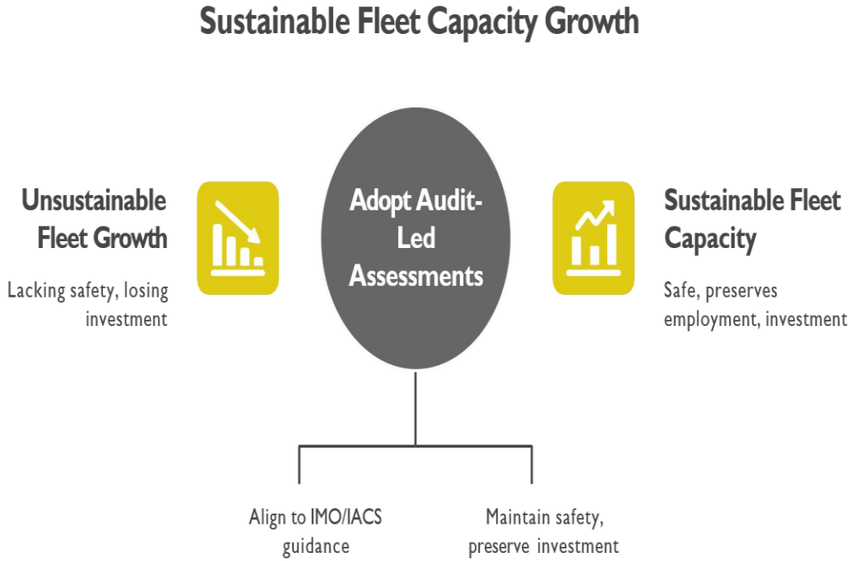
Vessel Age Norms — Situation & Impac

- Situation & impact: DGS Order 6/2023 applies rigid age thresholds leading to premature retirement of seaworthy vessels and job losses.

- Effect: reduced available tonnage for Indian seafarers; capital write-offs for shipowners; negative investment signal.

Vessel Age Norms — Strategic Case

- Strategic case: Adopt condition-based, audit-led assessments aligned to IMO/IACS guidance to maintain safety while preserving employment and investment.
- Competitive angle: This approach helps India scale fleet capacity more sustainably vs regional competitors (China, SE Asia).
- Immediate replacement of the Number of the vessel required is not possible .
- At the same time the cost of acquiring new vessels is very prohibitive
- Banks are reluctant to fund the new vessels because, they cannot possess the vessels immediately as they can not be acquired due to sec 31(d) of the SARFAESI act, 2002.



Vessel Age Norms , Crewing cost — Ask & Implementation

After the order of 6/23 the market value of the coastal vessels has come down to the scrap value due to the fear of implementation of the order.

- **SIS is superfluous system sufficient safe guards are available with the classification society, as stringent norms are made for older vessels .**
- **For new vessels subsidy for buying should be made available directly to the ship owners.**
- **Loan Interest subsidy scheme should be introduced to reduce the cost of operations as was done by Inland water ways authority of India 1991,which helped the entrepreneurs to invest in Inland vessels**
- **Acute shortage of coastal (NCV) crew has led to increase in the cost of crewing almost 2 to 3 folds. There by increasing cost of operations.**
- **Various measures are required to be taken immediately e.g. allowing trained IV crew to take charge of the Coastal vessels as they are now experienced order number 8/2018 implemented on 4th Sep 2018**

International Maritime Federation

Consolidated Asks & Immediate Next Steps

. Remove the graded penalty review for RPSL portal and create appeals cell.

- Insurance undertakings to substitute a % of BGs; request IRDA non-objection.
- Constitute Steering Committee for Insurances pilot with defined KPIs.
- Order number 6/23 to be withdrawn immediately.
- SIS not to be part of any system.
- Abolition of excise duty and VAT on MGO

Haware's Centurion, First Floor, Office No. F-01/A-14, Plot No:88 to 91, Sector:19A, Seawood Station (E), Navi Mumbai- 400 706.
9819692569 www.imfederation.org admin@imfederation.in
@imfederation international maritime federation IM federation
CIN: U93000MH2015NPL261187, AN ISO 9001:2015 Certified.

ANNEXURE XI

MEETING OF THE MEMBERS OF NATIONAL SHIPPING BOARD WITH OFFICIALS OF COCHIN PORT AUTHORITY (CPA) KOCHI ON 07/10/2025 AT 2.30 P.M. IN THE CONFERENCE HALL OF CPA KOCHI

A. WELCOME BY CHAIRPERSON NSB:

At the onset, Shri Sameer Kumar Khare IAS (Retired) welcomed Shri B. Kasivishwanathan IRSME Chairman CPA Kochi and his team and conveyed gratitude of the Board to the entire team of CPA for arranging this interaction followed by a field visit to the Port.

B. PRESENTATION BY Chairman CPA KOCHI:

2. Shri B. Kasivishwanathan IRSME Chairman CPA Kochi began the session by thanking the Board for giving this opportunity to present CPA's vision before the **National Shipping Board (NSB)** and to discuss their ongoing work and aspirations. The Chairman of CPA initiated his presentation by highlighting the major milestones in the transformation of **Cochin Port**, one of India's most strategically significant maritime gateways, tracing its journey from inception in 1920 to the present day. The copy of the presentation is at **Annexure XI A.**

a. Early Development (1920–1941)

- **1920 – Origin:**
  The groundwork for the harbour's development began in 1920, marking the initiation of what would become a critical hub for maritime trade on India's west coast.
- **1928 – Arrival of the First Ship:**
  The port's operational history officially commenced when the first ship, *Padma*, entered the Cochin Harbour on **26th May 1928**.
- **1920–1941 – Cochin Harbour Transformation:**
  The harbour's modern foundation was laid under the leadership of **Sir Robert Bristow**, who served under British administration from 1920 to 1941. Bristow's engineering foresight converted Cochin into a fully functional, modern port. He became the **first Head of the Port on 1st August 1936**, formalizing its administrative structure.

b. Expansion and Infrastructure Growth (1939–1984)

- **1939 – Mattancherry Wharf:**
  Development of **Mattancherry Wharf** with four berths (Q1–Q4) expanded the port's operational capacity.
- **1955–1956 – Tanker Jetties Commissioned:**
  Both **North and South Tanker Jetties** were commissioned during this period, enhancing Cochin's capability for liquid cargo handling.
- **1963 – MPT Act & Institutionalization:**
  The **Cochin Port Trust** was constituted under the **Major Port Trusts Act, 1963**, granting it statutory status and formal governance structure.

- **1964–1969 – Ernakulam Wharf Commissioned:**
  The **Ernakulam Wharf** was built with four berths (Q5–Q8) in 1964, later expanding to Q9 in 1969, enabling greater throughput for general cargo and industrial goods.
- **1984 – FACT & COT Berths Commissioned:**
  The commissioning of **Q10 (Fertilizers and Chemicals Travancore - FACT)** and **COT berths** further boosted industrial and chemical trade capacity.

c. Modernization and Diversification (2007–2023)

- **2007 – SPM for BPCL Kochi Refinery:**
  A **Single Point Mooring (SPM)** facility was established for **Bharat Petroleum Corporation Limited (Kochi Refinery)**, supporting large-scale crude oil handling.
- **2011 – ICTT Commissioned:**
  The **International Container Transshipment Terminal (ICTT)** at Vallarpadam was commissioned, positioning Cochin as India's first dedicated transshipment hub.
- **2013 – LNG Terminal Commissioned:**
  Establishment of the **Liquefied Natural Gas (LNG) Terminal** expanded the port's energy handling capacity and diversified its cargo portfolio.
- **2023 – MULT Commissioned:**
  The **Multi-User Liquid Terminal (MULT)** was inaugurated, enhancing multi-cargo flexibility and ensuring sustainable port growth for diverse stakeholders.

3. He highlighted the major achievements and competitive standing of **Cochin Port Authority**, underscoring its technological advancement, operational excellence, and diversified handling capabilities among India's major ports.

a. Digital and Operational Leadership

1st – Indian e-Port to implement SAP and Port Operating Systems (2009)-Cochin Port set a national benchmark by becoming the **first Indian e-Port** to adopt an integrated **SAP ERP and Port Operating System** in 2009. This milestone marked a significant leap toward **digital transformation**, enabling real-time cargo tracking, seamless stakeholder coordination, and enhanced efficiency in port operations.

b. Tourism Excellence

2nd – Ranked in Cruise Tourism among Major Ports - Cochin Port is a premier hub for **cruise tourism**, positioned **second among India's major ports**. Its modern cruise terminal facilities, proximity to international sea routes, and connectivity to Kerala's tourism circuit have made it a preferred port of call for global cruise liners.

c. Operational Productivity

2nd – Ranked among Major Ports in Productivity (Turnaround Time – TRT) The port demonstrates **exceptional turnaround efficiency**, ranking **second in productivity** as per the latest **Ministry of Ports, Shipping and Waterways (MoPSW)** data. Optimized vessel handling, advanced terminal automation, and disciplined cargo operations contribute to this performance.

d. Container Handling

5th – Ranked in Container Handling (FY2024–25)-Cochin Port stands **fifth among major Indian ports** in container throughput for FY25. The **International Container Transshipment Terminal (ICTT)** at Vallarpadam plays a pivotal role, serving as a key gateway for South India and a transshipment hub for regional trade.

e. Liquid Cargo Management

6th – Ranked in Liquid Cargo Handling (FY2024–25)-With specialized berths and dedicated infrastructure for petroleum, LNG, and chemical products, Cochin Port is ranked **sixth among major ports** in **liquid cargo handling**. The **BPCL-Kochi Refinery SPM** and **LNG terminal** remain major enablers for this segment.

4. He illustrated the **geographical and operational layout of Cochin Port**, highlighting its key land areas, waterfront facilities, and navigational channel characteristics. It provided a clear spatial overview of how Cochin Port integrates its multiple terminals, industrial zones, and access channels across the backwaters of Kochi, Kerala.

a. Geographic Overview

Cochin Port is strategically located on the **Arabian Sea coast**, extending across the **Willingdon Island**, **Vallarpadam**, and **Puthuvypeen** regions. The port sits at the confluence of the **Arabian Sea and the Vembanad Lake**, providing a natural advantage for maritime trade and connectivity. Key adjacent regions include:

- **Ernakulam** to the northeast – the commercial hub of Kochi.
- **Fort Kochi** to the southwest – a historical precinct and naval base.
- **Bolgatty and Vallarpadam Islands** – home to the ICTT and major logistic zones.
- **Puthuvypeen** – housing energy and liquid cargo handling terminals.

b. Navigational Channel Specifications

- **Channel Length:** Approximately **13.15 kilometres**, ensuring safe and efficient navigation for large vessels.
- **Channel Depths:**
  - **Outer Channel (near SPM / LNG region):** Up to **–15.95 metres**
  - **Central Channel (near Cruise and ICTT):** Around **–13.25 metres**
  - **Inner Channel (approach to Willingdon Island):** Approximately **–9.75 metres**

These varying depths accommodate a wide range of vessels—from container ships and LNG carriers to cruise liners and oil tankers.

c. Key Operational Zones and Facilities

- **Willingdon Island:**
  The main administrative and operational hub of **Cochin Port Trust**, featuring berths for cargo, cruise, and naval operations. It also houses logistic yards, customs offices, and the passenger terminal.
- **Vallarpadam Island:**
  Site of the **International Container Transshipment Terminal (ICTT)**—India's first dedicated transshipment hub, enhancing Cochin's role in regional container trade.

- **Puthuvypeen Region:**
  A critical industrial zone that accommodates key energy and liquid cargo infrastructure:
    - **SPM (Single Point Mooring):** For BPCL-Kochi Refinery crude imports.
    - **IOCL LPG Terminal:** Facilitates liquefied petroleum gas imports.
    - **BPCL-KR Shore Tank Farm:** Storage and transfer hub for petroleum products.
    - **LNG Terminal:** For natural gas import, regasification, and distribution.
    - **MULT (Multi-User Liquid Terminal):** Supports multi-cargo liquid operations.

d. Maritime Adjacencies

- **Bolgatty Island:** Known for maritime tourism and cruise terminal facilities.
- **Fort Kochi:** Hosts Indian Naval establishments, historical landmarks, and port approach lights.
- **Ernakulam Channel:** Serves as a key connection for coastal shipping and inland waterway movement.

e. Strategic Significance

Cochin Port's integrated layout exemplifies **a multi-modal maritime ecosystem** combining:

- **Containerized trade (ICTT)**
- **Energy imports (LNG, LPG, Crude via SPM)**
- **Cruise and tourism operations**
- **Naval and defence logistics**

Its location and infrastructure make it a **gateway port for South India**, offering a balanced mix of commercial, industrial, and passenger-oriented functions—all within a **well-dredged, environmentally sheltered harbour**.

5. He presented a consolidated snapshot of **manpower strength** at Cochin Port Authority as of **1st October 2025**, along with projections for **superannuation up to 31 March 2030** and the **expected workforce position as of 1 April 2030**.

a. Overview of Sanctioned vs. Present Strength

Category	Sanctioned Strength	Present Strength (as of 01.10.2025)
Class I	144	87
Class II	100	83
Class III	1436	524
Class IV	204	21
Total	**1883**	**715**

- The **total sanctioned strength** stands at **1,883** positions across all categories.
- The **current in-position strength** is **715**, indicating that **only 38%** of sanctioned posts are presently filled, reflecting a **significant vacancy gap**.
- The shortfall is most pronounced in **Class III** and **Class IV**, which together constitute the operational backbone of port activities.

b. Superannuation Projections (Up to 31 March 2030)

Category	Expected Retirements (2025–2030)
Class I	29
Class II	38
Class III	227
Class IV	7
Total	**301**

- A total of **301 employees** is projected to retire over the next five years.
- The **highest number of superannuation** will occur in **Class III (227)**, which underscores the need for proactive succession planning and recruitment to sustain operational efficiency.
- Classes I and II, representing managerial and supervisory cadres, will see **67 combined retirements**, affecting administrative continuity and technical oversight.

c. Projected Workforce (as of 01 April 2030)

Category	Projected Strength Post-Superannuation
Class I	58
Class II	45
Class III	297
Class IV	14
Total	**414**

- If no new recruitment is undertaken, the workforce is expected to reduce from **715 to 414 employees**, a **42% decline** over five years.
- The projected manpower in **Class III** (297) and **Class IV** (14) will be critically below functional requirements, potentially affecting day-to-day port and cargo handling operations.
- **Managerial cadres (Class I & II)** will also experience a notable reduction, reinforcing the need for human capital renewal to sustain governance and performance standards.

d. Strategic Implications

- **Human Resource Planning:** The data signals an urgent need for a **comprehensive recruitment and training strategy** to bridge future manpower gaps.
- **Operational Continuity:** With significant retirements expected in skilled and supervisory categories, **knowledge transfer programs** and **capacity-building initiatives** should be prioritized.
- **Workforce Rationalization:** The gap between sanctioned and present strength suggests a scope for **organizational restructuring**, aligning manpower to evolving port operations, automation, and digital systems.

- **Succession Management:** Targeted hiring in Classes I and II will ensure continuity in leadership, project execution, and compliance management.

6. He presented a detailed operational snapshot of **Cochin Port's performance for FY 2024–25**, emphasizing its throughput, vessel handling, cargo composition, capacity trends, and strategic maritime connectivity.

a. Gateway to Peninsular India

Cochin Port continues to serve as a **multi-commodity gateway port** strategically located along India's southwest coast. It handles a diverse range of cargo including:

- **Crude Oil and POL (Petroleum, Oil, and Lubricants)**
- **Containerized Cargo**
- **Cement and Steel**
- **Liquefied Natural Gas (LNG) and Liquefied Petroleum Gas (LPG)**
- **Cruise Vessels**

This diversity underscores its role as a key logistics and trade facilitator for both industrial and consumer sectors across southern India.

b. Operational Performance – FY 2024–25

- **Total Cargo Throughput: 37.75 Million Metric Tonnes (MMT)**
- **Total Vessels Handled: 1,270 vessels**

This reflects steady traffic growth and consistent capacity utilization across terminals, supported by efficient handling infrastructure and digital operations.

c. Port Capacity and Traffic Trend (in MMT per Annum)

Year	Capacity (MMTPA)	Traffic (MMTPA)
2021	73.67	31.50
2023–24	79.90	36.32
2024–25	**80.50**	**37.75**
2030 (Projected)	97.91	57.95
2047 (Projected)	135.00	85.76

- The chart demonstrates a **rising trajectory** of port traffic in line with capacity expansion.
- Throughput is expected to grow to nearly **58 MMT by 2030** and **86 MMT by 2047**, supported by long-term infrastructure development, automation, and hinterland connectivity.
- Cochin Port is operating at **~47% utilization in FY 2024–25**, indicating headroom for future growth.

d. Logistics Connectivity

Cochin Port enjoys a **strategic maritime position** along international shipping lanes:

- Located **11 nautical miles (NM)** from the **Gulf–Singapore Channel**.
- Positioned **76 NM** from the primary **East–West shipping route** connecting Europe and the Far East.

This geographical proximity enhances Cochin's competitiveness for **transshipment, energy imports, and regional distribution**, providing direct access to key global trade corridors ensuring the port's **connectivity to Middle Eastern, Southeast Asian, and European routes**, including key nodes such as Colombo, Port Klang, and Singapore.

e. Cargo Composition – FY 2024–25

Cargo Category	Share (%)	Volume / Units	Description
Crude, POL, LNG & Other Liquid Cargo	**66%**	**25.10 MMT**	Dominated by crude oil imports, petroleum products, and LNG handling via BPCL-KR SPM and the LNG terminal.
Container Cargo	**30%**	**8,34,665 TEUs**	Managed primarily through the International Container Transshipment Terminal (ICTT) at Vallarpadam.
Cement, Fertilizers & Other Dry Cargo	**4%**	**1.38 MMT**	Represents smaller bulk segments handled through specialized berths.

The port's operations remain **liquid cargo–centric**, while container throughput continues to grow with increasing transshipment and hinterland connectivity.

f. Strategic Perspective

Cochin Port's FY 2024–25 performance reflects a **balanced and forward-looking operational mix**. Its strategic location, robust multimodal connectivity, and ongoing capacity expansion support its transformation into a **high-efficiency, multi-commodity logistics hub** for southern India.

8. He provided a comprehensive view of **cargo traffic handled at Cochin Port over the last five financial years (FY 2020–21 to FY 2024–25)**, highlighting growth trends across major cargo categories—**Liquid Bulk**, **Containers**, and **Dry Cargo**. The data underscores steady throughput expansion driven by increased liquid cargo and container volumes, reflecting operational resilience and diversified trade activity.

a. Overall Throughput Growth

- **Total cargo handled in FY 2024–25: 37.75 Million Metric Tonnes Per Annum (MMTPA)**
- The port recorded a **Compound Annual Growth Rate (CAGR) of 3.69%** over the five-year period.
- The trendline indicates consistent year-on-year growth, despite global supply chain disruptions and evolving trade dynamics.
- The incremental rise from **31.5 MMT in 2020–21** to **37.75 MMT in 2024–25** demonstrates the port's increasing capacity utilization and sustained cargo diversification.

b. Segment-Wise Cargo Analysis

Financial Year	Liquid Bulk (MMT)	Containers (MMT)	Dry Cargo (MMT)	Total (MMT)
2020–21	20.16	9.55	1.79	**31.50**
2021–22	22.61	10.28	1.66	**34.55**
2022–23	22.87	9.99	2.40	**35.26**
2023–24	24.83	10.18	1.31	**36.32**
2024–25	**25.10**	**11.27**	**1.38**	**37.75**

Key Observations:

- **Liquid Bulk Cargo** (Petroleum, Oil, Lubricants, LNG, LPG):
  - Remains the **dominant segment**, contributing around **66% of total throughput** in FY 2024–25.
  - Volumes have increased from **20.16 MMT (FY 2020–21)** to **25.10 MMT (FY 2024–25)**, driven by consistent crude imports and petroleum product exports via BPCL and IOCL facilities.
- **Container Cargo:**
  - Showed steady growth from **9.55 MMT to 11.27 MMT**, reflecting enhanced throughput at the **International Container Transshipment Terminal (ICTT)** at Vallarpadam.
  - The growth aligns with regional trade consolidation and improved hinterland connectivity through multimodal corridors.
- **Dry Cargo:**
  - Though a smaller share (around 4%), **dry bulk traffic** such as cement, fertilizers, and steel recorded stable handling levels between **1.3–2.4 MMT**, contributing to the port's cargo mix stability.

c. Performance Insights

- The **3.69% CAGR** indicates a healthy, sustainable growth rate given the commodity composition and global maritime challenges.
- Cochin Port's **liquid bulk dominance** ensures consistent baseline volumes, while **container growth** strengthens its position as a **multi-cargo gateway** for Peninsular India.
- The marginal dip in dry cargo volumes post-FY 2022–23 likely reflects shifts in coastal shipping patterns and increased containerization of general cargo.

d. Strategic Interpretation

- **Operational Efficiency:**
  The steady growth demonstrates Cochin Port's operational reliability, supported by dredged channels, digitalized port operations, and efficient terminal management.
- **Diversification Balance:**
  The port's cargo profile shows a **balanced mix of liquid and containerized cargo**, ensuring resilience against sector-specific fluctuations.

- **Future Readiness:**
  With planned infrastructure upgrades, enhanced SPM operations, and ICTT capacity utilization, the port is poised to maintain growth momentum and reach **over 57 MMT by 2030**, as projected in its long-term master plan.

9. He provided a five-year overview of **Cochin Port Authority's financial performance** from FY 2020–21 to FY 2024–25, illustrating trends in cargo throughput, income, expenditure, surplus, and operating efficiency. The data highlights the port's consistent revenue growth, improved operational surplus, and ongoing fiscal discipline despite increasing pension and fund obligations.

a. Throughput and Revenue Overview

Financial Year	Traffic Handled (MMT)	Operating Income (₹ Crs)
2020–21	31.50	683.32
2021–22	34.55	715.80
2022–23	35.25	763.57
2023–24	36.31	916.63
2024–25	**37.74**	**946.88**

- The **cargo throughput** has grown at a steady pace of around **3.69% CAGR**, aligned with rising trade volumes.
- **Operating income** increased from ₹683.32 crore in 2020–21 to ₹946.88 crore in 2024–25, reflecting a **38.6% cumulative growth**.
- The growth was primarily driven by higher cargo volumes, improved tariff realization, and diversification into container and liquid cargo segments.

b. Operating Expenditure and Surplus Trends

Financial Year	Operating Expenditure (₹ Crs)	Operating Surplus (₹ Crs)	Operating Ratio (%)
2020–21	343.43	339.89	50.26
2021–22	367.30	348.50	51.31
2022–23	425.44	338.13	55.72
2023–24	415.82	500.80	45.36
2024–25	**422.12**	**524.76**	**44.58**

- Operating expenditure remained well controlled, increasing by only **23%** over five years, despite inflationary pressures and increased maintenance costs.
- The **operating surplus** strengthened sharply in the last two fiscal years, rising from ₹338.13 crore in 2022–23 to ₹524.76 crore in 2024–25.
- The **operating ratio improved** from 55.72% in 2022–23 to 44.58% in 2024–25 — a clear indicator of higher efficiency and stronger financial performance.

c. Financial & Miscellaneous (F&M) Income and Pension Liabilities

Year	F&M Income (₹ Crs)	Pension, Gratuity & Other F&M Expenditure (₹ Crs)
2020–21	43.66	248.61
2021–22	43.32	266.57
2022–23	63.67	283.39
2023–24	47.81	312.09
2024–25	**51.85**	**335.93**

- **F&M income** remained steady, averaging around ₹50 crore annually.
- **Employee-related obligations**—particularly **pension, gratuity, and fund management expenses**—rose from ₹248.61 crore in 2020–21 to ₹335.93 crore in 2024–25, reflecting both legacy liabilities and cost of living adjustments.
- These outflows continue to represent a significant fixed cost component within the port's financial structure.

d. Surplus and Net Position

Year	Deficit/Surplus (₹ Crs)	Extra Pension Fund Contribution (₹ Crs)	Net Deficit/Surplus (₹ Crs)
2020–21	134.94	127.74	7.20
2021–22	125.25	116.35	8.90
2022–23	118.40	112.57	5.83
2023–24	236.52	217.67	18.85
2024–25	**240.68**	**227.18**	**13.50**

- The **gross surplus** after operating and F&M income has steadily improved to ₹240.68 crore in 2024–25.
- Despite rising **pension fund contributions**, the **net surplus** remained positive for all five years, standing at **₹13.50 crore in FY 2024–25**.
- This sustained surplus position demonstrates **robust fiscal management**, even in the face of non-operational liabilities.

e. Strategic and Financial Insights

- **Revenue Expansion:** The port's top-line growth reflects expanding cargo throughput, particularly in high-value liquid bulk and container segments.
- **Operational Efficiency:** Consistent improvement in the **operating ratio** highlights enhanced productivity, optimized cost structures, and better resource utilization.
- **Fiscal Stability:** Despite increasing employee-related obligations, Cochin Port maintained positive net results—signifying prudent financial planning.
- **Future Readiness:** With sustained operating surpluses and efficient expenditure control, the port is well-positioned to fund upcoming infrastructure initiatives and digital transformation projects.

10. He outlined the **capacity augmentation initiative** at **Berth Q1** of Cochin Port, focused on redeveloping and optimizing the area into a **dedicated dry cargo handling terminal**. The project aims to enhance port throughput, optimize land utilization, and strengthen infrastructure for bulk commodity management, in alignment with Cochin Port's strategic growth roadmap.

a. Project Overview

The Q1 redevelopment is designed to transform the existing facilities into a **specialized dry cargo terminal**, catering to commodities such as cement, clinker, coal, fertilizers, and other non-liquid bulk cargoes.

Key Details:

- **Type:** Capacity Augmentation / Redevelopment
- **Purpose:** Dedicated terminal for **dry cargo handling and storage**
- **Location:** Q1 Berth, adjacent to South Coal Berth and FACT handling sections
- **Total Quay Length: 180 meters**

This redevelopment will improve operational efficiency, enable higher berth utilization, and support integrated cargo logistics within the port.

b. Land and Infrastructure Allocation

Component	**Area (Acres)**	**Purpose / Features**
Primary Plot (Ambuja Area)	2.73	Equipped with **silo facilities** for mechanized handling and storage of dry cargo
Nearby Plot	3.5	Allocated for **support infrastructure**, storage yards, and cargo evacuation facilities
Additional Vacant Plot	1.35	Reserved for future scalability or allied services (e.g., truck parking, conveyor integration)

The combined land area—**over 6 acres**—will form an integrated dry cargo hub, leveraging proximity to **Indira Gandhi Road** and existing FACT (Fertilizers and Chemicals Travancore) handling infrastructure for seamless connectivity.

c. Storage and Handling Capacity

- **Storage Capacity Creation: 25,000 Metric Tonnes (MT)**
  Purpose-built silos and storage yards will enable efficient bulk cargo handling with minimal spillage and improved turnaround time.
- **Projected Incremental Volume: 3 Lakh Tonnes per annum**
  The upgraded terminal will add significant capacity to the port's annual cargo throughput, reinforcing Cochin Port's competitiveness in the dry bulk segment.

d. Strategic Benefits and Expected Outcomes

- **Enhanced Handling Efficiency:**
  Mechanized operations and dedicated silos will minimize manual handling and improve vessel turnaround.

- **Optimized Land Utilization:**
  Consolidation of underutilized plots into a single operational terminal enhances spatial efficiency.
- **Revenue Growth:**
  The additional 3 lakh tonnes of cargo per year will drive incremental operating income for the port.
- **Environmental and Safety Compliance:**
  Silo-based storage minimizes dust emissions, aligning with environmental and occupational safety norms.
- **Trade Facilitation:**
  Dedicated infrastructure will attract cargo owners from sectors such as cement, fertilizers, and construction materials, strengthening Cochin's role as a regional logistics hub.

e. Summary Insight

The **Q1 Capacity Augmentation** project represents a forward-looking investment in **infrastructure modernization and throughput enhancement**. By converting existing assets into a **dedicated dry cargo terminal**, Cochin Port is advancing toward a more efficient, technology-enabled, and sustainable cargo ecosystem.

Once operational, the terminal is expected to:

- Add **3 lakh tonnes** of new cargo annually,
- Improve **storage efficiency** by 25,000 MT, and
- Reinforce Cochin Port's standing as a **multi-commodity gateway** on India's western coast.

11. He explained the planned **redevelopment and capacity enhancement project** for **Berths Q2 to Q4** at Cochin Port, aimed at creating a **dedicated POL (Petroleum, Oil & Lubricants) and Petrochemical Terminal**. The project focuses on maximizing quay utilization, improving liquid cargo handling efficiency, and strengthening Cochin Port's position as a key petrochemical logistics hub on India's western coast.

a. Project Overview

The **Q2–Q4 Capacity Augmentation** is a strategic redevelopment initiative to modernize and reconfigure existing berthing and tank storage facilities. The upgraded terminal will support the simultaneous berthing and handling of **two vessels**, thereby improving operational turnaround and throughput.

Key Project Highlights:

- **Purpose:** Redevelopment as a **dedicated POL/Petrochemical handling terminal**
- **Simultaneous Handling:** Capability to manage **2 vessels at a time**
- **Total Quay Length: 362 meters**, including an **extended quay section of 111 meters**
- **Location:** South end of Willingdon Island, adjoining Indira Gandhi Road and Indian Oil infrastructure

This expansion aligns with Cochin Port's broader vision of **cargo diversification and infrastructure modernization** to meet growing liquid and petrochemical demand in southern India.

b. Land and Facility Utilization

Component	Area (Acres)	Purpose / Function
T1 Plot	1.6	Primary operational area adjoining berths for direct cargo transfer and tank farm connectivity
T3 Plot	3.45	Dedicated tank farm with loading/unloading pipelines and firefighting systems
Backup Area – Tank Farm 1	4.5	Secondary tank farm for expanded storage and terminal flexibility
Backup Area – Tank Farm 2	6.0	Contingency storage zone for future expansion and cargo segregation

The total operational footprint exceeds **15 acres**, incorporating multiple tank farm clusters designed for segregated cargo storage, safety, and high-capacity transfer operations.

c. Capacity and Throughput

- **Capacity Enhancement: 1.44 Million Metric Tonnes (MMT)** per annum
- **Storage Capacity Creation: 80,000 MT** across multiple tank farms
- **Projected Incremental Volume: 5 Lakh Tonnes** annually

The upgraded terminal will facilitate efficient handling of **crude derivatives, petrochemical feedstocks, and refined petroleum products**, integrating modern pumping systems and dedicated safety infrastructure for hazardous cargo.

d. Strategic and Operational Benefits

- **Simultaneous Ship Handling:**
  Enhanced quay configuration allows for **dual-vessel berthing**, reducing waiting time and improving berth productivity.
- **Integrated Tank Farm Network:**
  Consolidated tank farm areas across 15+ acres ensure **seamless pipeline connectivity**, high throughput transfer, and operational flexibility.
- **Increased Capacity and Resilience:**
  The 1.44 MMT capacity boost strengthens Cochin Port's ability to cater to **rising regional fuel and chemical demand** while reducing dependency on external terminals.
- **Safety and Environmental Compliance:**
  The project includes **modern spill containment systems**, **automated firefighting networks**, and **environment-friendly handling protocols**, aligning with international port safety standards.
- **Economic Impact:**

The expected **incremental 5 lakh tonnes per year** will generate significant **revenue growth** and **ancillary business opportunities**, supporting the port's financial sustainability.

e. Strategic Significance

This augmentation positions Cochin Port as a **key petroleum and petrochemical logistics hub** in southern India, complementing existing facilities such as the **BPCL-Kochi Refinery**, **IOCL LPG Terminal**, and **MULT (Multi-User Liquid Terminal)**.
The Q2–Q4 redevelopment enhances **liquid cargo diversification**, operational capacity, and overall energy trade competitiveness within the region.

12. He outlined the **proposed Marina Project** by the **Cochin Port Authority**, planned near **Berth Q4** on Willingdon Island. The initiative forms part of Cochin Port's broader strategy to diversify its land use portfolio, integrate tourism-based infrastructure, and leverage its waterfront potential for maritime recreation and allied services.

a. Project Overview

The proposal focuses on the **development of a Marina complex** over a **4.5-acre site** adjacent to Q4, situated along the waterfront near **Indira Gandhi Road**.
This project aims to position Cochin as a **premier yachting and leisure marine destination** on India's west coast, complementing its commercial port operations with tourism-driven infrastructure.

Key Highlights:

- **Project Area:** 4.5 acres
- **Location:** Near Berth Q4, Willingdon Island, Kochi
- **Primary Objective:** Development of a modern **Marina and tourism hub** with supporting amenities

b. Strategic Significance

- **Tourism Diversification:**
  The marina aligns with Cochin Port's vision to expand into **non-cargo revenue streams**, tapping into Kerala's strong tourism ecosystem.
- **Regional Advantage:**
  Kochi, being a natural harbor and a major cruise destination, offers ideal conditions for **yacht berthing, marine recreation, and nautical tourism**.
- **Proximity Synergy:**
  Located near the **cruise terminal and city center**, the marina's location ensures accessibility for both domestic and international visitors, enhancing overall tourist experience.

c. Proposed Features and Infrastructure

The project is envisioned to include:

- **Marina berths and mooring facilities** for yachts, sailboats, and leisure crafts.
- **Tourism-linked amenities** such as restaurants, retail outlets, and cultural spaces.

- **Support infrastructure** including customs, immigration, fueling stations, and maintenance bays.
- **Eco-friendly design** incorporating sustainable materials and minimal dredging impact.

Together, these components will transform the area into a **world-class waterfront leisure precinct**, complementing Cochin's existing cruise and coastal tourism initiatives.

d. Economic and Social Impact

- **Tourism Boost:**
  The marina will enhance Cochin's appeal as a **gateway for luxury and recreational maritime tourism**, supporting Kerala's tourism branding as "God's Own Country."
- **Revenue Generation:**
  It will create **a new revenue vertical** for Cochin Port through lease rentals, service fees, and tourism-linked partnerships.
- **Employment Creation:**
  The project will generate direct and indirect employment opportunities across construction, hospitality, retail, and marine service sectors.
- **Urban Revitalization:**
  By integrating commercial and leisure spaces, the marina will catalyze the **urban rejuvenation of Willingdon Island**, fostering both tourism and real estate development.

e. Alignment with Broader Vision

This proposal aligns with the **Sagarmala** and **National Maritime Tourism Policy** objectives—promoting port-led development through maritime tourism and waterfront utilization. It also supports Cochin Port's transition toward a **multi-dimensional port ecosystem**, blending commerce, logistics, and recreation.

13. He explained the **capacity enhancement plan** for the **North Coal Berth (NCB)** and **Bunkering Terminal Pier (BTP)** located along the Mattancherry Channel at Cochin Port. This initiative is a key component of the port's modernization strategy aimed at improving liquid and dry bulk handling efficiency, safety infrastructure, and overall throughput capacity.

a. Project Overview

The **NCB and BTP capacity augmentation project** focuses on optimizing berthing infrastructure and upgrading operational systems to meet rising demand for petroleum, bulk liquid, and bunkering cargo.The development involves structural improvements, enhanced firefighting mechanisms, and advanced cargo unloading systems to support **high-volume, multi-cargo operations**.

Key Objectives:

- Strengthen NCB and BTP as specialized handling berths for **liquid and POL cargo**.
- Increase operational safety and efficiency through modern firefighting and mechanical unloading systems.

- Maintain consistent draft levels to facilitate large vessel calls and continuous cargo movement.

b. Infrastructure Enhancement Components

Upgradation Element	Description
Firefighting Facilities	Installation of advanced, automated firefighting systems with hydrant networks, foam monitors, and high-pressure pumps ensuring compliance with IMO and OISD safety norms.
Unloading Arms Installation	Deployment of **hydraulic unloading arms** for faster, spill-free transfer of liquid cargo, replacing traditional hose-based systems.
Draft Maintenance	Sustaining a **navigational draft of 10 meters** across both berths to accommodate larger vessels and improve berthing efficiency under varying tidal conditions.
Structural Improvements	Reinforcement of jetty deck, fendering, and mooring systems for durability and multi-cargo adaptability.

c. Capacity and Throughput Impact

- **Enhanced Capacity at NCB: 4.95 million Metric Tonnes (MMT)** per annum
- **Projected Incremental Volume: 5 Lakh Tonnes** per year

The project will significantly increase cargo throughput, particularly for **crude derivatives, bunker fuels, and petroleum products**, strengthening Cochin's position as a key energy and industrial supply port on India's western coast.

d. Operational and Strategic Benefits

- **Increased Handling Efficiency:**
  Mechanized systems and improved quay infrastructure will reduce vessel turnaround time and operational downtime.
- **Safety and Environmental Assurance:**
  Upgraded firefighting and containment systems enhance environmental protection and ensure regulatory compliance for hazardous cargo operations.
- **Higher Vessel Throughput:**
  Maintaining a uniform 10m draft allows consistent berthing of medium to large vessels, optimizing quay utilization.
- **Revenue and Trade Growth:**
  The additional handling capacity will contribute to sustained revenue growth and attract higher cargo volumes, particularly in the liquid and bunker fuel segments.
- **Support for Energy Logistics:**
  The improvements reinforce Cochin Port's role as a critical logistics hub for **fuel distribution, petrochemical supply, and bunkering services** in southern India.

e. Strategic Significance

The NCB & BTP upgrade aligns with Cochin Port's strategic plan to:

- Modernize its **liquid bulk logistics infrastructure**.
- Facilitate **energy and petrochemical trade flows** through advanced berthing facilities.
- Achieve higher operational safety and compliance under **Sagarmala** and **Maritime India Vision 2047** initiatives.

This enhancement complements other capacity augmentation projects (Q1–Q4) across Willingdon Island, ensuring a balanced portfolio of **dry, liquid, and POL cargo handling** infrastructure.

14. He outlined the **capacity augmentation and redevelopment plan for Berth Q5** at Cochin Port, a strategic initiative designed to enhance the port's **liquid cargo handling capacity**. The project underscores Cochin Port's continued focus on infrastructure modernization, safety reinforcement, and capacity expansion to support India's growing energy and petrochemical logistics needs.

a. Project Overview

The **Q5 Capacity Augmentation Project** involves the **redevelopment of the existing berth** into a **dedicated liquid cargo terminal** with advanced structural and operational capabilities. This redevelopment will enable efficient handling of **POL (Petroleum, Oil & Lubricants)** and **liquid chemical cargo**, ensuring faster vessel turnaround and improved cargo evacuation efficiency.

Key Project Details:

- **Purpose:** Dedicated terminal for liquid cargo operations
- **Berth Length:** 200 meters (including an additional extension of 115 meters)
- **Backup Land Area:** 3.2 acres
- **Total Quay Length:** 200 meters
- **Project Focus:** Structural strengthening, safety upgrades, and capacity optimization

b. Infrastructure Enhancement Components

Component	Specification / Functionality
Berth Redevelopment	Conversion of existing facility into a high-performance **liquid terminal** with enhanced structural load capacity and corrosion resistance.
Structural Strengthening	Reinforcement of berth piles and deck to support heavy-duty pipelines, loading arms, and firefighting infrastructure.
Backup Area (3.2 acres)	Designated for **storage tanks, pumping systems, and auxiliary utilities**, providing operational support for the liquid terminal.
Storage Capacity Creation	Development of **50,000 Metric Tonnes (MT)** storage infrastructure across new and existing tank farms.

Connectivity and Safety	Integration with road and pipeline corridors via **A.G. Milne Road** and **Indira Gandhi Road**, along with state-of-the-art firefighting and spill management systems.

c. Capacity and Throughput

- **Enhanced Handling Capacity: 4.58 Million Metric Tonnes (MMT)** per annum
- **Storage Capacity Creation: 50,000 MT** across tank farms
- **Projected Incremental Volume: 5 Lakh Tonnes per annum**

This enhancement will significantly strengthen Cochin Port's capability to manage growing **liquid bulk cargo demand**, particularly for petroleum, chemical feedstocks, and related commodities.

d. Strategic Benefits

- **Operational Efficiency:**
  The expanded quay and upgraded terminal infrastructure will **reduce vessel waiting times** and enhance handling efficiency through mechanized operations.
- **Safety and Environmental Compliance:**
  Installation of automated firefighting, containment, and vapor recovery systems ensures adherence to international safety and environmental standards.
- **Increased Revenue Potential:**
  The addition of 5 lakh tonnes in incremental volume will generate sustained revenue growth from both port handling charges and tank farm leasing.
- **Seamless Integration with Existing Ecosystem:**
  The Q5 terminal complements other liquid handling facilities such as the **BTP, NCB, and MULT**, creating an integrated and high-capacity liquid cargo corridor within the port.

e. Strategic Significance

The **Q5 redevelopment** forms part of Cochin Port's phased **capacity augmentation master plan**, which aims to balance cargo diversification with infrastructure modernization. By strengthening its **liquid cargo capabilities**, Cochin Port is positioning itself as a key **energy and petrochemical logistics hub** serving Kerala, Tamil Nadu, and the wider southern Indian industrial corridor. This initiative aligns with national infrastructure programs such as **Sagarmala** and **Maritime India Vision 2047**, promoting port-led development through sustainable capacity enhancement and technology-driven operations.

15. He highlighted the proposed **Q9 Capacity Augmentation Project**, a key infrastructure initiative under the Cochin Port Authority's modernization and capacity enhancement program. The project focuses on transforming Berth Q9 into a **dedicated Break Bulk (Steel) Terminal**, equipped with advanced cargo handling and multimodal connectivity facilities.

a. Project Overview

The **Q9 redevelopment** aims to repurpose existing port infrastructure into a specialized **break bulk and steel cargo handling terminal**, improving operational efficiency and throughput for high-volume bulk commodities. The project strategically leverages Cochin Port's proximity to industrial clusters in Kerala and Tamil Nadu, serving as a vital logistics node for the movement of steel, heavy machinery, and project cargo.

Key Project Details:

- **Type:** Redevelopment and Capacity Enhancement
- **Purpose:** Dedicated **Break Bulk (Steel) Terminal**
- **Total Quay Length: 250 meters**
- **Maintained Draft: 12 meters**, suitable for large break bulk vessels
- **Backup Area: 16 acres**

b. Infrastructure and Layout Components

Facility / Area	Specifications / Functionality
Berth Area (250 m)	Enhanced quay with deepened draft and strengthened berth structure to handle steel coils, plates, pipes, and general break bulk cargo.
Operational Area 1 (1.7 acres)	Cargo staging area near the berth for temporary stacking and vessel loading operations.
Operational Area 2 (4.4 acres)	Extended cargo storage and mechanized handling space for large shipments and steel stockyards.
Cruise Area (10 acres)	Adjoining zone earmarked for segregated cruise operations, ensuring smooth coexistence between passenger and cargo activities.
Rail Siding Area 1 (1.4 acres)	Dedicated rail connectivity for direct cargo evacuation, linking to the Indian Railways network.
Rail Siding Area 2 (2.75 acres)	Additional siding to support high cargo volume and intermodal transfer efficiency.

Collectively, these zones form a **comprehensive 16-acre logistics complex**, optimized for high-volume steel and project cargo handling.

c. Capacity and Throughput Objectives

- **Cargo Type:** Break Bulk and Steel (Coils, Sheets, Plates, Structures, Heavy Machinery, etc.)
- **Draft:** Maintained at **12 meters**, accommodating deep-draft steel carriers and heavy-lift vessels.
- **Total Quay Length: 250 meters**, ensuring flexibility for multi-vessel operations.
- **Backup Area: 16 acres** for handling, stacking, and multimodal transfer operations.

The terminal will significantly improve Cochin Port's handling capacity for steel and non-containerized industrial cargo, supporting both domestic distribution and exports.

d. Strategic and Operational Benefits

- **Enhanced Multimodal Connectivity:**
  Integration with **rail sidings and arterial roads** (Indira Gandhi Road and Bristow Road) will facilitate seamless cargo evacuation, minimizing dwell time.
- **Optimized Berth Utilization:**
  Dedicated handling infrastructure will decongest existing general cargo berths and improve vessel turnaround efficiency.
- **Support for Industrial Corridors:**
  The terminal will act as a gateway for steel and engineering goods destined for **Kerala's industrial belt, Tamil Nadu, and Karnataka**, strengthening regional trade linkages.
- **Infrastructure Synergy:**
  Proximity to the **cruise terminal and container yard** ensures shared use of utilities and manpower without operational overlap.
- **Revenue Growth Potential:**
  The augmentation will contribute to a **steady rise in break bulk volumes**, aligning with the port's diversification strategy beyond container and liquid cargo.

e. Strategic Significance

This redevelopment supports the Cochin Port Authority's broader **capacity enhancement roadmap**, aligning with national initiatives like **Sagarmala** and **Maritime India Vision 2047**. The focus on break bulk cargo diversification reinforces Cochin's positioning as a **multi-commodity, multimodal port**, capable of handling diverse cargo streams—ranging from energy products to industrial raw materials.

16. He explained about the proposed **Q10 Lay-up Berth Facility** at Cochin Port; an infrastructure augmentation project aimed at providing a **dedicated lay-up berth** for vessels requiring temporary berthing or maintenance downtime. This development forms a part of Cochin Port's broader initiative to **enhance port utility, optimize berth utilization, and expand service offerings** for shipping lines and maritime operators.

a. Project Overview

The **Q10 Berth Lay-up Facility** is designed to accommodate vessels up to **150 meters in length**, supporting both lay-up operations and allied maintenance activities.
The project involves the **extension of the existing Q10 berth by 75 meters**, ensuring sufficient berthing space for medium-sized vessels under controlled operational conditions.
The facility is intended for **non-cargo, idle, or repair-bound vessels**, providing them with a safe and well-maintained harbour environment while maintaining adequate navigational depth.

Key Specifications:

- **Purpose:** Vessel lay-up and idle berthing facility
- **Berth Length:** Extended by **75 meters**, totaling approximately **150 meters**
- **Draft Maintenance: 9 meters**
- **Location:** Adjacent to the FACT (Fertilizers and Chemicals Travancore) terminal and near the proposed Q11 site
- **Supporting Infrastructure:** Access jetty, mooring dolphins, and berthing bollards

b. Layout and Structural Plan

The two sections are:

- **Left Panel (Satellite View):** Depicts the **Q10 berth and its extension zone**, highlighted in green and yellow, alongside adjacent FACT facilities and storage tanks.
- **Right Panel (Engineering Drawing):** Shows the **berthing layout plan**, including mooring dolphins, bollards, approach trestle, and the **proposed Q11 berth area** for future expansion.

Key Layout Features:

Component	Description
Q10 Berth (Existing)	Currently operational berth, structurally sound for general cargo and limited liquid handling.
Extension (75 m)	Planned addition to accommodate **150 m LOA (Length Overall)** vessels.
Mooring Dolphins	Positioned for enhanced berthing stability and safe mooring of large vessels.
Approach Trestle & Compound Wall	Designed for safe crew access, maintenance operations, and controlled zone demarcation.
Proposed Q11 Berth	Future expansion area earmarked for additional berthing capacity and support facilities.

c. Technical & Operational Capabilities

- **Draft Depth:** Maintained at **9 meters**, enabling berthing of medium-tonnage vessels in lay-up or standby mode.
- **Berthing Capacity:** Designed to accommodate one **150-meter-long vessel** or equivalent tonnage ships for lay-up, repairs, or reactivation preparation.
- **Operational Safety:** Installation of bollards, fenders, and adequate mooring points to ensure vessel safety during long-duration berths.
- **Support Infrastructure:** Integration with FACT's existing jetty network and approach access via port roads for operational convenience.

d. Strategic Benefits

- **Optimized Berth Utilization:**
  Provides a dedicated berth for lay-up vessels, **freeing up cargo berths** for active trade operations, thus enhancing overall port efficiency.

- **Revenue Diversification:**
  Generates additional income through **lay-up rentals, maintenance services**, and provisioning support for idle vessels.
- **Operational Flexibility:**
  Allows accommodation of vessels awaiting repair schedules, cargo allocation, or crew change, thereby positioning Cochin as a **logistics-ready maritime hub**.
- **Synergy with Existing Facilities:**
  The proximity to **FACT's handling terminal** and **CFS (Container Freight Station)** provides access to utilities and technical support, improving operational efficiency.
- **Preparedness for Expansion:**
  The proposed **Q11 berth** adjacent to Q10 creates potential for phased growth in future maritime infrastructure development.

e. Strategic Significance

He stated that this development supports Cochin Port's goal of becoming a **multi-service maritime complex**, catering not only to active cargo operations but also to **supporting maritime maintenance and logistics services**. The facility strengthens Cochin's position in India's **ship maintenance and lay-up ecosystem**, complementing the nearby **Cochin Shipyard Limited (CSL)** and aligning with **Maritime India Vision 2047**.

17. **He stated that t**he **ICTT Berth Expansion Project** involves extending the terminal's quay length, upgrading existing berth infrastructure, and deepening the navigational draft to handle **larger next-generation container vessels**.

a. Project Overview

The initiative aligns with Cochin Port's strategic goal to increase throughput capacity, improve vessel turnaround times, and capture a larger share of transshipment traffic currently routed through foreign ports such as Colombo and Singapore.

Key Project Parameters:

- **New Berth Construction:** 350 meters
- **Total Quay Length (Post-Expansion):** 950 meters
- **Draft Deepening:** From existing 14.5 meters to **16 meters**
- **Capacity Enhancement:** To **2.2 million TEUs per annum**
- **Operator:** DP World Cochin

b. Key Infrastructure Developments

Component	Specification / Functionality
Additional Berth (350 m)	Enables simultaneous handling of multiple large container vessels, enhancing berthing flexibility.
Strengthening of Existing Berths	Structural reinforcement to accommodate higher crane loads and heavier container traffic.
Draft Deepening	Facilitates berthing of new-generation ultra-large container

(16 m)	vessels (ULCVs).
Quay Wall & Apron Upgrades	Improved surface load capacity to support high-efficiency quay cranes and yard equipment.
Backyard Optimization	Enhanced stacking area, reefer points, and yard handling systems for improved throughput efficiency.

18. He highlighted the planned **land utilization strategy for the Multi-User Liquid Terminal (MULT)** at Cochin Port, focusing on the development of **dedicated tank farms for POL (Petroleum, Oil, and Lubricant) products**. This initiative is a critical component of the Port's capacity augmentation and infrastructure optimization program, designed to support the growing demand for liquid cargo storage and handling facilities in the southern region.

a. Project Overview

The **MULT Backup Area Utilization Plan** involves the systematic development of two major **land parcels** adjacent to the **MULT Jetty and LNG import terminals**. These sites are earmarked for establishing **tank farms and associated infrastructure** that will strengthen Cochin Port's role as a key logistics hub for petroleum and energy products.

Key Specifications:

- **Primary Objective:** Development of a dedicated **Tank Farm** for POL and allied liquid commodities.
- **Location:** Puthuvypeen area, near the **MULT Jetty** and **Petronet LNG Terminal**.
- **Land Parcels Identified:**
  - **Parcel 1:** 19 acres
  - **Parcel 2:** 24 acres
- **Connectivity:** Direct access via **LNG Road** and proximity to **pipeline infrastructure** connecting the MULT Jetty to storage areas.

b. Layout and Land Allocation

Area / Facility	Description
MULT Jetty	Serves as the primary liquid cargo discharge point, catering to POL and chemical products.
Backup Area 1 – 19 acres	Situated near LNG Road; allocated for large-capacity tank farm construction and utility infrastructure.
Backup Area 2 – 24 acres	Located north of the LNG terminal; intended for additional POL tank storage and expansion of logistics operations.
Barge Jetty	Positioned alongside MULT for facilitating smaller vessel operations and coastal cargo movement.
Pipeline Corridor	Connects MULT Jetty to both tank farm areas, ensuring efficient product transfer with minimal handling loss.

19. He explained the proposed redevelopment of the **Q7–Q8 berths** into a **dedicated Mega Cruise Terminal** at Cochin Port, designed to strengthen Kerala's position as a premier cruise tourism destination in South Asia.

a. Project Overview

- **Objective:** Transformation of existing berths into a **world-class cruise facility** catering to international and domestic cruise liners.
- **Total Quay Length: 400 meters**, capable of berthing large cruise ships simultaneously.
- **Terminal Area: 19 acres**, encompassing both passenger and commercial amenities.

Key Features

- **Integrated Cruise Terminal Building** housing passenger facilities, retail outlets, cafés, restaurants, and duty-free shopping.
- **Dedicated Parking Infrastructure** ensuring efficient access and passenger flow.
- Enhanced **aesthetic design and passenger experience**, integrating modern architecture with Kerala's cultural identity.

20. He highlighted the **modern passenger and operational infrastructure** of Cochin Port's **International Cruise Terminal**, designed to deliver a seamless and world-class experience for travellers and cruise operators.

Key Features

- **Dedicated embarkation, disembarkation, and customs clearance** zones for efficient passenger flow.
- Spacious **passenger waiting halls** with contemporary design and seating capacity for large crowds.
- **Integrated commercial amenities** such as retail outlets, cafés, restaurants, and duty-free shopping areas.
- Comprehensive **passenger conveniences** including baggage drop centres, lounges, and pick-up/drop-off points.
- A **Tourist Interpretation Centre** to assist travellers with local information and guidance.
- **Administrative and operational facilities** for cruise handling teams and port staff.
- A **refreshment centre for crew members**, ensuring comfort and convenience during vessel turnaround.

21. He outlined the **proposed land use and development plan** for the **A17 and A18 plots** located at the southern part of Willingdon Island, Kochi. The initiative is envisioned as a **multi-sectoral redevelopment project**, integrating commercial, industrial, hospitality, and institutional components to maximize land utility and economic potential.

Key Development Components

1. **Commercial Zone**
    - Development of **IT offices**, business-class hospitality, and **retail/shopping centres** to promote a modern commercial ecosystem.
2. **Ancillary Industries for Ship Repair**
    - Establishment of non-polluting industrial units, ship repair and building ancillaries, and Grade-A warehouses to complement Cochin's existing maritime infrastructure.
3. **Hospitality & Leisure**
    - Creation of **luxury hotels, urban resorts, and tourism-based experiential spaces**, enhancing the port's connectivity with Kerala's tourism circuit.
4. **Mixed-Use and Institutional Spaces**
    - Development of **serviced apartments, cultural centers, entertainment hubs, and research/educational institutions**, fostering innovation and talent development.

22. He presented the **proposed development plan for the A19 plot** located on the southern end of Willingdon Island, Kochi. The initiative envisions transforming the area into a **vibrant waterfront destination**, blending tourism, recreation, and commercial potential in alignment with Cochin Port's vision for sustainable urban waterfront development.

Key Development Components

1. **Waterfront Hospitality**
    - Establishment of **five-star hotels, boutique resorts, and floating restaurants** to create a premium hospitality ecosystem along the waterfront.
2. **Recreational & Maritime Tourism**
    - Introduction of a **yacht marina, cruise berthing facilities, and adventure water sports**.
    - Inclusion of **high-street retail zones, cafes, and fine-dining restaurants** to enhance visitor engagement.
3. **Amusement & Cultural Tourism**
    - Development of an **amusement or water theme park** integrated with cultural and heritage attractions, **art centers**, and **Ayurveda spa tourism** facilities.
4. **Mixed-Use Spaces**
    - Flexible development zones supporting commercial, recreational, and community-oriented functions.

23. He highlighted the Cochin Port Authority's ongoing and planned **sustainability initiatives** aimed at achieving a cleaner, energy-efficient, and environmentally responsible port ecosystem.

Key Highlights

a. Green Operations

- Container terminal equipment operates entirely on **electrical power**, with only trucks using conventional fuel.
- **LNG bunkering services** are being provided to promote the use of cleaner fuels for maritime operations.

b. Renewable Energy Integration

- Implementation of a **Floating Solar Panel Project** near Diamond Island to harness solar power and reduce dependency on fossil fuels.
- The initiative supports the port's broader vision of using **renewable energy sources** to sustain its operations.

c. Renewable Energy Contribution (RE Share)

Parameter	**% Share**
Present Share of Renewable Energy	4.55%
Renewable Energy via KSEBL Supply	35%
Proposed Additional Renewable Energy	22.32%
Total Renewable Energy Share by 2029	**61.87%**

24. In the end, he outlined Cochin Port Authority's key focus areas and proposed initiatives to strengthen **marine safety** and enhance **seafarer welfare** in alignment with international maritime standards and DG Shipping directives.

Key Focus Areas

a. Insurance for Pilots and Marine Officers

- Proposal to introduce **comprehensive insurance coverage** for pilots and marine officers, considering the **high-risk nature of pilotage duties**.

b. Statutory Compliance

- Cochin Port ensures **full compliance** with all major international and national maritime safety frameworks, including:
  - **MARPOL** (Marine Pollution Regulations)
  - **ISPS Code** (International Ship and Port Facility Security)
  - Other relevant statutory regulations.

c. Seafarer Welfare Measures

- In accordance with **DG Shipping guidelines**, Cochin Port supports welfare initiatives through the **Merchant Navy Club (MNC)** located on Willingdon Island.
- Key challenges being addressed include:
  - Streamlining **access passes** for seafarers at remote berths.
  - Implementation of an **online immigration clearance system** for improved efficiency.

Proposed Enhancements

- **Transportation Facilities:** Establishment of dedicated transport services connecting berths and terminals to the MNC.
- **Expanded Welfare Provisions:** Upgrading facilities at MNC to include:
    - Immigration and medical assistance,
    - Recreation and communication amenities (free Wi-Fi),
    - FOREX and transportation services,
    - Additional comfort measures for crew after long voyages.

25. **Vote of thanks:** In the end, the Chairperson NSB thanked Chairman CPA and his team members, present in the meeting for their presence and their active participation in the meeting. The members of NSB thereafter left the meeting for the field visit.

- **********

Annexure 11 A

सत्यमेव जयते
Ministry of Ports, Shipping and Waterways
Government of India

COCHIN PORT AUTHORITY
कोचिन पत्तन प्रधिकरण

कोचिन पत्तन
कोचिन पत्तन प्राधिकरण
Cochin Port Authority

Gateway to South India & Cruise Hub of the Future

Hearty Welcome To
Members of the National Shipping Board

07th October 2025

COCHIN PORT HISTORY

1920

Origin

Execution of Harbour Development work commenced.

1928

First Ship

The first ship “Padma” entered the Cochin Harbour on 26th May 1928.

1920-41

Cochin Harbour Transformation

Sir Robert Bristow, who served under the British Administration from 1920 to 1941, is credited with transforming Cochin into a modern harbour. Robert Bristow became the first Head of Port on **1st August 1936**.

1963

MPT Act, 1963

Cochin Port Trust was constituted under the Major Port Trusts Act, 1963

1939 — Mattancherry Wharf– 4 berths (Q1-Q4)

1955-56 — North Tanker Jetty & South Tanker Jetty Commissioned

1964-69 — Ernakulam Wharf commissioned with 4 berths (Q5-Q8) (1964), Q9 - 1969

1984 — Q10 (FACT) & COT berth Commissioned

2007 — SPM Commissioned for BPCL Kochi Refinery (BPCL-KR)

2011 — International Container Transshipment Terminal (ICTT) Commissioned

2013 — LNG Terminal Commissioned

2023 — Multi-User Liquid Terminal (MULT) Commissioned

COCHIN PORT KEY HIGHLIGHTS

1st Indian e-Port to implement the SAP and Port Operating Systems in 2009

2nd Ranked – Cruise Tourism among Major Ports

2nd* Ranked among Major Ports – Productivity (TRT)

5th* Ranked – Containers Handled in FY25 among Major Ports

6th* Ranked – Liquid Cargo Handling in FY25 among Major Ports

**MoPSW Latest Data*

COCHIN PORT
कोचिन पत्तन प्राधिकरण
Cochin Port Authority

COCHIN PORT LAND & WATERFRONT LAYOUT

Annexure 11 A

COCHIN PORT
कोचिन पत्तन प्राधिकरण
Cochin Port Authority

COCHIN PORT INFRASTRUCTURE

Annexure 11 A

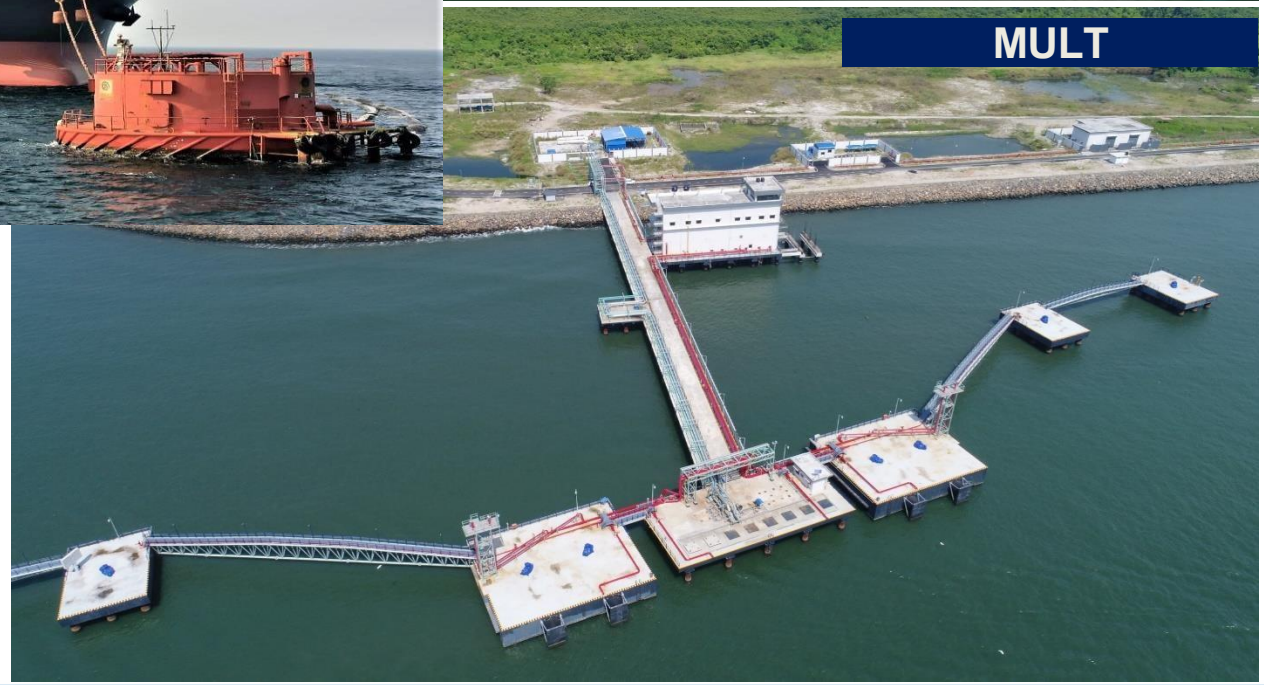
LNG TERMINAL

CONTAINER TERMINAL

SPM

International Cruise Terminal

MULT



COCHIN PORT
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Cochin Port Authority

STATUS OF MANPOWER AS ON 01.10.2025

Annexure 11 A

Category	Sanctioned Strength	Present Strength	Superannuation Upto 31-03-2030	Actual as on 01-04-2030
Class I	144	87	29	58
Class II	100	83	38	45
Class III	1436	524	227	297
Class IV	204	21	7	14
Total	**1883**	**715**	**301**	**414**

Cargo handled at a Glance: FY 2024-25

Gateway to Peninsular India

A multi-commodity port handling all types of cargo - Crude, Container, Cement, Steel, LNG, LPG and Cruise

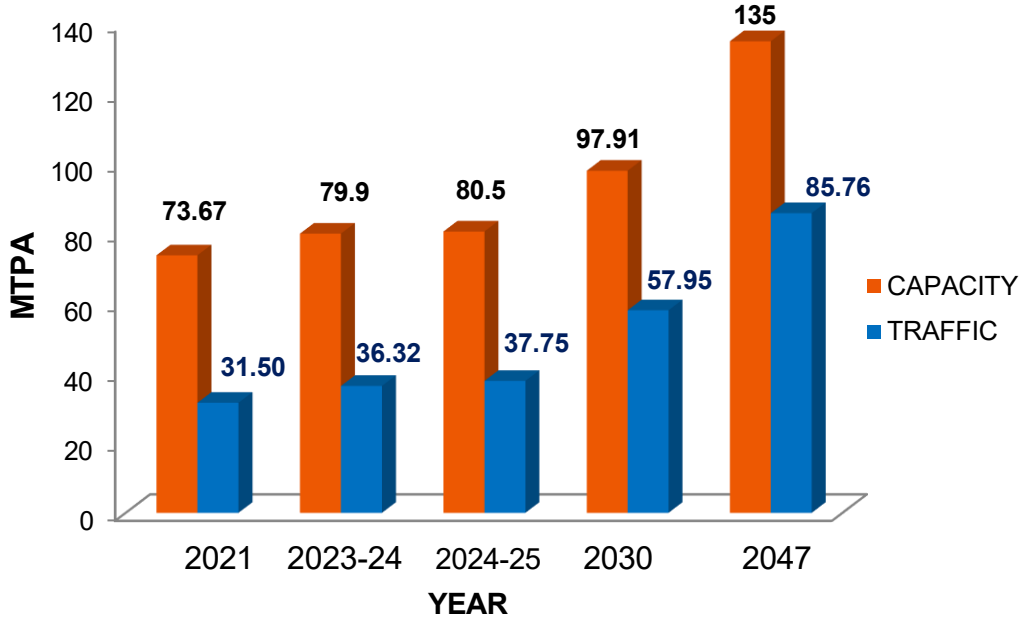
37.75
Million MT
Throughput 2024-25

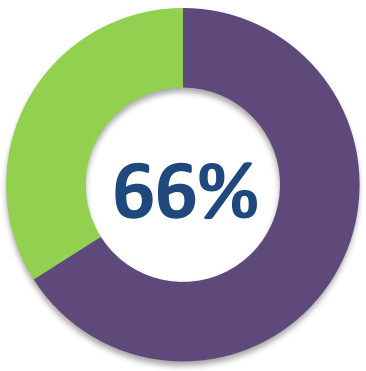
1270
Vessels Handled in 2024-25

Logistics Connectivity

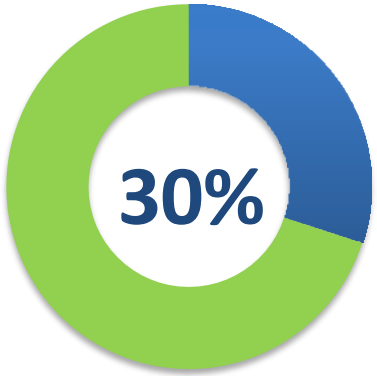
11 NM Cochin Port from Gulf-Singapore Channel
76 NM from Channel running between Europe and Far East

Port Capacity & Traffic (in MMTPA)

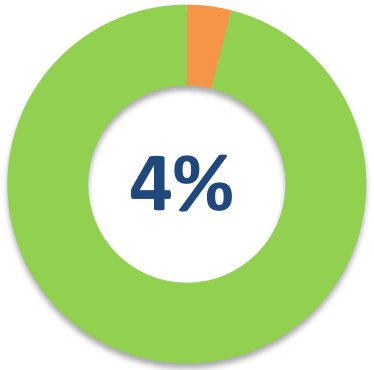




Crude, POL, LNG & Other Liquid Cargo (25.10 MMT)

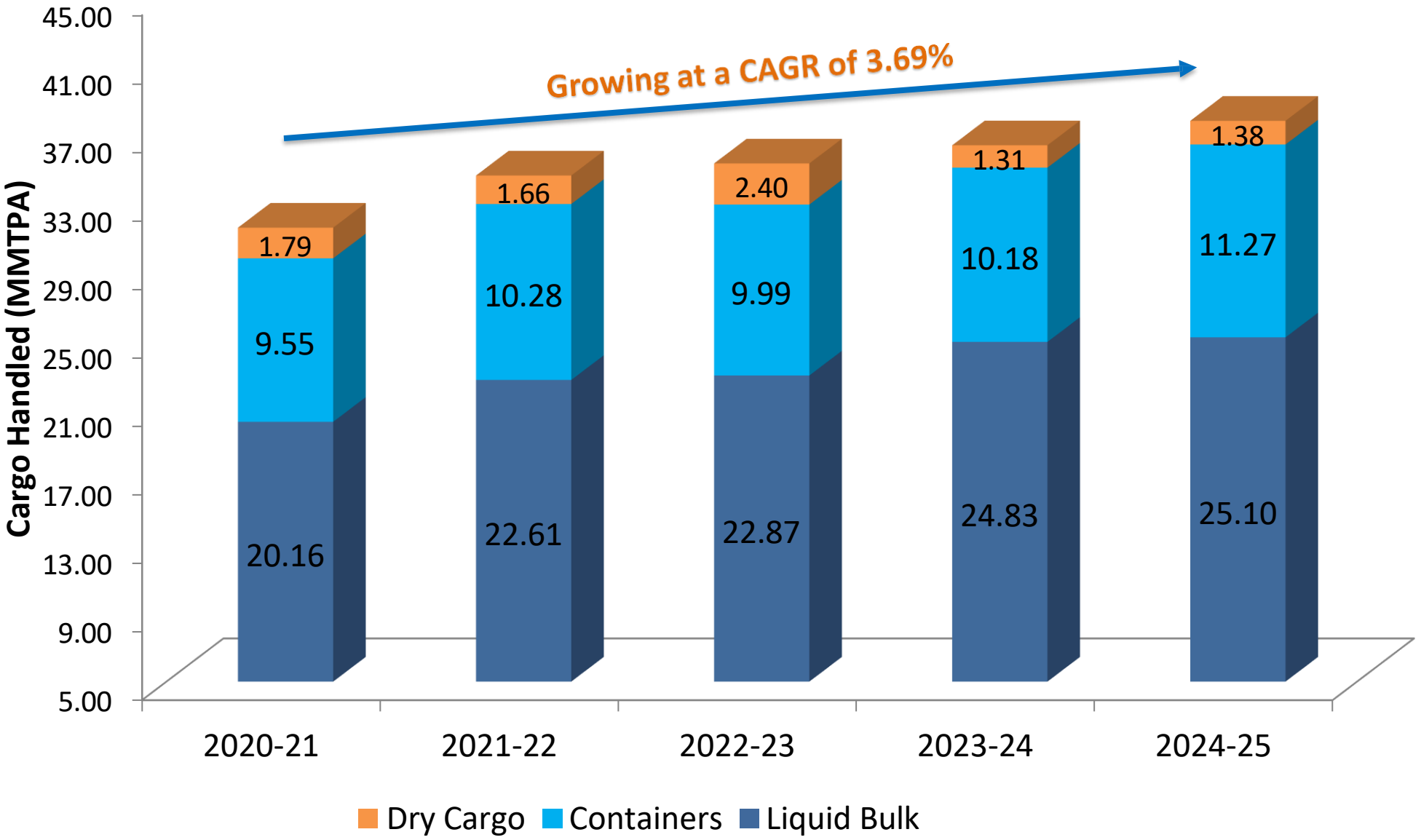


Container (8,34,665 TEUs)



Cement, Fertilizers & Other Dry Cargo (1.38 MMT)

CARGO TRAFFIC PERFORMANCE – PAST 5 YEARS



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Cochin Port Authority

FINANCIAL PERFORMANCE – PAST 5 YEARS

Annexure 11 A

Sl. No	Particulars	2020-21	2021-22	2022-23	2023-24	2024-25
	Traffic Handled (MMT)	31.50	34.55	35.25	36.31	37.74
1	**Operating Income (Rs.in Crs)**	**683.32**	**715.80**	**763.57**	**916.63**	**946.88**
2	**Operating Expenditure (Rs.in Crs)**	**343.43**	**367.30**	**425.44**	**415.82**	**422.12**
3	**Operating Surplus (Rs.in Crs)**	**339.89**	**348.50**	**338.13**	**500.80**	**524.76**
	Add:F& M Income	43.66	43.32	63.67	47.81	51.85
	Less: Pension, Gratuity & Other F& M Expenditure	248.61	266.57	283.39	312.09	335.93
4	**Deficit/Surplus (Rs.in Crs)**	**134.94**	**125.25**	**118.40**	**236.52**	**240.68**
5	Extra Contribution to Pension Fund Corpus	127.74	116.35	112.57	217.67	227.18
6	**Net Deficit/Surplus (Rs.in Crs)**	**7.20**	**8.90**	**5.83**	**18.85**	**13.50**
7	**Operating Ratio (%): 100*(Sl No 2/1)**	**50.26**	**51.31**	**55.72**	**45.36**	**44.58**

PROJECTS

COCHIN PORT
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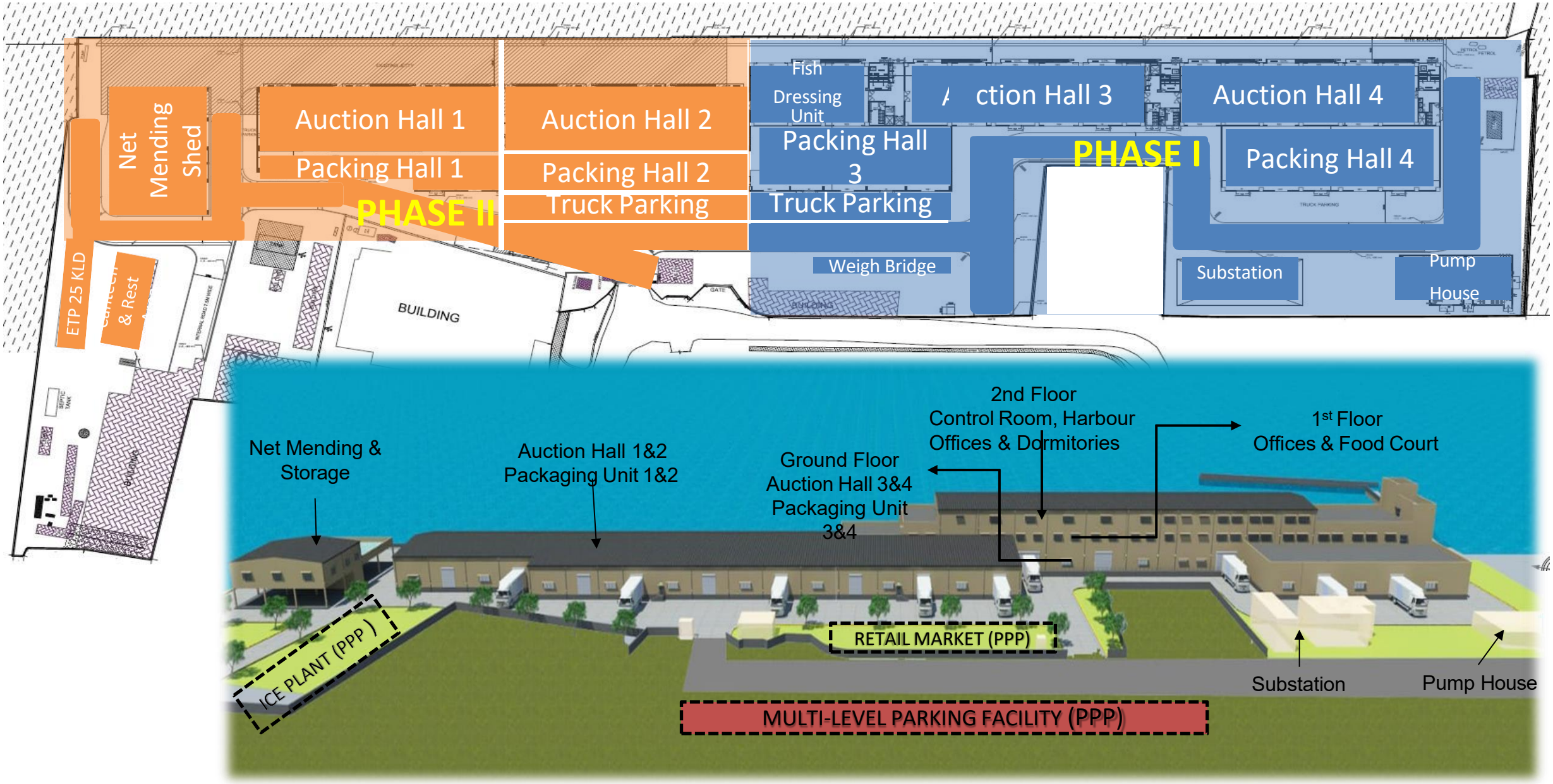
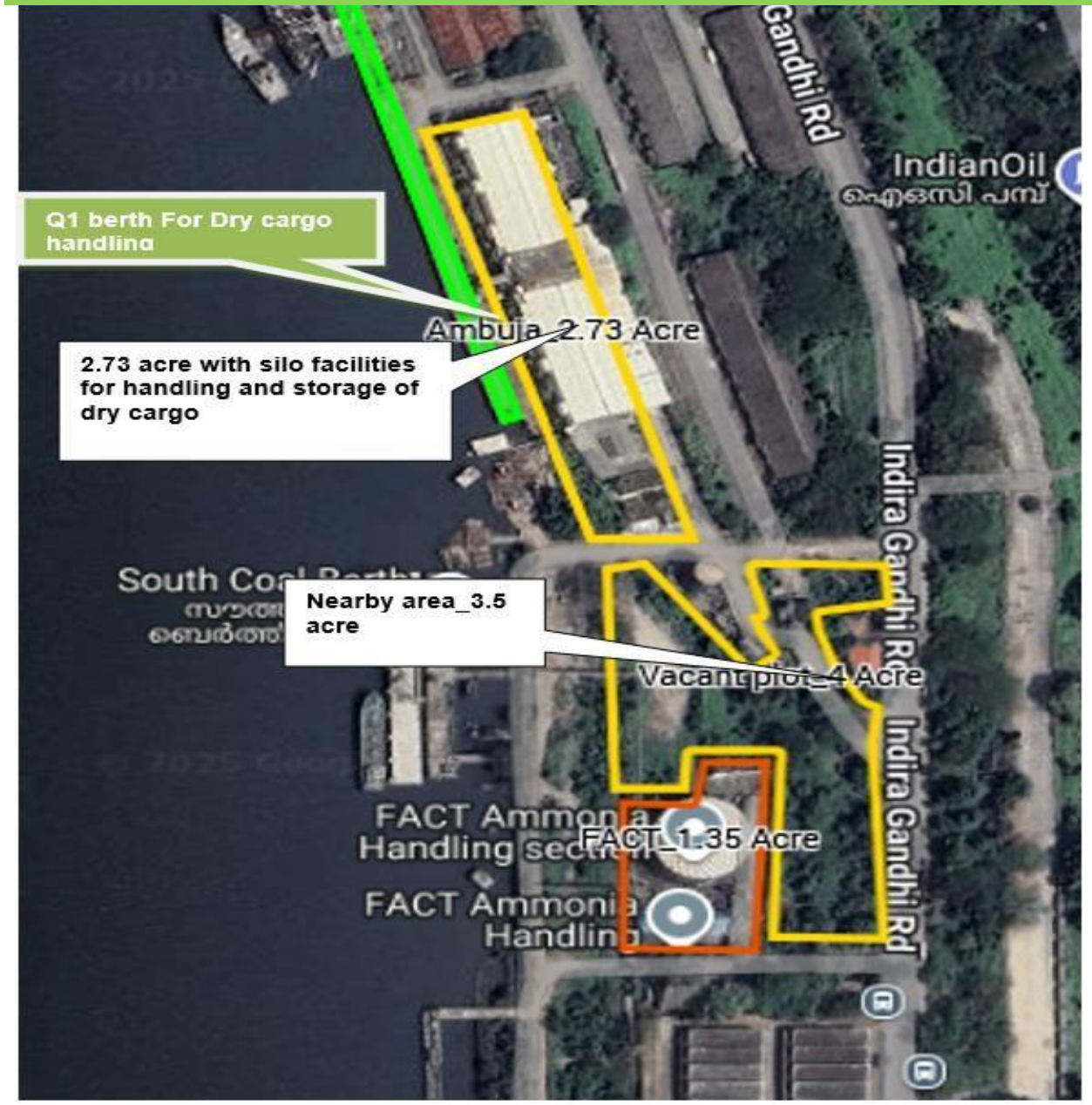
Cochin Port Authority

LAYOUT OF COCHIN FISHERIES HARBOUR PROJECT

Annexure 11 A

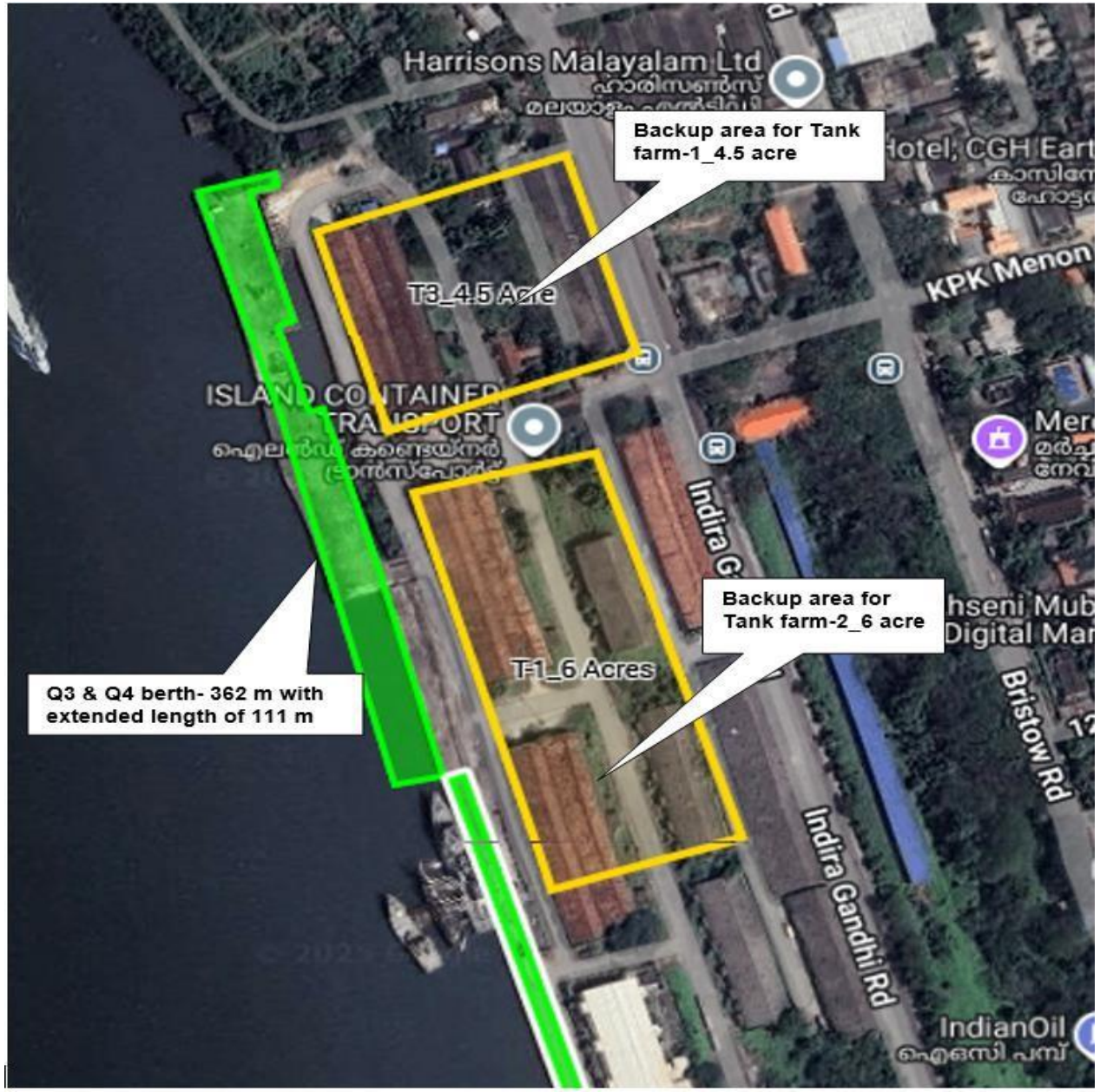


Q1 - CAPACITY AUGMENTATION



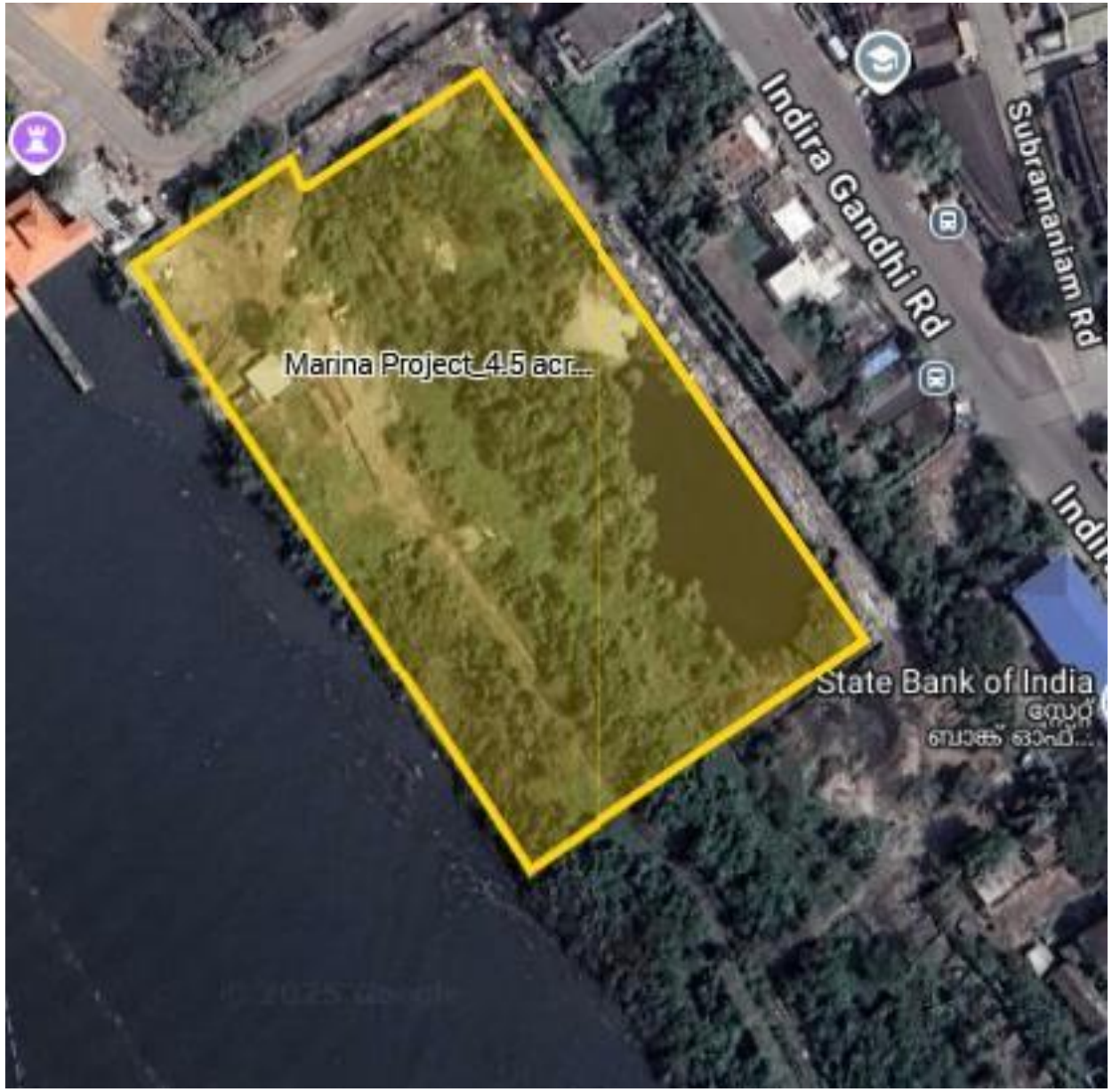
- Redevelopment as a Dedicated dry cargo handling Terminal
- Total Quay Length of 180m
- Area- 2.73 Acres+ 3.5 Acres
- Storage Capacity creation – 25,000 MT
- Projected Incremental volume – 3 Lakh Tons

Q2 to Q4 - CAPACITY AUGMENTATION



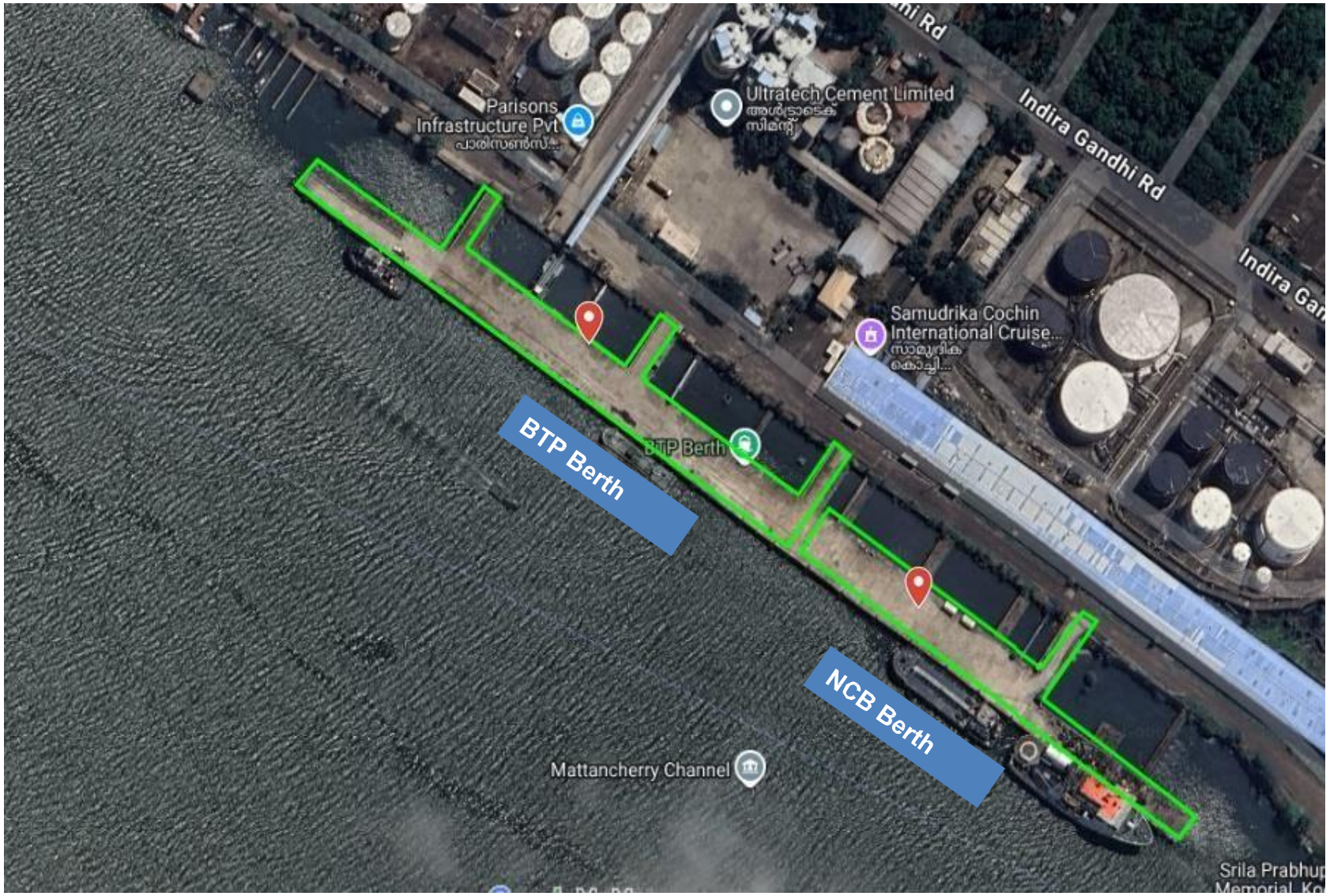
- Redevelopment as a Dedicated POL / Petrochemical Terminal for handling 2 ships simultaneously
- Total Quay Length of 362m
- Capacity enhancement 1.44 MMT
- Storage Capacity creation – 80,000 MT
- Projected Incremental volume – 5 Lakh Tons

MARINA PROPOSAL



- Developing a 4.5-acre area near Q4 for the Marina
- Promotion of Tourism allied amenities

NCB & BTP - CAPACITY AUGMENTATION



- Improved firefighting facilities
- Installation of unloading arms
- Maintenance of draft at 10m
- Capacity enhancement at NCB to 4.95 MMT
- Projected Incremental volume – 5 Lakh Tons

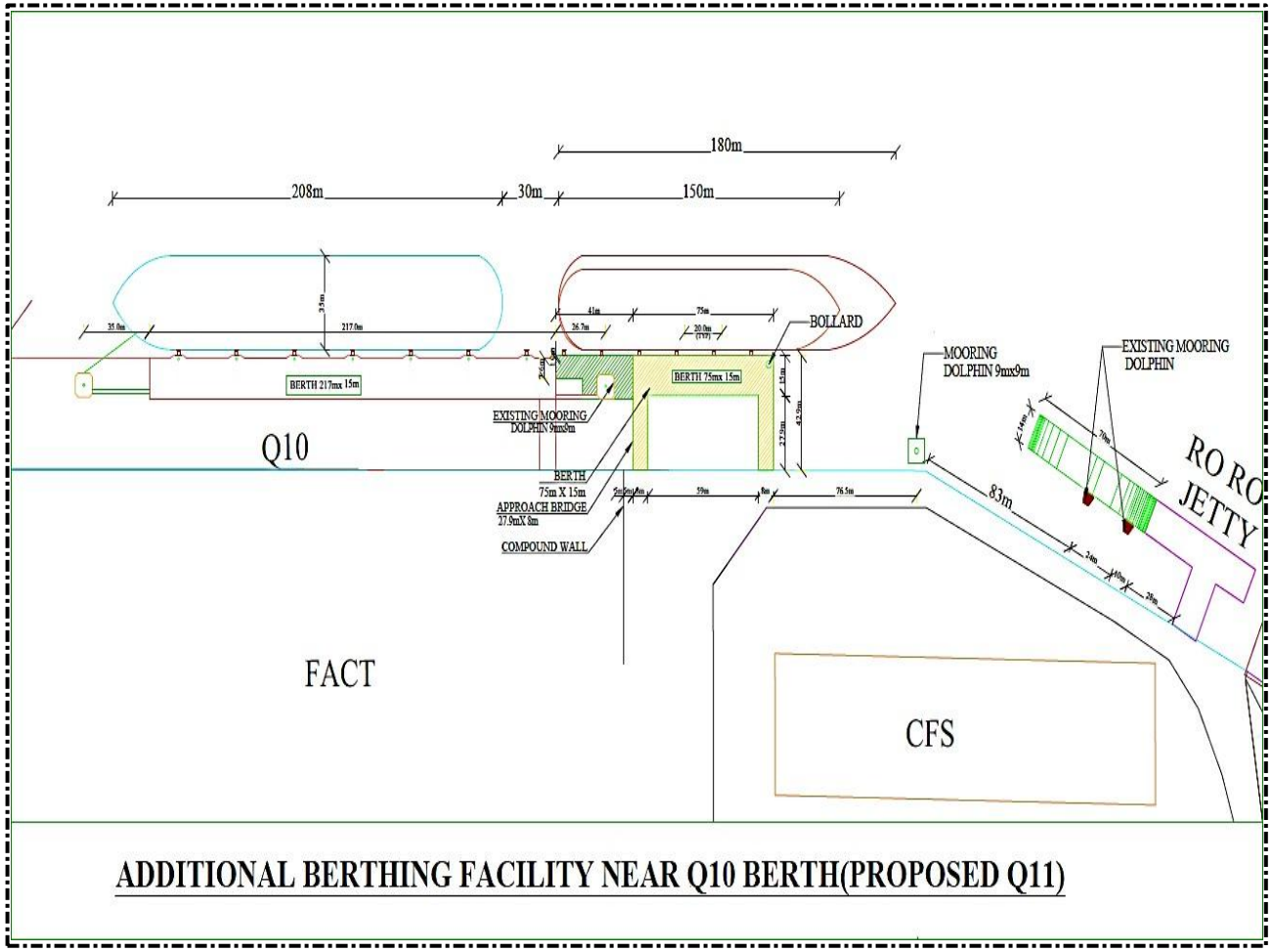
Q5 - CAPACITY AUGMENTATION

- Redevelopment as a Dedicated Liquid Terminal
- Strengthening of Berth Structure
- Total Quay Length of 200m
- **Capacity enhancement to 4.58 MMT**
- Storage Capacity creation – 50,000 MT
- Projected Incremental volume – 5 Lakh Tons

Q9 - CAPACITY AUGMENTATION

- Redevelopment as a Dedicated Break Bulk (steel) Terminal
- Maintenance of Draft at 12m
- Total Quay Length of 250m
- Backup area-16 Acres

Q10 – Lay-up Berth Facility



- Extension to accommodate 150m vessel for Lay-up
- Maintenance of Draft at 9 m

ICTT BERTH EXPANSION

Key Developments:

- An additional berth of 350m.
- Strengthening of the existing berths
- Draft deepening to 16m
- Total Quay Length will be 950m
- Capacity enhancement to **2.2 Million TEUs**

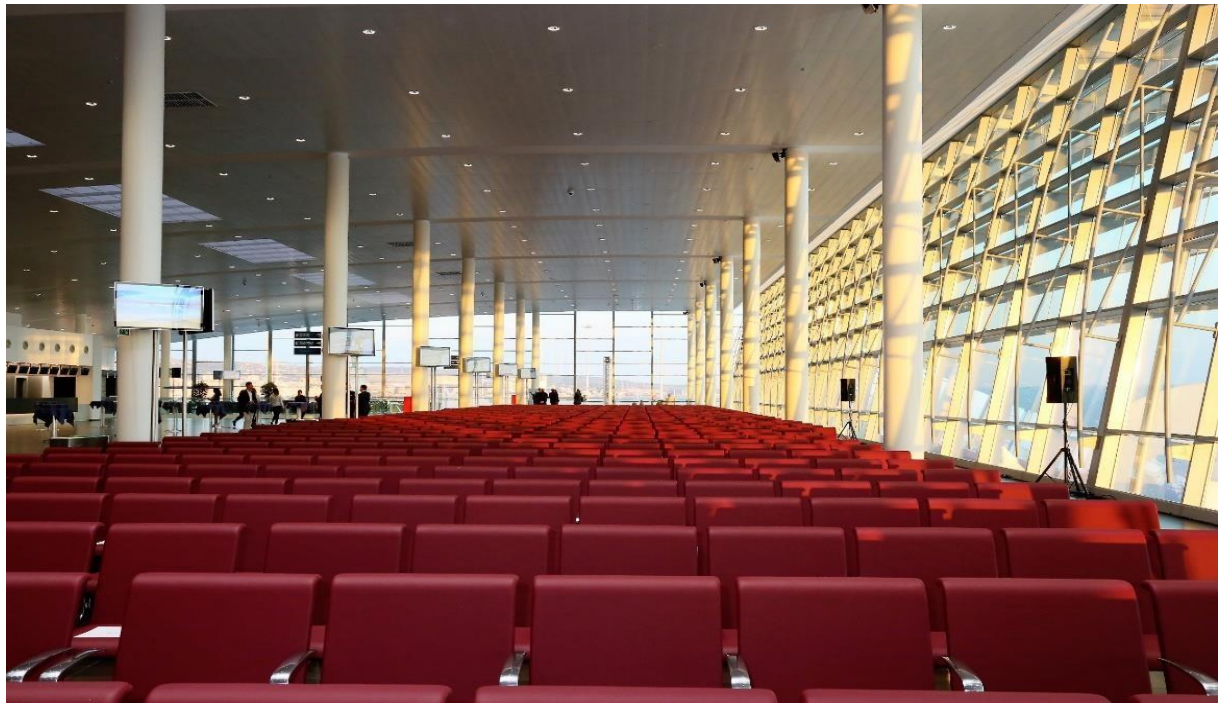
MULT BACKUP AREA UTILIZATION

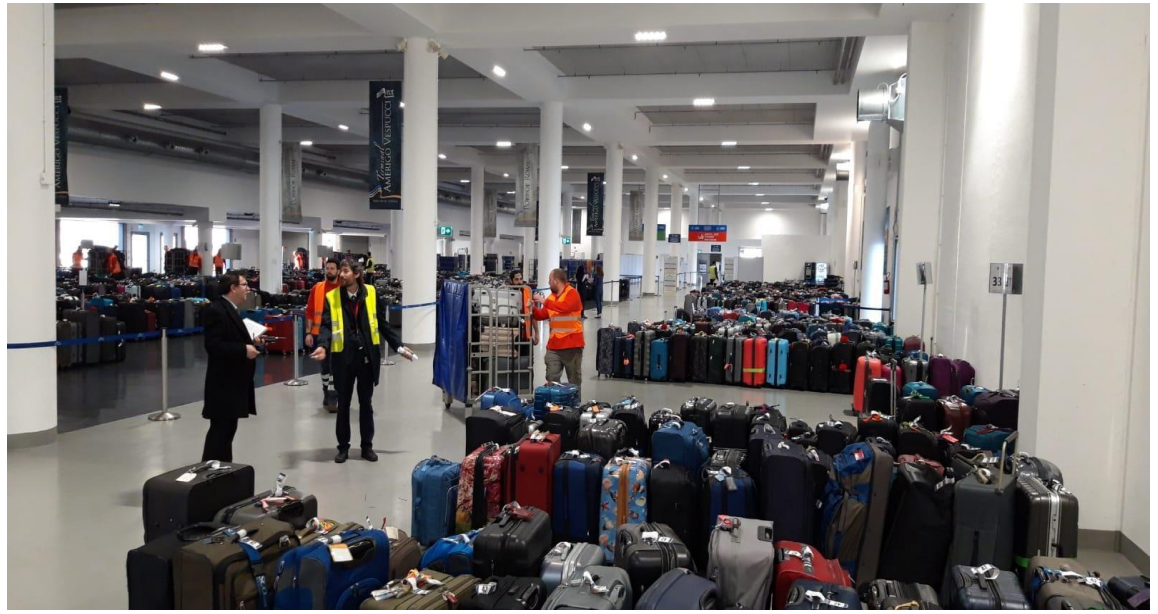
- Developing dedicated Tank Farm for POL Products
- Land parcels- 19 acres and 24 acres

Q7-Q8 CRUISE TERMINAL

- Redevelopment as a Dedicated Mega Cruise Terminal
- Total Quay Length of 400m
- Integrated Cruise Terminal Building, includes Retail, Café/ Restaurant, Duty-free shopping, etc.
- Parking Facility

INTERNATIONAL CRUISE TERMINAL FACILITIES





1. Dedicated embarkation, disembarkation and customs clearance
2. Passenger Waiting hall
3. integrated commercial facilities includes Retail, Café/ Restaurant, Duty free shopping etc.
4. Amenities – Baggage drop centre, Waiting Area, Lounge, Pick-up/ Drop-off, etc.
5. Tourist Interpretation centre (Tourist Information)
6. Office space for Cruise Handling Staff
7. Refreshment centre for Crew Members

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INTERNATIONAL CRUISE TERMINAL

Annexure 11 A

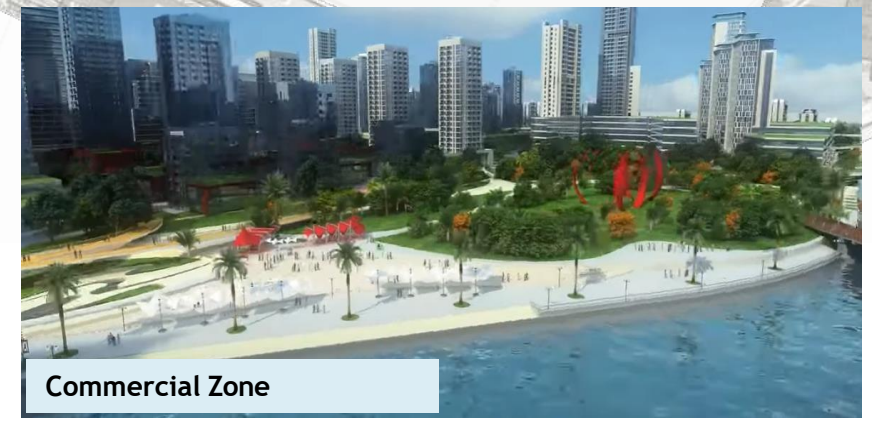
Proposed Intervention at South of Willingdon Island A17 + A18 Plot

1. **Commercial** – IT office space, Business Class Hospitality, Retail and shopping centers
2. **Ancillary industries for Ship repair** – Non-Polluting Industries, Ship repair/building ancillary units, Packing, Processing and distribution, Plug C Play Industries, Grade A Warehouse etc.
3. **Hospitality s Leisure** – Luxury hotels, urban resorts, and experiential tourism attractions
4. **Mixed-Use Spaces** – High-end serviced apartments, cultural centers, and entertainment hubs, Research institutes, Educational Institutes etc.

Hotels

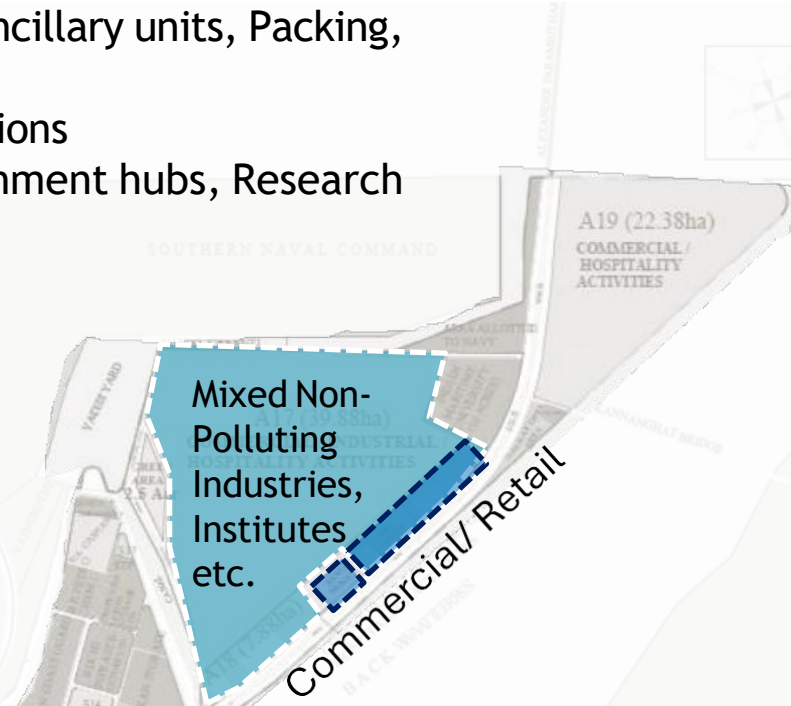
Ancillaries for Ship Repair Facility

MIXED INDUSTRIES s GRADE A WAREHOUSE FACILITIES



Commercial Zone

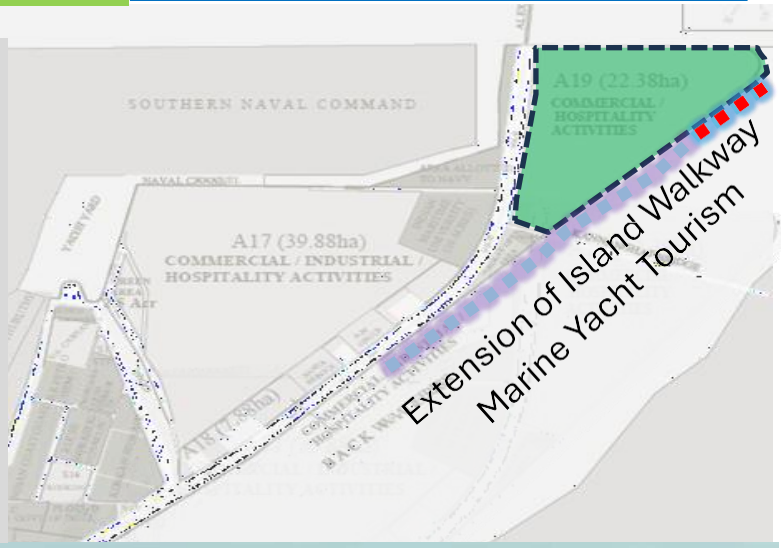
Skill development traditional tourism



Representative Images from Internet/AI

Proposed Intervention at South of Willingdon Island at A19 Plot

1. **Waterfront Hospitality** – Five-star hotels, boutique resorts, floating restaurants.
2. **Recreational s Maritime Tourism** – Yacht marina, cruise facilities, adventure water sports. Highstreet Retail Shopping Centres/ Restaurants/ Café etc.
3. **Amusement Park/ Water Theme Park**, Cultural C Heritage Tourism, Art Centre C Ayurveda Spa Tourism.
4. **Mixed-Use Spaces**



Waterfront Hospitality

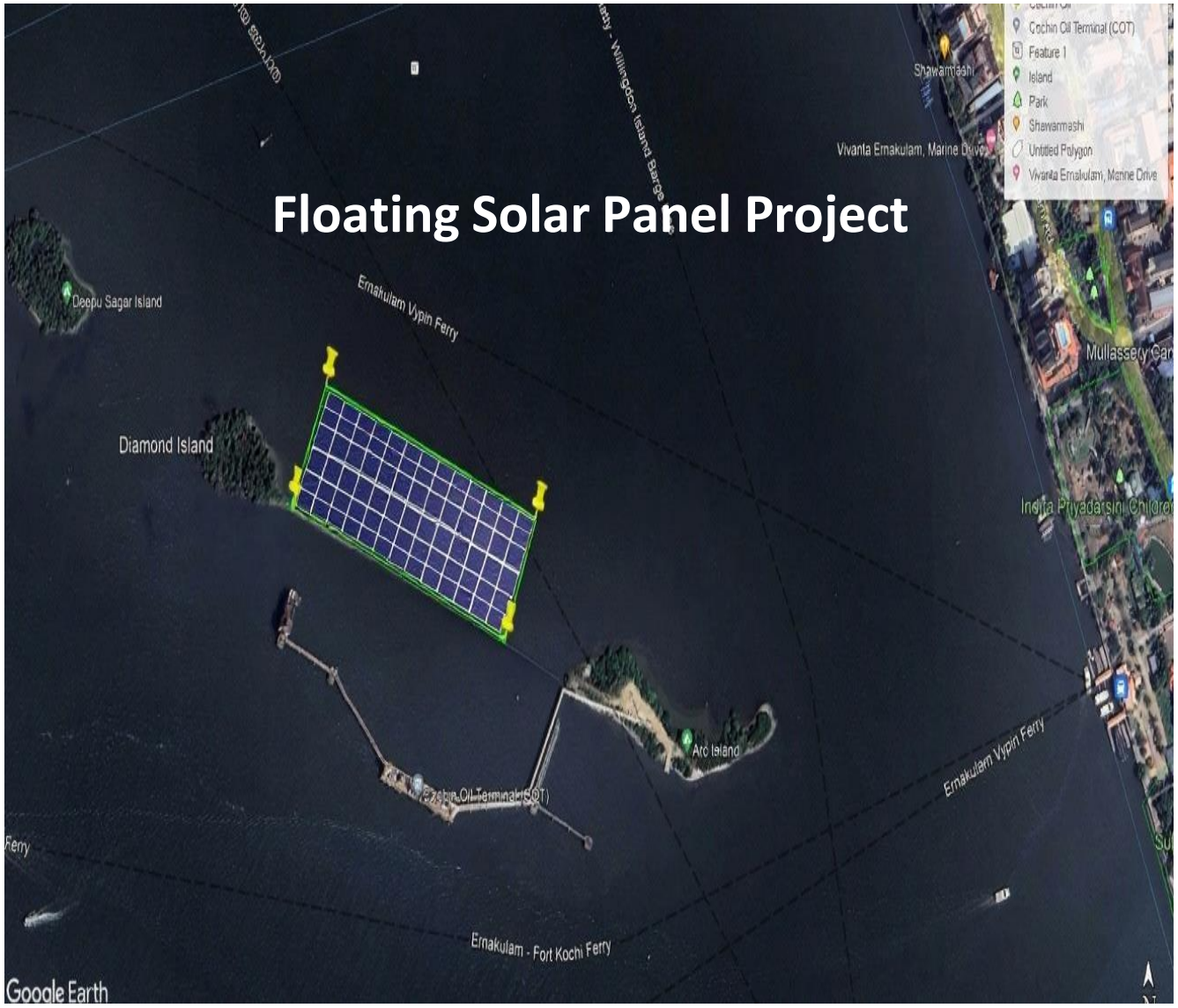
Sustainability Initiatives

Container terminal Equipment runs on electrical power, except for the trucks.

LNG bunkering services are being provided

Using renewable energy to support our operations.

Renewable Energy Source	% Share
Present % Share of RE	4.55%
% RE Share by KSEBL Supply	35%
Proposed % Share of RE added	22.32%
Total % Share of RE in the Consumption by 2029	61.87%



By 2029, the MIV 2030 renewable energy target of 60% power consumption to be generated by renewable sources will be achieved

MARINE SAFETY & SEAFARER WELFARE – KEY POINTS

Insurance for Pilots & Marine Officers

Suggestion to provide insurance cover

Justification: High risk involved in Pilotage duty

Statutory Compliance

Cochin Port fully complies with:

- MARPOL
- ISPS
- Other statutory regulations

Seafarer Welfare Measures

DG Shipping directive: Ports to establish seafarers' welfare measures

Existing facility: Merchant Navy Club (MNC), Willingdon Island

Challenges:

- Access passes for seafarers at remote berths
- Immigration is working on online clearance system

Proposed Enhancements

- Transportation facility from berths/terminals to the Merchant Navy Club (MNC)
- Additional welfare facilities at MNC (post long voyages) like immigration clearance support, shore passes, medical services, transportation, free Wi-Fi, recreation facilities, FOREX services and other essential welfare provisions.

सत्यमेव जयते

पत्तन, पोत परिवहन
एवं जलमार्ग मंत्रालय
MINISTRY OF
PORTS, SHIPPING
AND WATERWAYS

Thank you, Namaste

कोचिन पत्तन

कोचिन पत्तन प्राधिकरण
Cochin Port Authority