

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
LOK SABHA  
UNSTARRED QUESTION NO. 4193  
TO BE ANSWERED ON 19<sup>TH</sup> MARCH, 2020

**INFRASTRUCTURE AT PORTS**

4193. SHRI GAJANAN KIRTIKAR:  
SHRI SANJAY SADASHIV RAO MANDLIK:  
SHRI SHRIRANG APPA BARNE:  
SHRI BIDYUT BARAN MAHATO:  
SHRI SUDHEER GUPTA:

Will the Minister of SHIPPING be pleased to state :

पोत परिवहन मंत्री

- (a) whether the Government proposes to create a world class environment friendly infrastructure at ports to make India USD 5 trillion economy by 2024;
- (b) if so, the details thereof and the steps taken/being taken by the Government in this direction;
- (c) whether a three day 'Chintan Baithak' of chairpersons and administrators of ports has been conducted by the Government;
- (d) if so, the details thereof and the issues discussed therein along with the outcome of the same;
- (e) whether the Government has devised any plan to harness India's vast coast for the sustainable growth and development of the shipping industry and if so, the details thereof; and
- (f) the other steps taken by the Government to develop all Indian ports at par with other global ports across the world?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH MANDAVIYA)

(a)&(b) The Ministry is striving hard towards making its contribution in achieving the target of USD 5 trillion economy set by the Government. In this regard, 58 projects involving a cost of Rs. 49950 crore have been identified as part of National Infrastructure Pipeline (NIP) for infrastructure augmentation and development at major ports upto FY 2025.

(c)&(d) Yes. Three days 'Chintan Baithak' was held from 28<sup>th</sup> February to 1<sup>st</sup> March, 2020 at Mahabalipuram. In the 'Chintan Baithak', detailed deliberations on

various matters relating to improving the performance of the Major Ports, strengthening of Major Ports to directly compete with private or non-major ports, port modernisation, implementing e-governance to make ports faceless and paperless, developing India as 'trans-shipment hub' and Vision-2030 for Maritime Sector were held.

(e) In order to increase tonnage capacity of Indian shipping industry, Government has taken a number of steps. These include (i) Providing Indian shipping industry cargo support through Right of First Refusal (ii) Reducing GST from 18% to 5% on bunker fuel used in Indian flag vessels (iii) Allowing carriage of coastal cargo from one Indian port to another Indian port via foreign ports in Sri Lanka and Bangladesh (iv) Removing licencing requirement for chartering of foreign registered ships by citizens of India, companies incorporated in India and Registered Societies to encourage coastal movement of agriculture and other commodities, fertilizer, EXIM Transshipment Containers and Empty containers (v) Bringing parity in the tax regime of Indian seafarers employed on Indian flag ships vis-a vis those on foreign flag ships (vi) Allowing shipping enterprises based in India to acquire ships abroad and flag them in the country of their convenience (vii) Allowing use of imported Containers for carrying of domestic cargo and allowing use of locally manufactured or domesticated containers conforming to the specifications from the International Organization (ISO), for transportation of EXIM cargo.

(f) In the past four-five years, the government has given a strong push to port modernisation, mechanisation and digitalisation, with a number of ease of doing business initiatives. The revamped port community system (PCS), PCS1x, is expected to connect and provide real-time information to stakeholders on a single platform. Other key measures for port modernisation include the introduction of web-based e-forms, direct port delivery and direct port entry, installation of container scanners and radio frequency identification-based systems for gate automation, digitalisation of land records and launch of a single-window interface for facilitating trade.

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